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Total 911

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992 GT3 BREAKS COVER

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ALL NEW COLOURS

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The science behind paint protection film, plus step-by-step fitting guide

FUTURE

ISSUE **199**

DigitalEdition

"Internally we nicknamed the 964 the 'rubber dinghy'!"

Exclusive interview with 964, 959 and 911 Speedster designer Ben Dimson

BEVERLY HILLS CAR CLUB

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1963 Porsche 356B Cabriolet-stock-12692

This beautiful color combination 1963 Porsche 356B T6 Cabriolet is available in Smyrna Green with a black interior. It comes equipped with a 4-speed manual transmission, 1600 engine, dual carburetors, soft top, boot, jack, and solid wheels. Also included with this vehicle is the Porsche Production Specification Certificate (PPS), as well as service documents and receipts totaling over $16,000. An extremely desirable Porsche 356B which has just come out of long-term ownership and is mechanically sound.

For $94,500

1965 Porsche 356C Coupe-stock-12687

This extremely desirable 1965 Porsche 356C Coupe is available in a gorgeous color combination of Champagne Yellow with a black interior. It comes equipped with a 4-speed manual transmission, 1600 Super engine, dual carburetors, 3-spoke wood steering wheel, rear luggage rack, front-wheel disc brakes, and solid wheels. A very fun and exciting German classic which still retains some of its original paint. The Porsche 356C is mechanically sound.

For $64,500

1968 Porsche 912 Coupe-stock-12664

This gorgeous 1968 Porsche 912 Coupe featured here with matching numbers is available in white with a black interior. It comes equipped with a 5-speed manual transmission, dual carburetors, 4-wheel disc brakes, and Fuchs wheels. An excellent original blue plate California car which is mechanically sound.

For $39,950

1973.5 Porsche 911T CIS Targa-stock-12728

This extremely sought after 1973.5 Porsche 911T CIS Targa featured here with matching numbers is available in its factory color code #622 Beige Gray with desirable sport seats with Houndstooth inserts. It comes equipped with a 5-speed manual transmission, 2.4-liter engine, 4-wheel disc brakes, Fuchs wheels, tool kit, and jack. Do not miss your chance to jump into the ownership of this beautiful 911T CIS Targa that was featured in a Porsche book. An impressive original California car which had the same owner since 1985 and who was consequently a Porsche Club of America (PCA) member. The Targa is mechanically sound.

For $96,500

1974 Porsche 914 2.0-stock-12813

The 1974 Porsche 914 2.0 featured here with matching numbers is available in red with a black and red interior. It comes equipped with a 5-speed manual transmission, 2.0-liter engine, dual Weber carburetors, 4-wheel disc brakes, and solid wheels. Additionally with this vehicle, are service documents totaling over $18,000 which includes an engine rebuild in 2015 at a cost of $11,000. A beautiful color combination German sports car which is mechanically sound.

For $26,500

1976 Porsche 912E-stock-12129

The 1976 Porsche 912E Sunroof Delete Coupe featured here with matching numbers is available in its original color code #408 of Chocolate Brown with a beautiful sand beige interior. It comes equipped with a manual transmission, dual Weber carburetors, 4-wheel disc brakes, and Fuchs wheels. An excellent original 912E which is mechanically sound.

For $29,950

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 is 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

1981 Porsche 911SC Coupe-stock-12697

The 1981 Porsche 911SC Coupe featured here with matching numbers is available in its factory color code #8195 Wine Red Metallic with a black interior. It comes equipped with a 5-speed manual transmission, 3.0-liter engine, air conditioning, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, and jack. A gorgeous color combination Porsche which is mechanically sound.

For $33,750

1986 Porsche Carrera Coupe-stock-12555

The 1986 Porsche Carrera Coupe featured here with matching numbers and 88,050 miles on the odometer is available in its factory color code #33P Iris Blue Metallic with a sand beige interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, cruise control, power windows, sunroof, jack, air compressor, 4-wheel disc brakes, and Fuchs wheels. Also included with this vehicle are receipts totaling over $12,000. A marvelous sports car which is mechanically sound.

For $54,500

1986 Porsche 930 Turbo Coupe-stock-12717

The 1986 Porsche 930 Turbo Coupe featured here with matching numbers is available in its factory color code #027 India Red with a black interior. It comes equipped with a manual transmission, air conditioning, power windows, sunroof, 4-wheel disc brakes, and Fuchs wheels. A beautiful color combination 930 Turbo which is mechanically sound.

For $72,500

1987 Porsche Carrera Coupe-stock-12799

The 1987 Porsche Carrera Coupe featured here with matching numbers is available in its factory color code #36P Venetian Blue Metallic with a parchment interior. It comes equipped with a 5-speed manual transmission, air conditioning, cruise control, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, jack, and tool kit. A beautiful color combination Porsche which is mechanically sound.

For $49,950

1991 Porsche 964 Carrera Targa-stock-12761

This original paint 1991 Porsche 964 Carrera Targa featured here with 74,212 miles on the odometer is available in its factory color code #700 black with a sand beige interior. It comes with a clean Carfax and is equipped with a G50 5-speed manual transmission, air conditioning cruise control, dual airbags, power windows, power steering, 4-wheel disc brakes, solid wheels, tool kit, air compressor, and jack. All stickers in place which includes the color code sticker under the hood. Additionally with this vehicle, are service receipts from 2003 to 2020 which includes a major service done on October 5, 2020 at a cost of $4,800. An excellent original California car which is mechanically sound.

For $59,950

2007 Porsche 911 Turbo 6-Speed-stock-12610

This original paint 2007 Porsche 911 Turbo 6-Speed featured here with 51,348 miles on the odometer is available in its factory color code #L31C Night Blue with a grey interior. It comes with a clean Carfax and is equipped with a 6-speed manual transmission, air conditioning, heated seats, cruise control, power windows, power steering, power seats, power locks, power mirrors, Bose sound system, power sunroof, and drilled rotors. The dashboard, headliner, and door panels are all in excellent condition. All stickers in place which includes the option code sticker under the hood. An excellent original 911 Turbo which is mechanically sound.

For $64,500

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Welcome

It's the end of an era in motorsport circles as Porsche formally ends its factory involvement Stateside in the IMSA WeatherTech SportsCar Championship. Ultimately a victim of financial implications from the COVID-19 pandemic, the decision is a cost-saving one, with bosses determining it as the most viable route for a cost saving in Motorsport globally. A great shame, not just because the works team has been so successful in GTLM the last seven years, but because the crowds (when permitted to attend) are staunch Porsche supporters, so big is the passion for the Swabian sports car manufacturer throughout the US.

Staying with a US theme, it was a huge honour for me personally to interview Mr Ben Dimson this issue, designer of the 964, 959 and 3.2 Speedster. Dimson, whose early Speedster sketch is above, has kept a low profile since leaving Porsche in 1989, splitting his time between his SoCal home and NorCal vineyard, so it was a real pleasure to have him open up to me on life at Porsche during build of that exceptional 959, and game-changing 964 in particular. Ben's wife, Cheryl, also worked for Porsche in the 1980s, and it is she who designed the famous 'Carrera' and 'Turbo' scripts which adorn the back of many of our 911s. Ben's interview is a genuinely fascinating encounter, which you can find beginning on page 24.

> "Dimson has kept a low profile since leaving Porsche, so it was a real pleasure to have him open up to me"

Elsewhere, I very much hope this will be my last welcome note – for one issue, anyway! This is because, as we celebrate our 200th issue next month, I'm hopeful of delivering you a stellar guest editor to take the reins for our very special two-century milestone.

It's well documented that magazines generally have a tough job of grabbing an audience's attention in our tech-crazed contemporary society, but Total 911 nevertheless remains a strong beast. That's thanks to the loyalty of you, our readers, who clearly value the quality of our editorial. Reaching 200 issues is nevertheless a huge achievement, so I thank you sincerely for your commitment to us over the last 23,020 pages of in-depth journalism. So, we've all got issue 200 to look forward to, but in the meantime, I hope you enjoy number 199!

LEE SIBLEY • Editor
E: lee.sibley@futurenet.com

Total 911 Opening Shot

Photograph courtesy of **Porsche Motorsport North America**

After contesting a total of 75 races since 2014, achieving 21 wins and 56 podiums in the process, the North American Porsche works team bows out of IMSA competition with victory in the final race of the 2020 season at Sebring 12 Hours. Prior to the race, the team unveiled special 'stars and stripes' liveries for the 515hp 911 RSRs as a thank you to the country which has offered six years of stellar GT competition.

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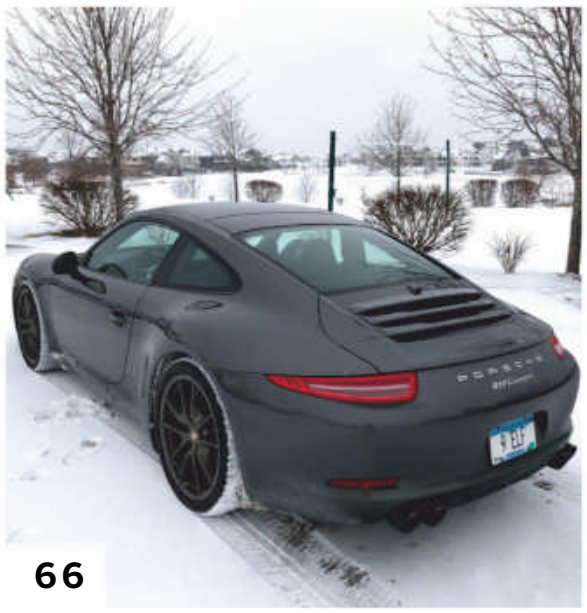
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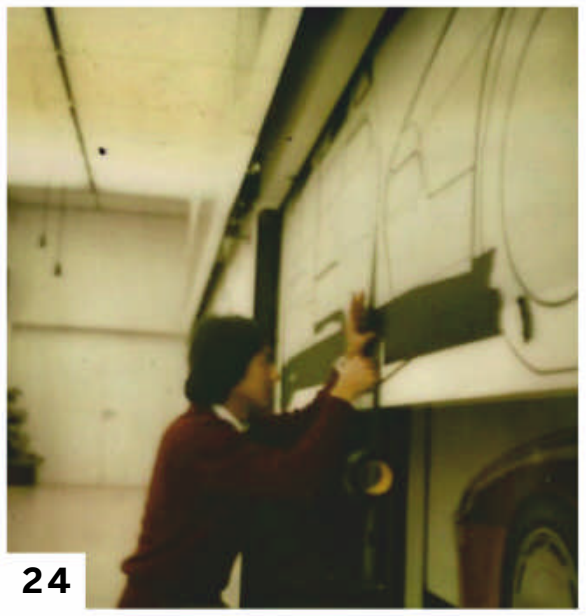
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Update

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

Special edition RS in the pipeline?

Ducktailed 992 prototype sparks rumours of celebratory Rennsport

Total 911's spies have captured an unknown 992 in testing on the Nürburgring Nordschleife, adding fuel to the fire of rumours of a possible special edition Rennsport in the making.

The mule appears cloaked in a Turbo-spec ultra-wide body, complete with trademark side air intakes – however, at the rear of the prototype, a definitive ducktail wing can be seen.

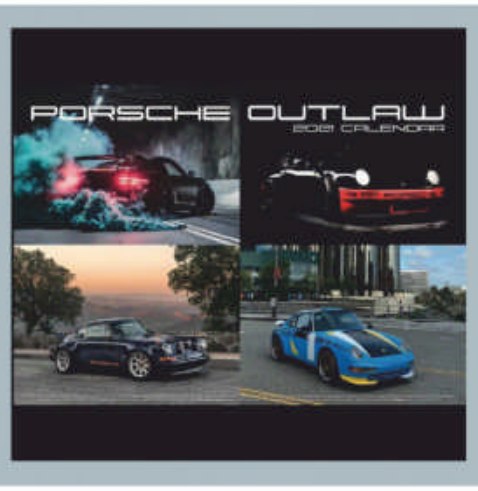
Other aspects of the mule, largely covered by black tape and discreet black panelling, appear to mimic that of a standard Turbo: front and rear PUs, centre lock wheels, and ride height all fall into line with usual Turbo styling. The placing of the dual exhaust outlets also echo a Turbo aesthetic, being placed either side of the centre line, rather than in the middle as we'd see with a GT car.

The presence of that ducktail makes for an interesting prospect: the famous aerofoil, as first seen on the 2.7 RS in 1973, was offered as a Tequipment option on 991 Carreras, but has never been seen before on Turbo 911s. The wing on the mule in our pictures perfectly mimics the profile of the original ducktail from that iconic first Rennsport, and its presence on a 992 has certainly put the rumour mill into overdrive: could this merely be a forthcoming option for the Turbo, or is it perhaps an early test exercise for a special future RS?

2022 marks 50 years of the hallowed 911 Rennsport, which was produced during the F-series of production at Porsche between 1972 and 1973.

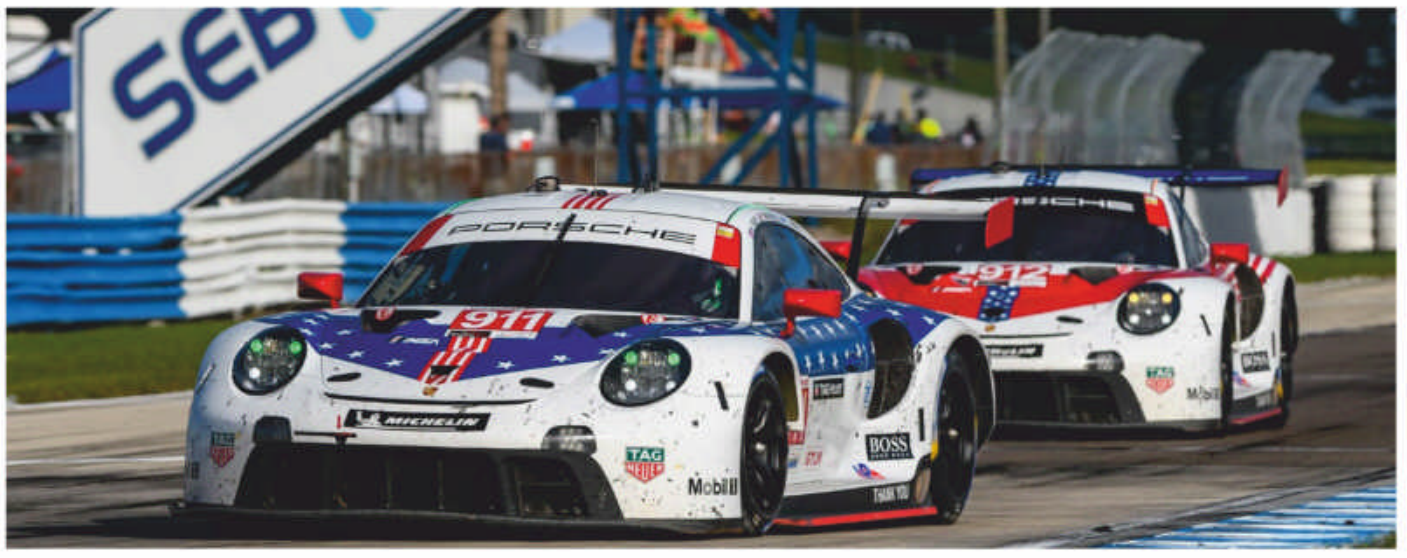
Porsche-inspired face masks

The US-based apparel company, Striipe Design, has brought a striking new range of motorsport-inspired face masks to market. Striipe's original designs have been crafted with a selection of Porsche's famous race car liveries in mind, including Martini and Gulf, as well as popular interior patterns such as pasha and houndstooth. The masks are priced from $16 and can be purchased at **striipedesign.com**.



2021 Outlaw calendar revealed

Your 2021 Porsche outlaw-themed charity calendar is here! Back for its third year, the Porsche Outlaw calendar showcases 12 of the very best outlaw cars in the world, with support from Magnus Walker and Singer Vehicle Design. A great Christmas present to yourself, 100 per cent of the sales price is promised to dementia research. To get your calendar visit **nationalbrainappeal.org/product/porsche-outlaw-2021-calendar**



Porsche signs off IMSA programme in style

Sebring success marks treble of works victories in final season Stateside

After seven seasons encompassing seven IMSA title wins, five North American Endurance Cup championships, 21 race wins and 56 podium results, Porsche has bowed out of works racing in the United States. The manufacturer, which has been supported during the period by partner Core Autosport, finished in style with victory in the final race of the season for Nick Tandy, Earl Bamber and Fred Makowiecki in the no.911 991 RSR at the Sebring 12 Hours. This was the third win in a row for the Porsche works team in the highly competitive GTLM class this year, and marked the third straight win at Sebring for works ace Tandy.

Racing in their specially designed 'stars and stripes' liveries to thank fans Stateside for their support, the works RSRs finished with a perfect one-two result in Florida. Pascal Zurlinden, director of Factory Motorsport at Porsche, said after the race: "There's no better way to wrap up a factory programme."

Meanwhile, it looks increasingly likely that Weissach is set to lose one of its most talented works drivers after Nick Tandy was all but confirmed as a factory Corvette driver for next season. The Briton will switch allegiances to compete for the rival American manufacturer in IMSA competition, having consistently excelled in races Stateside over the last seven years. **Total 911** would like to wish Mr Tandy every success in his new venture.

Upgrade your 997 turn signals

Dynamic LED turn signals from FVD modernise your 997

The German automotive parts business, FVD Brombacher, has brought to market some innovative LED turn signals to significantly upgrade the look of your 997.

Suitable for both Gen1 and Gen2 997s, the upgrade offers brighter LED lighting that moves in a sequential fluid motion when operated, giving your 911 the latest look while improving visibility to other drivers.

The turn signals are sold as a set of two and offer plug-and-play fitting – without throwing up any error codes on your 997's display. Available in a range of finishes including clear and smoked lenses, for further information visit **fvd.net**.

Unreleased Porsche concept cars made public

15 study cars revealed as part of 'Porsche Unseen'

Porsche has taken the unprecedented step of publishing an array of design studies from 15 different projects during the period 2005 to 2019 as part of a new 'Porsche Unseen' initiative.

The studies will be split between segments of 'Spin-offs', 'Little Rebels', 'Hyper cars' and 'What's next', with each offering what the company says is an exclusive insight into its design process, from the first drawing to the finished model ready for series production.

The previously unpublished design studies are being presented online and via **Total 911** magazine over coming issues. Oliver Blume, chairman of the executive board, said: "People all over the world love the timeless and innovative design of our sports cars. Visionary concept studies are the foundation of this success: they provide the pool of ideas for the Porsche design of tomorrow, and combine our strong tradition with trailblazing future technologies."

Christmas from Porsche Classic

Total 911 has teamed up with Porsche Classic to present you or a member of your family with the perfect Christmas gift. Get yours via porsche.com/uk/accessoriesandservice/classic

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A great way to display your love for all things Porsche Classic. The Original Porsche Crest has been turned into a large, enamel sign, suitable for hanging on any wall.

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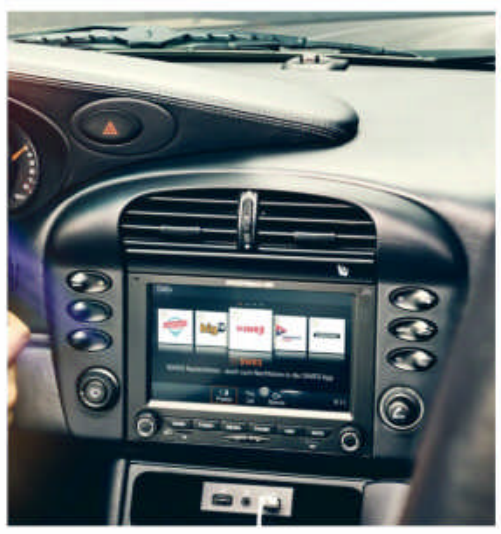
Choose the compact and comprehensive kit that has been specifically tailored for your model. Supplied in a white Classic design tin. A part number and parts list is printed on the rear.

Price: £64.16 RRP (Part no: various)



PORSCHE CLASSIC COMMUNICATION MANAGEMENT SYSTEMS

Classic on the outside, high tech on the inside. Available in two versions, both featuring DAB+ and Apple CarPlay: PCCM for models with a single DIN and PCCM+ for double-DIN models. PCCM has a 3.5" display and PCCM+ has a 7" display and also comes with Google® Android Auto.

Price: PCCM: from £1,200.00 (part no. 91164559000)

PCCM+: from £1,350.00 (part no. 99664259000)

KEY POUCHES

Protect the key to your car with one of these leather key pouches. Available in a range of colours and embossed with the Porsche Crest, this makes a wonderful gift.

Price: £43.00 RRP (Part no: various)

FUEL ADDITIVE

Protect, cleanse, and preserve your classic Porsche's fuel system with Porsche Classic fuel additive, produced with the 'Made in Germany' quality you would expect.

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LUGGAGE LINER (996)

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Price: £135.00 RRP (Part no: PCG04400010)

HAND TORCH

Based on an original hand torch that was part of the accessories catalogue for the Porsche 356 in 1963. Now combining classic design with modern technology, the torch features LED lights with two different lighting modes and a rubber-coated magnet. Housed in a leather case embossed with the Porsche Crest.

Price: £45.37 RRP (Part no: 64472260101)

TOOL KITS

An essential accessory, the Porsche tool kit is tailored to your model and contains tools to maintain your Porsche from your own home and provide peace of mind when you're on the road. Stored in an attractive tool bag.

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GUEST COLUMN

Brian Redman

PART OF A SPECIAL 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 as we look back at his remarkable career during one of the most dangerous eras in motor racing

I turned professional in 1967 for £30 a week with David Bridges from Garstang, driving Formula 2. Towards the end of the year, I was asked by David Piper if I would like to drive his Ferrari 250 LM at Montlhery in the Paris 1,000kms race along with Richard Attwood. It was a miserably wet race but we won our class, which was the GT class, and we were 6th overall.

After the race this tall, distinguished-looking gentleman came up to me and said, "Brian, I'm David Yorke, the team manager for John Wyer. Would you like to drive with Jacky Ickx at the Kyalami 9 hours next month?" Of course I accepted and piloted the JW Automotive Mirage M1 with Jackie, and we won the race. John Wyer was kind enough to say, "At last we found the perfect co-driver for Jacky Ickx." So, I signed the contract with John Wyer Automotive. After Kyalami, the first race was the 24 Hours of Daytona in 1968.

It was my first trip to Daytona and the USA. I couldn't believe how fast it was coming on to the banking close to 200mph. There you are on the flat and level and suddenly… wham! One of the challenges of the track is you really can't see very far ahead because of the roof line in the car.

I had raced on a banked track twice before, but learning Daytona's steeply banked curves was a new challenge and I found the process unnerving. I couldn't seem to keep my foot hard on the throttle in the steeply banked, angled turn known as NASCAR 3. I kept trying in practice, lap after lap. I knew I should be taking it flat, but I just couldn't because my foot kept twitching.

After practice I said to Jacky, "Jacky can I ask you a question?" He said, "Yes, Bree-an what is it?" A little bit embarrassed I said, "Are you flat? Are you flat onto the banking?" Jacky replied, "Yes, but of course, each time I sink zat I fly to ze moon!"

There is more to Daytona than its high banking, but the slingshots they provide onto two long straights are what makes this track fast, difficult and dangerous. During the 1968 24 Hours of Daytona, we were leading in our John Wyer Ford GT40 when second gear failed down at the U-turn behind the pits, so we were unfortunately out of the race.

As readers of my earlier columns will recall, in June 1968 I was involved in a terrible accident at a Formula 1 Belgian Grand Prix at Spa while driving for Cooper. During the race the front suspension broke and I careened sideways into the barrier. The car's rolling momentum carried it up and over the guardrail, with my arm caught between the guardrail and the chassis.

This enormous accident caused my ulna and radius to snap, inflicting a compound fracture of the right arm. Fortunately, after being flown by helicopter to the hospital I was put under the care of a brilliant surgeon named Professor Orban. He moved the ulna and radius bones back into alignment and inserted two stainless steel Rush pins down the medullary canals, which saved my arm. Professor Orban's two pins remain in my arm to this day.

I was out for the next several months but when I started racing again, the Burnley Victoria Hospital took one X-ray of my arm and said it was healed and okay. At the end of the season I was hired to drive the Chevron BMW B8 in the Springbok Trophy series in South Africa.

After doing several races my arm started to hurt a bit and then got progressively worse. We were going past Johannesburg for the next race when I decided to ring Alex Blignaut, organiser of the South African Grand Prix, to ask if he could recommend a doctor. Alex knew a great Orthopaedic surgeon named Dr. David Roux, who saw me on the Friday afternoon.

He took 20 X-rays and told me two bits of bad news. The first bad news was my bones in the forearm had not knitted together. The second bit of bad news was he could try an experimental surgery that might work and it might not, but he was going on holiday the next day.

Just that week I had signed a contract with Porsche for 1969. I told Dr. Roux that I had to be at Daytona in six weeks. The good doctor postponed his holiday and the next morning he operated on my arm. The operation was a success: he didn't put my arm in plaster, instead he provided a sling. He cautioned me not to use my arm until I have to.

Six weeks later I arrived in Daytona. I took the sling off and of course I didn't tell anybody. The 1969 24 Hours of Daytona was the first big race for Porsche, making a massive attack on winning the World Manufacturers' Championship. Porsche sent five cars to Daytona. All of them were Longtail 908s.

I was paired with former **Total 911** guest columnist Vic Elford. I managed to get through practice and qualifying but I was worried that I wouldn't survive 24 hours of hard racing on Daytona's difficult track. Early in the race, 'Quick Vic' and I were nearly rendered unconscious by an exhaust leak. During the race I was driving the 908 with only my left hand. I was supporting my left elbow with my left knee. I was resting my right hand on the steering wheel in case something went wrong and I had to use it (above).

Around 8:00pm the first of the 908s came into the pits with the engine misfiring. The engineers examined it and said, "Ve are finished. Zay vill all break." The titanium teeth on each 908's timing gear driveshafts began to break. One by one, all five factory Porsches dropped out. Vic and I were out by about midnight. I have to say I was relieved as I am not sure I could have lasted the 24 hours.

By the next race at Sebring six weeks later, my arm was healed. I was very lucky I was okay. Despite the problems at Daytona, in 1969 Porsche was victorious in the Manufacturers' Championship with Jo Siffert and me having a remarkable season by winning four races in a sequence of five for Porsche.

Next month, I will take you back in time to discuss what happened at the legendary battle of the 1970 24 Hours of Daytona. John Wyer's Gulf team was the official Porsche entry but when our team showed up in Daytona, we got quite the surprise. 911


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

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

ISSN 1746-6130

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Views

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The very best of your Porsche opinions

Totally 911 committed

Dear Sir,

I have been reading **Total 911** for about nine months now and finally pulled the trigger and found one of my own. I have come to enjoy so much more about these amazing cars through reading your magazine too. I had already been the owner of a 2006 Cayman S (fully loaded with anything you could get, including PCCB) and wondered just what this mystique was all about with these 911 cars. So four months ago we found this beautiful Rainforest green metallic Carrera Cabriolet, and now I know what the 911 allure is all about.

Here in the US Pacific Northwest we see plenty of rain, wind and a couple of snowfalls each winter. I took out the Cayman in the winter and she drove wonderfully, and I am looking forward to getting a chance to get the Carrera out in some snow too! Since getting this girl I've done the following installations/upgrades: new coils and plugs, an undersized-lightweight crank pulley and belt, cold air intake with K&N filter, Rennline engine mounts, fresh brake pads and a brake fluid flush, fresh gearbox oil, short shift kit and few other odds and ends. I love driving this car and when that flat six is wound up to about 5.5K rpm it really is exciting, especially in third/fourth gear on the twisties!

Anyway, I hope this letter and the pictures are enjoyable for you, I know as a fellow 996 owner you'll really appreciate my joy with this Carerra. Seems there are still some in the 911 communities that view the 996 series as 'bastard children' or 'freaks of mechanical nature'. They may never know the real value of these cars for many years.

Scott Shand

We are exceedingly pleased you've taken the opportunity to step into the world of Porsche 911s – a world of fun, passion and with an overriding sense of community. As the year has marched on, we've discovered one of the few positives of COVID-ravaged 2020 is that more people than ever are purchasing their first 911. We think the pandemic has caused people to alter their perspectives for the better, realising that life is too short to not drive a 911!

As for your personal choice, we think it looks stunning in the rare shade of Forest green metallic. It's true that the 996 is beginning to really come into its own in terms of popularity among the wider enthusiast community, though it will always have its detractors among purists – and that's fine. With over 1.1 million 911s ever built, and 80 per cent of them still on the road today, there's certainly plenty to choose from, especially in the current buyer's market!

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

Is the 996 C4S an investment?

Dear Sir,
I'm a regular reader of **Total 911** and am considering buying a 2004 Carrera C4S. It's a family member car having covered 100,000 miles. It has a history file and is a nice, tidy car. Where in your professional opinion would you see the car at, money wise? Are they desirable and in your opinion worthwhile investing in? What problems should I look out for?
Rob Childs

The C4S is a beautiful 911, its rear is one of the best ever in my view. It's difficult to put a value on your car in question without seeing it or its history file, but they are a desirable 996. Having said that, I wouldn't say it's a surefire investment: Porsche made thousands of them, so there's plenty around for buyers to choose from, so you need a unique spec and very low miles for it to be an "investment". As for things to look out for when buying, remember the C4S has the wet-sumped M96 engine, so you'll want to do your research on IMS bearings and bore scoring, plus look out for the usual croaking and clunking of worn chassis parts which can cost a lot to put right if the whole underside needs looking at.

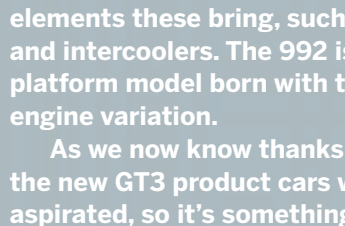
The quick 997.1 Turbo Tiptronic S

Dear Sir,
Enjoying '45 Years of Turbo' in issue 197, I was surprised to read that not before the introduction of PDK in generation 997.2, an automatic version of the 911 Turbo became faster than the manual to 62mph, since Porsche has stated 3.7 seconds for the 997.1 Turbo Tiptronic S and 3.9 seconds for its manual counterpart. Looking forward to future issues of your fantastic magazine.
Stefan Gustafsson

Thanks indeed for your email in. We stand corrected! You are right: the 997.1 Turbo with Tiptronic is indeed faster than its manual counterpart, though both transmissions have a top speed of 310kph and identical acceleration times between 80-120kph of 3.5 seconds (providing the manual car is equipped with Sport Chrono Package Turbo). Thank you for bringing that to our attention, it's given rise to an idea for a feature looking at the merits of Tiptronic 911s.

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

The 4.0-litre, naturally aspirated flat six engine in the 2020 718 GTS is a genuinely exciting development. Porsche says it's not possible for the engine to go into a 911, though I'm hopeful it might find its way into a 992 GTS or Carrera T. From your perspective as a technician, what, if anything, is stopping that engine from being housed in the back of a 992?
Richie Stout

The new 4.0-litre engine is cracking and being naturally aspirated it is, for me, a true expression of Porsche engines. I've not read anything to say that it is not possible to go into the back of a 911. From a technical point of view the 992 is designed to house a twin turbo engine and all of the added elements these bring, such as boost pipes and intercoolers. The 992 is a different platform model born with the turbocharged engine variation.

As we now know thanks to this issue, the new GT3 product cars will be naturally aspirated, so it's something to keep an eye out for and see how the generation develops. Regarding the GTS and T variations, I would imagine they will share the same platform and stick with the 992's 3.0-litre twin turbo powerplants. However, again I have not seen anything to confirm this as we are still awaiting the press release of these models to be launched. To get to the point, I think with some fettling and changing of engine mountings it would be possible, technically, to fit that 4.0-litre, NA engine into a 992, although I am not sure if this is something that Porsche is exploring – I'm sure the thought would have crossed their minds at the R&D department!

New GT3

THE INSIDE STORY

Written by
Kyle Fortune
Photography by
Porsche

Andreas Preuninger gives Total 911 a first look at the upcoming 992 GT3 ahead of its 2021 international debut

It is something that's impossible to quantify, but when asked what the key goal was with the new 992 GT3, there's absolutely no delay before Andreas Preuninger, director of Porsche's GT Model Line simply says: "emotion." The rest is pure engineering, this being conventionally measurable, and follows the usual GT3 formula. In the unlikely event you're not familiar with that, it means keeping check of the weight, adding agility and improving performance, all while bound by the increasingly restrictive burdens of bureaucracy and legislation, be it emissions, noise or crash worthiness. Indeed, Preuninger admits that the ever-changing, more restrictive boundary conditions mean around 80 per cent of the GT department's engineering expertise is dedicated to keeping the existing level of performance in ever-tougher conditions, with the other 20 per cent focused on 'upping the ante'.

Evidently Preuninger and his team are busy doing exactly that. While waiting at Weissach's gates to meet him, several GT3s depart, their camouflage fooling nobody, a 911's shape so iconic it's impossible to mask, while adding the GT3's aero addendum only piques interest even further. I'm here to occupy the passenger seat, joining the boss on one of his many drives as the GT3 is readied for release.

The new GT3 has been three years in the making, that being typical, though tougher, says Preuninger, and not due to the worldwide situation with coronavirus. That presented its own challenges which, while less than ideal, haven't been insurmountable. No, the biggest hurdles instead are the legislation involved. As much as that evidently pains Preuninger, the engineer also seems to relish the challenge of the moving goalposts, and the GT3 is a corporate, driver and enthusiast's two-fingered salute to the legislators, a significant, iconic last stand to tradition, internal combustion and the hedonism that some of us still derive from the simple process of driving. The GT3 is the 911's DNA, motorsport pedigree and history presented as a single car, at the very core of the entire company, its existence about as wilful an exhibition of Porsche's competitive engineering excellence, and downright stubbornness, as you could possibly

conceive. The fact that Porsche perseveres with it, as an OEM, bound by laws not applicable to small volume manufacturers, is testament to the firm's commitment to the most focused model in its most iconic series.

What's powering it is no secret, even if today, and for the purposes of communication at the official launch later, there's no spec sheet outlining exact numbers. It's a 4.0-litre, naturally aspirated flat six that's pretty much lifted from the 991 Speedster. No surprises there, then, nobody at the Speedster launch ever denied the open 991 was essentially a trial run for the next GT3's engine, even if since then there's been a shift in the regulations applied to it.

"If you clog up an exhaust with big catalysts and take a big OPF (particulate filter) that's initially a problem, because an engine is an air pump. Air in, air out. If the air doesn't come out, we have a problem. We have to counterbalance that, with compression, with intake, with timing. Timing on the other side is very sensitive to emissions as well. You really have to find your way through the maze to get the best results. Even so, it's still the same amount on the horsepower," says Preuninger, admitting to the 510hp of that Speedster. It's a bit more in reality, but, as ever, homologated to that number to ensure in the worst conditions it can make its numbers. Enough then, because nobody ever got out of a 991 GT3, GT3 RS or that Speedster and thought it needed anything more.

Preuninger says they're at the point of diminishing returns when it comes to the engine performance, stating that the gains the GT3 brings over its predecessor come from other areas. A measure of that progress is a lap time of the Nürburgring; that time isn't on the table today, though Preuninger, somewhat predictably, says it'll be quicker. Just how much so we'll have to wait until another day.

He is swift, though, to admit that the GT3 represents a big step forward. And, as we've already ascertained, those gains are not down to the engine. Key here is the aerodynamics, as well as the chassis revisions, the combination of those making for the greater whole. The greatest change with a number associated with it is the 50 per cent increase in downforce. "That's not 5 per cent, it's 50 per cent," clarifies Preuninger, witnessing my reaction when divulging the increase, before adding that the sizeable gain is achieved along with a lower drag figure than the outgoing GT3.

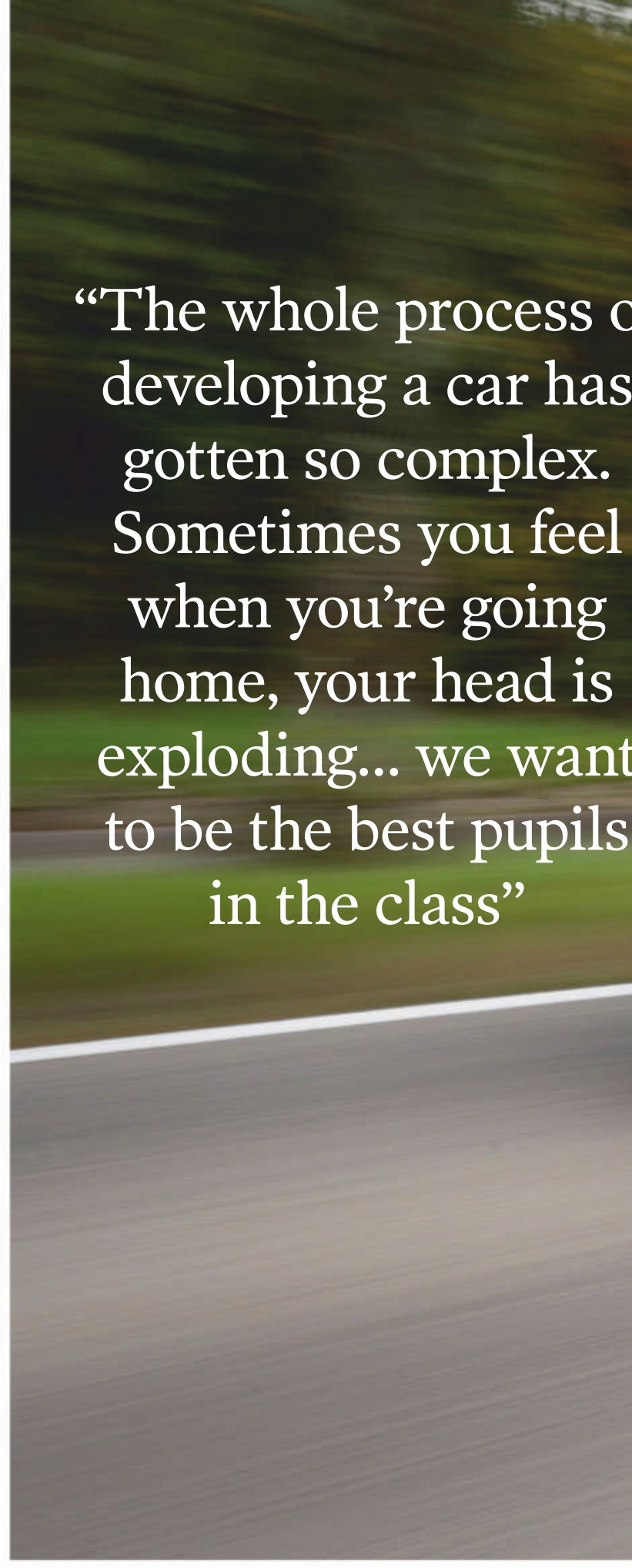
"It's the wing, it's the front end, it's the diffuser; the diffuser is a lot bigger and it does a lot more to the car, the combination of these are all good for the downforce. The wind tunnel work is extensive, but for me it's important, the efficiency of the car is important," says the charismatic engineer.

The downforce increases stability and aids those lap times, but the lack of drag is about Preuninger not wanting to be smoked at high speed by big, powerful saloons on the autobahn. "We live in Germany, I don't want a slow car on the autobahn, when up at 240km I don't want the car running against limits because of the wind resistance, it has to be quick at acceleration even at higher speeds. There you need aerodynamic efficiency, that's the point. I want it to accelerate heavily until you see a three as the first of the triple digits. After that I don't care," says Preuninger. Part of our route will take in an unrestricted stretch of autobahn for Preuninger to demonstrate.

It's one of the engineering contradictions that are more evident on any car than on the GT3. More performance, but greater efficiency, and it's most obvious when applied to the aero. It explains what's certain to be one of the most talked about elements of the GT3's look, that being the rear wing. It's hang mounted which, says Preuninger, caused a lot of discussion internally as to the visuals, but the benefits were too difficult to ignore.

We have now stopped to discuss the car, because as enjoyable as it is being driven on Preuninger's favourite roads in it, there's a lot to talk about and it's quite difficult to do so while listening to a flat six being repeatedly wrung out, and while also experiencing the physicality of the forces that it and the chassis are generating.

Parked and standing around the back of the GT3, Preuninger explains how the wing works. "Form



of

ABOVE New GT3 features widened front end, slightly more so than 992 Carreras

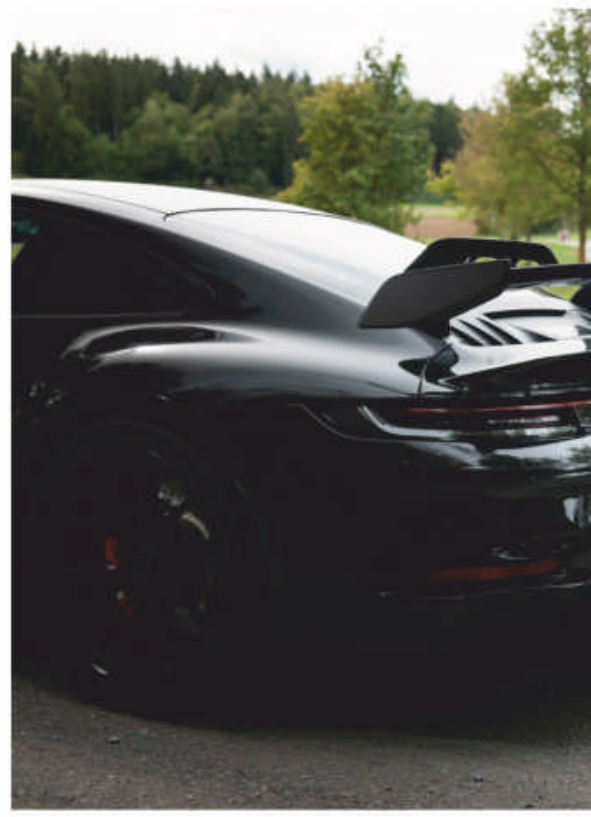
LEFT Fortune and 'AP' talk through the car in the countryside near Weissach

FAR LEFT 'Hanging' rear wing carries over technology from works racers

ABOVE Despite using the larger 992 platform, the new GT3 weighs the same as its 991.2 predecessor

RIGHT Preuninger reveals 992 GT3 will sit 25mm lower than its 992 Carrera sister

FAR RIGHT AP explains how the new GT3 generates 50% more downforce



follows function, always. Especially here, the race cars all have hanging wings because the suction side (the underside) is as important, actually even more important than the side on top where the pressure is applied," he says. The resultant airflow underneath the wing is uninterrupted by the struts, or at least significantly less so if they were bottom mounted, which means the wing itself can be positioned at less of a steep angle to generate the same downforce with less drag. There are benefits elsewhere, too, particularly for a rear-engined car like the 911, the air flowing into the engine is better managed, the scoops gathering it lower, helping clean its exit at the rear.

That rear is "beautiful" promises Preuninger, the necessary disguising cladding on the prototype here intentionally hiding it. The depth of the cut outs for the parking sensors and rear reflectors – those reflectors' position mandated by yet more legislation – highlight that situated under that overt big wing, and that cladding, production GT3s will present a far more svelte backside. The diffuser is prominent, as are the pair of exhaust pipes exiting centrally, these being attached to a system that shares a lot with that of the Speedster, but is modified to suit impending emissions laws that'll come into force within the GT3's production cycle.

"The whole process of developing a car has gotten so complex. Sometimes you feel when you're going home, your head is exploding, so much of it doesn't get acknowledged by the customer because they don't know the restrictions we're faced with. That's being an OEM. Doing everything right, being legal, and we want to be legal. We want to be the best pupils in the class. This is what the board has decided and I think it's a good thing," says Preuninger. That commitment is why the GT3 can be sold globally, it homologated to all the world's different markets.

The look around the front is more difficult to disguise, the wider front track of the 992 obvious, though a couple of millimetres wider thanks to the front's 9.5-inch wide wheel. The signature cut-outs ahead of the bonnet are more efficient in their cooling, while the vertical slashed air vanes in the front bumper's edges help manage airflow down the GT3's flanks. The extended body skirts help here, too, as they do with airflow underneath, with NACA ducts in the underfloor to direct cooling to the areas where it's needed.

The front wheels are 20 inches, with the rears gaining an inch, the 21-inch forged alloy rims being no heavier than the 20-inch wheel of the previous GT3. They're 12 inches wide at the rear. The front tyres are 255/35 ZR20s, with the rears 315/30 ZR21s, wearing Michelin Pilot Sport Cup 2s, these the same compound as the GT3 991.2 but next generation. Preuninger says the tyre works well in the wet or cold, 'within limits', obviously. If you're after something more extreme for track use then there's the option of the Cup 2 R. The wheels are, unsurprisingly, centre locks items, behind which 408mm front and 380mm brake discs reside.

That's an increase of 28mm on the front axle, Preuninger highlighting the discs themselves aren't through drilled, instead just pitted like those on the race car, with benefits to longevity as well as performance. PCCB items are offered, too, these a carry-over from the predecessor GT3, with some minor revisions as is inevitable with the evolution – but with the new steel brakes Preuninger thinks there'll be a slight reduction in the take-up of the PCCB option. The unsprung mass is similar to that of the previous GT3, despite the bigger wheel and tyre package, as well as those larger brakes.

The rear axle is largely carried over from the 991, admits Preuninger, saying: "The rear axle is the multi-link system from the 991, which is carried over the geometry, because you can't find anything to be made better. We have the rear axle steering as well, which is newly calibrated. It was spot on with the 991, we didn't want to touch too much. We just wanted to transfer this technology, the ideas, what it's doing, on a new platform." The GT3 sits 25mm lower than a Carrera 2, and the jointing in the suspension is ball-mounted, Preuninger vocal in his dislike of rubber bushings. The front axle is where the GT3 differs in its 992 application, with double wishbones being used on the front axle, that switch being key to the GT3's revisions.

"Almost always race cars have double wishbones. We were not sure if we could get this system into the 911 platform, and it was a big discussion and a big problem to solve. But we did it and it was worth it, definitely," says Preuninger. That new axle is quicker to react to bumps, there's less resistance in the system and it's stiffer and more stable under braking. Without the strut having to take the force of the brakes, the dampers could be significantly lighter, too, though the switch did have an inevitable knock on to the steering. "It called for a completely different approach on the steering as well, because now you've got different resistance values in the front axle. We had to start from scratch on the steering field. It took a long time to end up where we were with the McPherson system. It's the same hardware, but it reacts differently, because the forces it encounters when turning the wheel are far different, so we had to adjust it," admits Preuninger.

He adds, too, that the springs are stiffer, not quite to 991.2 RS levels, but about 25-30% stiffer than the previous GT3. That's to the benefit of yaw and roll control, but not at the expense of comfort, with extensive damper tuning to help maintain ride comfort. The wishbones themselves are forged aluminium, hugely expensive for a road car, though Preuninger admits they're used on the 992 Cup car,

992 GT3 AT A GLANCE

- 510hp, 4.0-litre flat six taken from the 991 Speedster
- 50% more downforce than 991.2 GT3
- Front suspension features double wishbones
- PDK and manual to be available in forthcoming Touring
- Launch colour to be Shark blue

joking: “we’re just lazy and didn’t want to construct two parts.” Lazy, perhaps, but beneficial, as they’re light, and lightness is always a key goal with the GT3.

There’s less sound deadening over the Carrera, with the loss of the rear seats, thinner glass at the rear and sides, the glass savings alone adding up to nearly 2kg. “You have to appreciate the grams to get the whole,” states Preuninger, saving weight wherever possible. That explains the composite bonnet on the GT3 as standard equipment, that requiring a new approach to sate pedestrian crash test regulation. Carbon bonnets are too stiff to pass pedestrian impact tests, the result being that Porsche is limited to producing just 1,000 cars annually with them in Europe, so the GT3 required a new approach. Lifting the bonnet reveals how it’s been achieved, with the structure featuring cut outs to allow it to give in the event of an impact, making it possible to be a serial production part, built and sold in bigger numbers. There are polyurethane front and rear bumpers like the 991.2 GT3, all of which allows the 992-based GT3 to weigh no less than the old 991 GT3.

That’s not insignificant, given the base weight of a 992 Carrera, and it was a key goal for the GT department – it’s bigger, as a result of the larger 992 platform, but not heavier. The body in white differs little, says Preuninger, adding that the Carrera shell is stiff because of strategies developed from the previous GT3. “It’s like a fortress, without feeling as heavy as a fortress,” he highlights, the key being to wake the platform up, to make it meet the demands of a GT customer. “It’s a motorsport car so it has to live up to that expectation, the emotion and the fun to drive the car, the urge to sit in the car, to take it for a spin, that’s the important thing. That’s what makes the people want the car from the heart to the stomach. That’s definitely the main driver, to be driving for the sake of it,” he admits.

That dictated several factors – the PDK is a carry-over, as is the manual, so the PDK is the GT department’s sport PDK with its seven ratios, while the manual is a six-speeder. Both transmissions will be offered in both the standard, be-winged GT3, as well as the Touring which comes a few months later: “why not?” says Preuninger, admitting that a number of Touring buyers had asked for the availability of PDK. Significantly, that PDK comes with a gear selector as well as paddle shifters, which is a direct nod to Preuninger’s preference for driving the PDK using the stick. “Some people have got in it and looked for the clutch pedal,” he laughs, and it’s not surprising, as the PDK’s transmission tunnel-mounted selector apes a manual knob, replacing the somewhat unloved selector of the standard Carrera.

Preuninger clearly enjoys using it, on roads he knows well, the GT3 feeling light and agile from the passenger seat, seemingly shrinking the 992’s larger dimensions as a result of its poise and ability. The seating position helps, the team here spending a great deal of time getting it right, with the instruments too being GT3 specific. The large rev counter in one mode has two crescent lights on its sides that illuminate in blue as the revs rise, these aping the racer’s display.

The drive modes are limited to Normal, Sport and Track, each configurable within their own parameters, with the Wet mode of the Carrera not needed – Preuninger states that the stability and traction control systems are clever enough to recognise when the traction breaks regardless of the G loading, or the speed, with the system reacting subtly and accordingly. He wanted more simplicity from the drive systems and displays, and that’s what he’s achieved.

The engine tears around to 9,000rpm with the same fervour as I recall from the Speedster, the forces it transmits memorable, even from the wrong seat. Preuninger is clearly happy with its sound, saying: “It’s a typical GT3 howl, despite having a particulate filter and noise regulation,” and it’s difficult to deny the voracity of his claims. It sounds great. He’s also enjoying the front axle’s turn-in, which, even from the passenger side, feels quicker to react. The suspension, too, rides with a deft suppleness that’s at odds with the taut body control, while that promise of good acceleration thanks to the lack of drag at three-figure speeds manifests as Preuninger takes in a section of de-restricted autobahn. More engineering contradictions, mixing elements that should be diametrically opposed, yet the GT department, and the GT3, seems oblivious to those conventions.

I may still have to wait some time until the day that I’m sat in the driving seat, but it’s been an enlightening few hours discussing and spending time alongside the man who heads up the GT3’s development. And the launch colour? There’s always a story about the colour with Preuninger – the blue, visible in the door shuts and in the perforations of the Alcantara inside, takes its inspiration from a superyacht Preuninger spotted while holidaying in Sardinia. Google ‘Madame Gu’ if you want an idea of the hue, Preuninger saying it’ll be called Shark blue when the car’s launched.

He promises it’ll look sensational under it, make you look back every time you park it, and make you want to drive it more. Those emotional elements will be revealed more when we get to drive it, which with any luck, won’t be too long. 911

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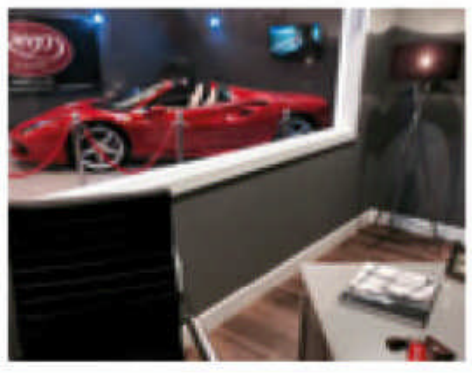

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THE FUTURE OF **LUXURY CAR CARE**

BEN DIMSON

His Porsche legacy includes design of the 928, 944 Turbo, 959, 3.2 Speedster and 964 Carrera, yet few are familiar with the story of Ben Dimson. Total 911 chats to the man himself in an exclusive interview

Interview by **Lee Sibley**
Photography courtesy **Ben Dimson**
and **Porsche Archive**

Ben Dimson was born in the Philippines, yet it was in the automotive playground of California where, as a student, his love for vehicle design could be harnessed.

Upon graduation, his talents would land him a job at Porsche where, surrounded by household greats such as Tony Lapine and Richard Söderberg, Dimson flourished. His revamp of the 928 sparked a homogenous front-end design which would permeate throughout all Porsche models including the 944 Turbo, 959, and 964 Carrera. In between this, Dimson was also put in charge of styling Porsche's first ever 911 Speedster, creating iconic liveries for Porsche's 962 race cars, and assisting in aviation projects at Weissach, as Porsche looked to expand its engineering expertise from the road to the runway.

Despite his enormous achievements, Dimson has largely kept himself out of the public eye – which means there are few, particularly in Porsche circles, who know his story. However, Dimson agreed to an exclusive interview with Total 911's editor, sharing his remarkable account of life at Weissach in the 1980s. Speaking from his NorCal vineyard, Dimson talks openly about his arrival at Porsche, joining the 959 styling effort, and winning approval for the look of the now universally loved 964...

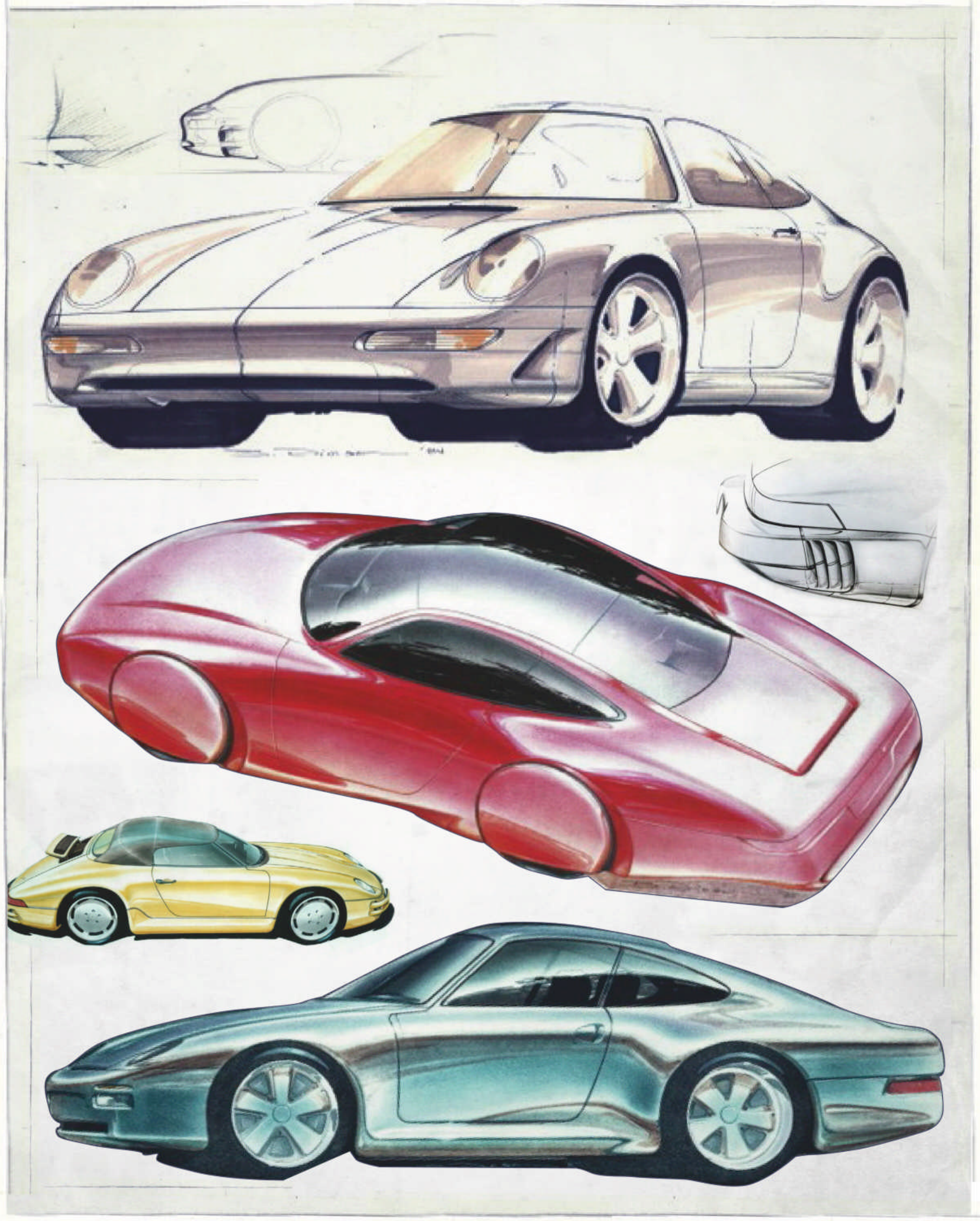
Total 911: Ben, you arrived at Porsche in 1981 via Manila and then California. What took you to Porsche in Stuttgart?

Ben Dimson: I grew up in Manila and was exposed to quite a few cars. The Philippine car environment was heavily influenced by European, American and Japanese manufacturers in the '60s and '70s. I went to a university in the Philippines to begin Industrial Engineering before I learnt about design. Back then car design existed only in the United States of America and Europe but whilst I was at university, I came across a leaflet about the General Motors Design Programme, and it piqued my interest. I didn't know such a career existed! I travelled to the USA to visit friends and family and whilst I was there I followed up on the links to the Art Center College of Design. I saw the campus, the programme, but also fell in love with California because the car culture was incredible, and that was it – I got the bug and was hooked. It was what I had to do. My engineering background helped but design brought about a whole new perspective for me. You could, through sketching, be responsible for the look of a car.

From my time at the Arts Center focusing on transportation design, I began interviewing with multiple car companies. Once I graduated I got the chance to join Ford, Volkswagen and finally Porsche. I never expected that my application would be taken seriously at Porsche!

What was it like to work in a reinvigorated Porsche workforce under newly appointed CEO Peter Schutz?

It was very exciting, especially for me coming from the Philippines, studying in the United States and then arriving in Germany. My first ride in a Porsche at the tremendous Autobahn speeds that we reached between the airport and Weissach was such a welcome. I had never been above 130mph but we were doing 170mph in a Porsche, on the Autobahn – it was an incredible experience!



When we arrived in Weissach, the design staff made me feel very comfortable. The environment was so exciting, and I think that's because of a lot of the personnel that were already there: the design department was being led by Tony Lapine and he had an incredible group of people around him. Richard Söderberg, Wolfgang Möbius, the designer of the 928, Peter Reisinger as the head modeller, and Ginger Ostle, the head of the Interior Design department at the time. They built an incredible team of designers and modellers to create that next generation of Porsches.

Before Lapine arrived there was turmoil at Porsche within the family and that's when Dr Porsche decided to bring in people like Peter Schutz to run the company. He brought in design staff from General Motors Opel at that time, and Lapine and his team were brought in to create the styling department of Porsche. I think it was a confluence of time and of having the right people at the right moment. When Peter Schutz got there he had Lapine in the Styling department, Helmuth Bott was being groomed to head the Engineering department, and Peter Falk in the Racing department. They created an environment that brought back performance into the car world. Remember, we were just leaving a period of economic difficulty, air pollution was becoming a serious problem, therefore catalytic converters were just being mandated and that had a tremendous effect on the performance of vehicles. Pollution was a big concern because the standards in America affected everyone's plans of how they sold cars in the world. Porsche was really quick to react to that, without losing the performance attributes that Porsches were known for. Also the clients expected it, they wanted the Porsche to remain as high performing as they had been in the past.

> "German cars were not as sexy as the Italian cars. However, when it came to performance it overtook all the styling you could possibly want. That's the magic of Porsche"

You worked at Porsche with some legends of the automotive genre such as Norbert Singer, Peter Falk, Richard Söderberg, and Tony Lapine. What was that like?

At the beginning I felt very small because all these people were incredible names! You read about them in magazines. Porsche racing at the time was also making incredible headlines – the history of the 917 created a goal that had to be beaten by the next generations of racing Porsche, and it happened that during my time at Porsche. The 962 was created for that era of racing. It was a phenomenal car; the styling department was asked to participate in some of the racing programmes through the graphics on the cars or minor design features to help with the aerodynamics. They were involved in, for example, the Rothmans cars, the Blaupunkt vehicles, and the Hugo Boss liveries.

After your involvement in the 928 redesign under its original designer, Wolfgang Möbius, you joined the 959 programme. What was your involvement?

The 959 was developed in Richard Söderberg's studio, which was considered the advanced design studio. Wolfgang Möbius was responsible for the production design, but Söderberg would handle speciality cars like the 959 and racing rally cars at the time. I was appointed the lead designer for the 959 programme, because at the time I was one of the more senior designers within the studio and had good success with the earlier programmes such as 928 S4 and 944 Turbo.

That's a really quick rise from joining in 1981 to what, 1984 by now?

BELOW With his 964 design, Dimson worked hard to bring back the side profile of the 356 with its softer contours of the front fender 'gun barrels'

BELOW RIGHT Tony Lapine entertaining the design team at his house. Dimson says Lapine would also cook and serve his design team dinner after big projects

TOP LEFT 964 design crew, featuring Dimson bottom left. Above is a shot of Dimson at the Geneva Auto Salon, mid 1980s

Yes, the programme started in '84/'85. Porsche had a very small team. The entire studio had only 30 people and there were only three or four designers in each studio. I was lucky with the 928 programme that Lapine and the other design gurus liked the proposal that I did for the 928, which set a precedent for the future look of most Porsches with the homogeneous front end, twin slot air intakes and integrated fog lamps. That became a signature that Lapine and the design team decided would be the face of Porsches in the '80s. Because of that, I was lucky to be assigned in a number of projects that continued with that look and feel. Mind you, I was working with a lot of other designers that worked with that principle too and applied them throughout the Porsche line. I just happened to be the one that lucked out and was able to introduce this look.

The 959 was a trailblazer for many reasons. From a design point of view, there were many new materials used for the first time such as Kevlar. Was it difficult to work with these different materials that hadn't been used before across the company?

There were some restrictions because unlike regular fibreglass the manufacturing process was different. You were working with different resins. However when it came to the generation of the actual form of the car the material lent itself very well. The fact that it was stronger and lighter all added to the picture for the 959. The goal for the 959 was such an extreme level, it was to introduce four-wheel drive and guarantee it could do 200mph, which was more so than any other car on the market at the time. These goals were incredibly challenging, not just from the design side but from the engineering side too. Aerodynamics played a critical role for the car, especially for the design, because for a car to perform at 200mph, the aerodynamics had to be spot on and stop the car from taking off.

They dictated the design elements of the car from the front end to the air intakes: the air intake off the shoulder, the rear spoiler, the height that it had to maintain from the deck. Downforce and low drag proficiency were the goals and they were all dictated by the aerodynamics. The active aerodynamics were already integrated in much of the bodywork, therefore the sills being the way they were added to the ground effect that was required. The shaping of the fender lips to extract the air from the fender wells were intentional, and all dictated by the experimentation in the wind tunnels. When the 959 was developed there was a Group B study that was done in the styling department, and that look generated the aerodynamic models that were necessary to create the 959.

Were any moving elements considered, like the active rear wing on the 964?

The suspension took care of a lot of that. It had a fully automated hydraulic system that was controlled by the aerodynamics of the car and the speed it was going at the time. When you compare what the 959 had to the Ferrari F40, technologically the 959 was so much more advanced.

The 959 was delayed, it was expensive, it cost the company a lot of money and there are arguments it cost Helmuth Bott his job at the time. From within Porsche during the build, what was the feeling among staff?

First of all, Porsche is a Swabian company of sorts. Therefore they are extremely mindful of every Deutschmark spent on the car. They were very controlling when it came to that aspect. Half the time, projects did run over budget – even with the 928, we went over budget. Part of the reason the 964 is what it is, is because we went over budget, but not enough to get everything that we really wanted. It made the 964 a half step rather than the full step like the 993.

The 959 was a work of passion from an engineering and design point of view but also, for the Porsche family, it was a matter of pride. This, for them, was to be the most iconic Porsche at the time, given the technological promise that it had. They simply had to deliver, so going over budget played a secondary role in getting the car right and also presenting a car that was exceptional. It was the right decision to make for the Porsche family and the board of directors. Ultimately, it delivered every promise it had made.

I remember a story about the 959 and when they decided to race it at Le Mans. At the time, the 962 and 956 were in a limbo programme and Porsche decided to enter the 959. The car won but it nearly

ABOVE A 964 Speedster model as photographed in the design department's viewing yard, prior to presentation to the Board of Directors for approval

won overall. It came in 3rd or 4th overall, I think, but it would have come 1st if it had rained. The car would have beaten the Group C-level cars – it was phenomenal.

Another Porsche icon is the Speedster, and you were project manager for the first 911 derivative. What was it like to revive a Porsche icon?

It was quite a challenge. The information that I got to start with began with a little sketch from Tony Lapine. He had scribbled some lines and he said "This is what I would like you to do." The sketch was so rough but from that meeting, it was decided that I should lead the team to create the rebirth of the Speedster using the 964 platform. The Speedster was created with the 964 already in mind, but right before its introduction the company decided to introduce the Speedster 911 with an SC body rather than the 964, to create more buzz for when the 964 was introduced. I was disappointed of course because the Speedster was designed as a 964 from the get-go.

They managed to increase the mystique about their cars through their steps in planning the introduction of several cars. In the '80s, Porsche was a small, bespoke manufacturer. They produced less than 30,000-35,000 cars a year and with the cars like the Speedster, 959 and 964, only then did Porsche finally reach the 65,000 cars sold in volume per year. It was a goal to reach the sales volume similar to that which the Corvette or Mercedes SL had. It was through creating niche vehicles like the Speedsters, Turbos and such that they were able to expand the 911 line to create enough volume and make the company more profitable.

Could you clear something up for us please? Everyone talks about the 'stillborn' 965 project... a lot of people refer to a 964 Turbo as a 965, but from our research the 965 was an entirely different project. Is that correct?

Yes it was. I wasn't involved in the 965 but the idea was to take as much of the 959 and adapt it into the 964 platform to create an even greater Turbo. It had more complex four-wheel-drive, engine management and electro hydraulic suspension systems that Porsche was playing with at the time. The 965 was to be the second-generation 959 – that was the vision for it. But I guess the limited volumes couldn't be justified to create a car above the 964 Turbo, and that's probably what killed it in the end.

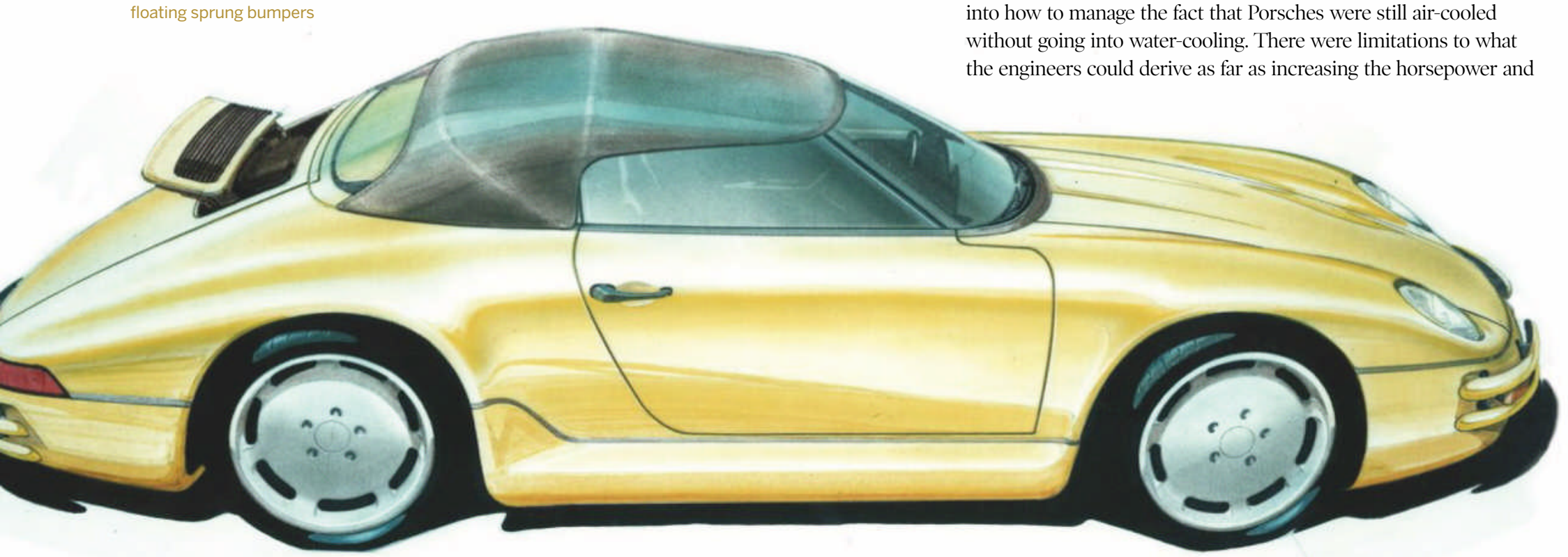
You designed the exterior of the 964. How did it feel to improve and update the 911 but still keep it as quintessentially a 911 to look at?

First of all, you have to consider the history of the company. There is just so much iconology behind that mark that in order to preserve the DNA and identity of the car, there is only so much you can do. When I got the opportunity to work on the 928, it was the 356 that actually inspired me to bring back that aerodynamic homogenity the 356 had. The technology at the time allowed me to create something that was even more homogenous for the car and fortunately it became more accepted as Porsche-like than some of the different styling trends that were prevalent at the time.

From a technological point of view, what were the challenges with the 964?

The engines were getting larger. Porsche was going into transition into how to manage the fact that Porsches were still air-cooled without going into water-cooling. There were limitations to what the engineers could derive as far as increasing the horsepower and

BELOW Dimson's original Speedster design, with new front and rear fenders and floating sprung bumpers



performance of the car without going into water-cooling. It was a huge challenge but at the same time, you could only get that thermo-efficiency if you water-cooled certain components. The engineering challenges translated into design challenges and then of course there is the safety regulations that mandated 5mph crumple zones. This meant that the design of the front was heavily influenced by the technology to allow the crumpling of certain body components without damaging the main steel structure. This meant that material choice for the bumpers was critical.

The absorption of energy for safety was very important and heavily mandated by regulations in the US and Europe. This was on top of the regulations for pollution also. There were also restrictions on lighting because back then you only had halogen lights, and with manufacturers delivering faster, more powerful cars, you needed better lighting. The only way to do that with halogen lights was to have a large reflector. So unlike today's LED technology, that means you can make a headlight about an inch and have the same amount of light as the largest halogen-powered bulb at the time. So there were a lot of restrictions that actually influenced the look of the car. We take them for granted today but it was simply the limits of the technology at the time that allowed for this.

Schutz's replacement, Heinz Branitzki, called the 964 "the 911 for the next 25 years". Did you and the Style Porsche department believe that, or had work on the 993 already begun by that point?

The 993 should have been the 964. Branitzki rode the success of the 959 and Porsche tried to apply as much of what it had learnt from the 959 onto the 964. It captured a unique vehicle that was technologically very advanced and also held together well. It made sense introducing four-wheel drive to a rear-engine car that was prone to pendulum swings in corners. It made the car safer, it made it perform better and therefore Branitzki capitalised on that platform, saying that this car was going to be the introduction of the next era. From then on, the performance development of cars only got better and better. The introduction of new electronics, integration of computer technology over the old transistorised electronic systems from the '70s, it changed everything. Suddenly everything was more compact and then you had literally a computer dictating how much of the suspension could be modified or activated in order to make the car safer, handle better, and make the ride experience more modern without compromising the sport attributes of a Porsche, because that was still paramount to everything Porsche did. They didn't want to compromise the driving experience of Porsche enthusiasts. They wanted to enhance it with the introduction of the electronics, four-wheel drive and the new suspension systems.

You mentioned the 993 was meant to be this spiritual successor to the G-bodied cars. Was it due to costs as to why the 964 was the immediate successor?

In the development of the 964, we already knew we wanted to change the fenders, integrate more changes to the basic architecture of the 911 and move away from the front fenders that were very flat and upright. Part of the reason for that was aerodynamics – getting that edge of the headlights a little lower, and technology for headlights was improving. We could move away from the plain lens which was dictated by the halogens at the time, and the large reflectors, while at the same time introduce a much softer side silhouette, which was much more in keeping with what the 356 was compared to the 911. When you look at the 356 compared to the 911, it was that shoulder form and fender form that separates the two and that was dictated by light technology at the time.

Looking at your early designs, Fuchs wheels feature in the arches of the car. At what point did it become apparent that Porsche wouldn't have Fuchs wheels on the 964?

The improvement in suspension changed that, because of the offsets that were necessary for the negative camber in the new

BELOW Ben in an early 964 pre-production test car near the Bodensee, mid-1980s

ABOVE The Porsche-Mooney PFM 3200 project being painted in a hangar just outside Weissach (Style Porsche designed the interior and body livery), also pictured in flight

ABOVE RIGHT The 'stillborn' 965 project, which Dimson says should not be confused with a 964 Turbo

suspension systems that the 964 introduced. They moved away from the front torsion bar suspension to adapting coilovers and more traditional suspension arms in the front. That affected the wheels. If you can visualise Fuchs without any offset, it's not as appealing. The appeal of the Fuchs was that you had this offset. We did experiment with multiple designs based on the Fuchs to try and maintain the character of the five-spoke Fuchs wheel, but it was a huge challenge so we moved away from the symmetry of the five-spoke Fuchs.

Was it always planned that midway through the 964's production life, the flag mirrors would change to the cup mirrors, or was that ad hoc?

It was somewhat ad hoc and just happened, but in Porsche's own way because it is very rare that something is accidental at Porsche. The engineering constraints and restrictions dictated the design however in that restriction, as designers, we designed the best that we could. It was always engineering driven first. They sell performance and everything is secondary to that, and design has to play a role in that, at whatever rank. The performance is not compromised and that's why back then you could say German cars were not as sexy as the Italian cars. However, when it came to performance it overtook all the styling you could possibly want. That's the magic of Porsche.

You left Porsche in 1989 and moved over to Mercedes-Benz. With particular reference to the 964 and its rise in value and popularity today, how does that make you feel?

I am so flattered by the reception. When the 964 was being developed, internally we almost referred to it as the ugly duckling. We had a name for the car, in German it's called 'Schlauchboot', which means 'rubber dinghy' in English. Everything was very rounded and some people thought it was over-inflated in certain areas – the front bumper, the rear bumper and the rocker panels. At times, even I had wished we had done more in terms of changes, and that's why it was crucial to change the front and rear fender in order to balance out the volumes of the rear bumper to the front bumper. There were certain views where we thought the car was a little heavy because of these volumes, but fortunately for me the bosses loved what we did, and over time the buyers of the 964 equally fell in love with it and accepted it and saw it had a greater improvement on what was already a great 911. We weren't sure whether the public would like it as much as they did. But the aerodynamics and the family look that we created really pulled the car together.

Plenty of third-party companies been reimagining the 964 in recent years. How does this make you feel?

I think it's wonderful. I would love to be involved in that again because it's such a great challenge with so much that can still be done to it. One aspect I really like is that, for me, the size of the 964 was nearly perfect and that the current 911s have gotten too large. It's almost a different car. For me, the sports car needs to be like a well-tailored suit, versus a loose-fitting jacket. The 964 was tight but you still had ample room. For me, that is my only regret with the newer cars: they have got one scale too big. They don't look as nimble, they look heavier and the proportions are larger and somewhat out of scale from my perspective.

Do you think the reimagined cars adhere to that in terms of keeping to the original dimensions of the car?

I think so. I think a lot of them are experimenting with how to improve on that tight package. Some of them are playing with extending the wheel bay and then minuscule width adjustments to improve the handling and the look. Some of them have done a really good job. In that regard, to me, the reimagining works really well. Singer has done a tremendous job. RUF did some incredible things with the 911 but for me, Singer epitomises what you can do with the 911s and 964s and they are creating some amazing things with the 964. The only unfortunate thing is that there weren't many 964s to begin with, so we need to maintain some of them and not completely modify them all out. It's an honour that these people try to continue where I left off and improve upon them. That makes me proud. When I began my design career, designers weren't even allowed to have business cards because car companies were so protective of their designers and didn't want them pilfered away by other companies. But over time that changed, we are a much more design-driven world than 30-40 years ago and you can't sell anything without industrial design being involved. Customers' appreciation for design is growing, and for me that is a compliment. 911

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PORSCHE INDEX

991.1 TURBO S

The Turbo S is an immensely capable all-rounder, and the first-gen 991 represents outrageous performance for the money right now. Here's everything you need to know before buying one...

Written by **Chris Randall** Photography by **Daniel Pullen**

HISTORY AND TECH

It was almost 30 years ago when the Turbo S badge first appeared, that model being the 964 that arrived in 1992 and was soon revered for its pace, rarity and sheer desirability. It would be used on each of the succeeding generations and by 2013 it was the turn of the Gen1 991. Available in Coupe and Cabriolet forms, it was an outstanding confection that combined towering performance with a lavish specification. The outright speed – 197mph, and the 0-62mph sprint ticked off in just 3.1 seconds – was delivered by the same 3.8-litre engine as the standard Turbo, a unit boasting a pair of variable geometry blowers and that produced 560hp at 6,000rpm. 30 more horses than before, there was the same increase in torque for a maximum of 700Nm available between 2,100 and 4,250rpm. By comparison, the 660Nm of the Turbo came at 1,950rpm, so the S engine delivered its twisting force over a very flexible range. And to demonstrate that Porsche hadn't forgotten about improving efficiency, claimed fuel economy was improved by up to 16 per cent at 29.1mpg. The increase in outputs might have been simply a matter of software tweaks but they were mighty effective, especially when transferred to the road via the quick-shifting, seven-speed PDK gearbox and Porsche's new electro-hydraulically controlled four-wheel-drive system. Porsche Torque Vectoring Plus was fitted as standard, as were Porsche Dynamic Chassis Control, active rear-wheel steering, centre lock wheels and PCCB stoppers. Buyers also benefitted from the Sport Chrono Plus package that included dynamic engine mounts. Tipping the scales at just over 1,600kg it was amongst the heavier 911s to roll off the Zuffenhausen production lines, but the substantial boost in power and torque more than made up for that. And anyone opting for the open-air charms of the Cabriolet didn't need to compromise when it came to performance; just 0.1 seconds was added to the claimed 0-62mph time while impressive aerodynamics for a soft-top (the Cd was 0.31) meant the maximum speed was unaltered. Choosing a Turbo S didn't come cheap, but it's unlikely that buyers would have felt short-changed. Not when they opened the door at any rate, the cabin displaying a richness of materials that couldn't fail to impress. Smothered in leather, it featured the likes of high-end audio and 18-way adjustable Sports seats. It was a fittingly opulent environment from which to enjoy the supreme grand touring abilities of the Turbo S.

ABOVE RIGHT Carbon pack was a popular interior trim choice, though some went for brushed aluminium

WHAT'S IT LIKE TO DRIVE?

You'll hardly be surprised to hear that the Turbo S feels every bit as quick as its on-paper performance would suggest. It's a devastatingly effective way of covering ground, but it's not just about outright punch. Sure, it has huge reserves of that, but it's the way it delivers that performance that's so impressive. The PDK transmission is both smooth and incredibly quick-witted, making it the perfect partner for both a B-road blast and covering hundreds of miles in one relaxed sitting. But if you are intent on enjoying its massive pace, the flat six revs smoothly and rapidly to its 7,200rpm cut-out, while the PCCB discs provide all the stopping power you could ever need. Both grip and stability are exceptional whatever the conditions, and the ride quality is wonderfully smooth. The electrically assisted steering takes some feel away, but we were impressed by the way the rear-wheel steering delivers additional sharpness and engagement at more modest cornering speeds. Factor in the supreme comfort and luxury, and the S is a very compelling package.

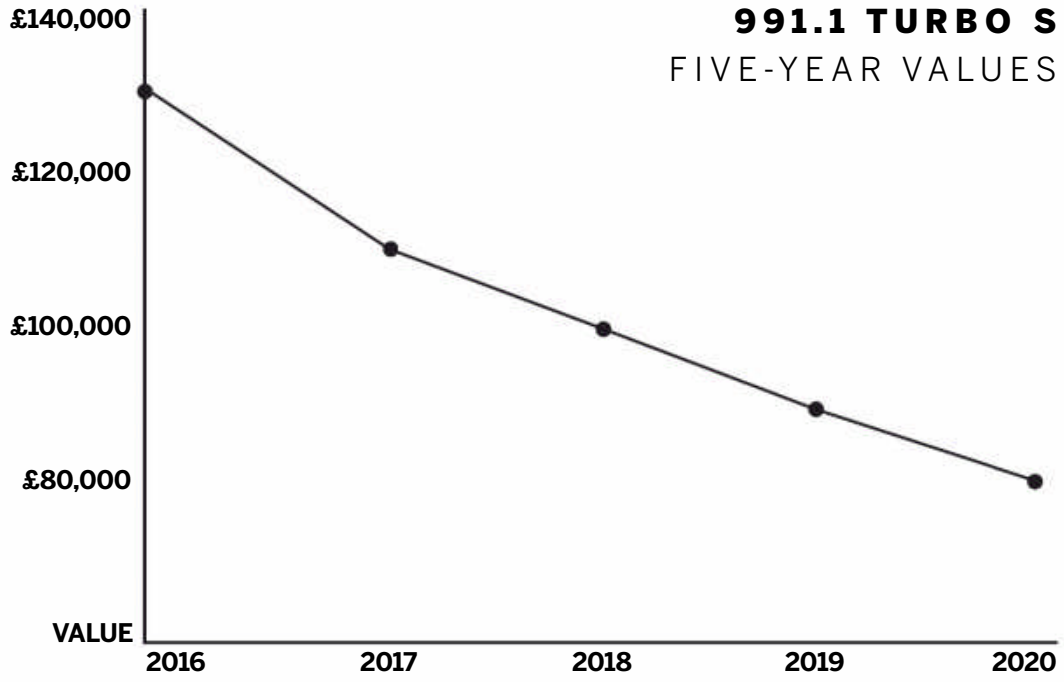
THE VALUES STORY

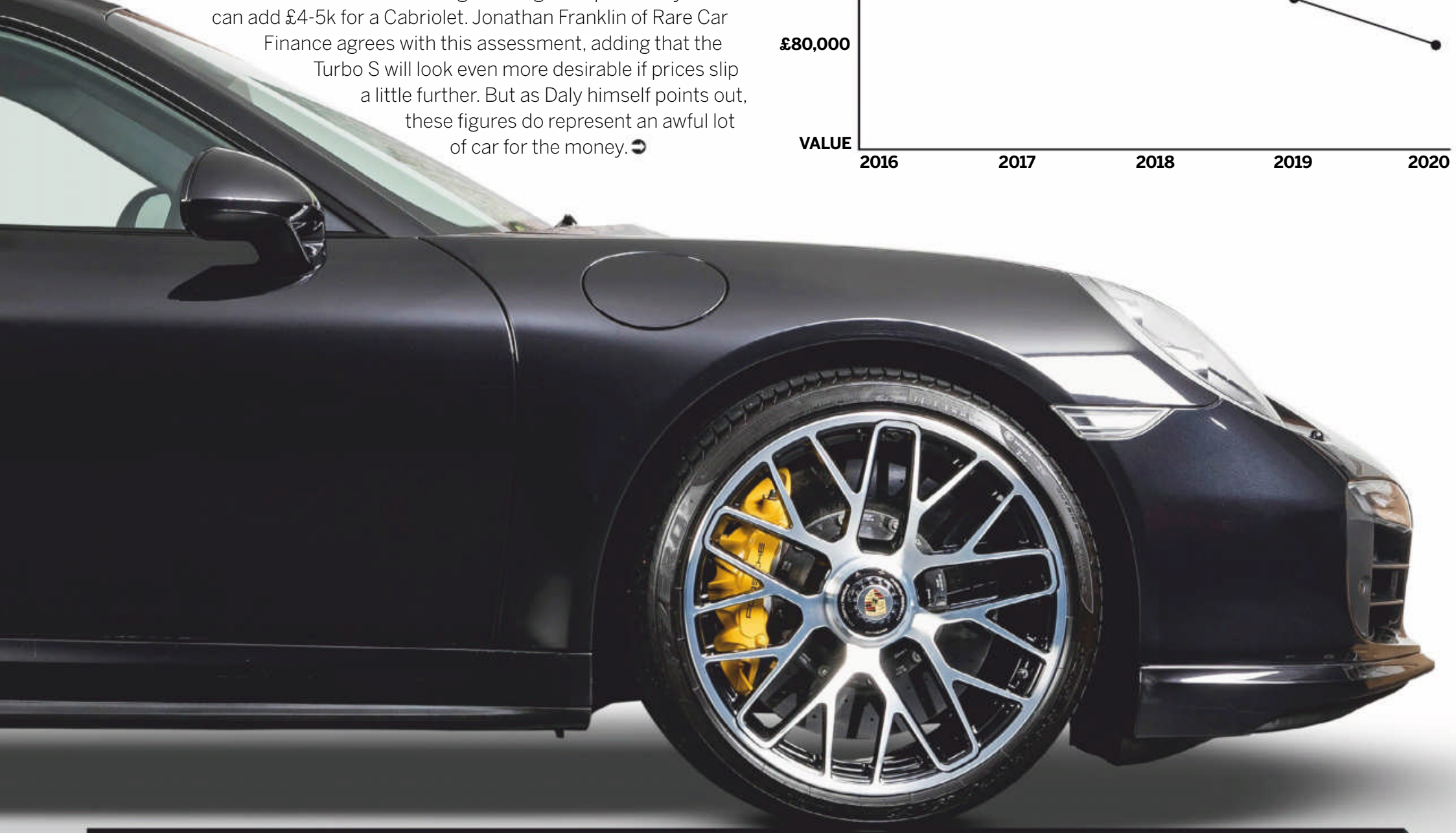
HAGERTY

The first deliveries of the Turbo S arrived in the UK in September 2013 with a price tag of £152,000. To put that into perspective, Porsche was asking an additional £22,500 compared to the 'regular' Turbo, and should you have preferred the Cabriolet that would have been another £8,700, please. These were big numbers and whether the S represented good value was a question we ourselves asked at the time. But seven years on and according to RPM Technik's Greig Daly, this was a 911 that certainly didn't avoid the gradual slope of depreciation. Today, a Coupe wearing 35,000-40,000 miles will set you back in the region of £75,000-85,000.

Around £70,000 should secure a high-mileage Coupe, while you can add £4-5k for a Cabriolet. Jonathan Franklin of Rare Car Finance agrees with this assessment, adding that the Turbo S will look even more desirable if prices slip a little further. But as Daly himself points out, these figures do represent an awful lot of car for the money.

991.1 TURBO S
FIVE-YEAR VALUES





MARKET RIVALS

Tempting though the rounded talents of Turbo S undoubtedly are, the same sum of money does introduce a few rather interesting alternatives, ranging from the focus of a GT model to the more luxurious approach of a GTS, plus an opportunity to experience the air-cooled end of the 911 spectrum.

991.2 GTS

With its turbocharged 3.0-litre 9A2 engine the GTS offered an additional 30hp and 50Nm compared to the 991.2 Carrera S, so there's no shortage of performance. Okay, so the punch isn't quite as explosive as the Turbo S but you're unlikely to be disappointed, plus there's the promise of an equally lavish standard spec, and a 2017/2018 RWD car is within budget.

997.1 GT3

Featuring a 3.6-litre motor carried over from the 996 GT3 – revved to a spine-tingling 8,400rpm – drive was sent to the rear wheels via a six-speed manual gearbox with shorter ratios. Adjustable suspension with PASM was standard, and if you want a 997 that engages like few others then look no further. A more focused choice than our featured Turbo S, but its dynamics are superb.

997 Turbo S

The 997 Turbo S represents the same sort of ownership experience as the 991.1. It's a great daily driver, plenty powerful enough, and arguably more special than the 991.1 as it's a run-out model with a unique spec (whereas the 991 Turbo S was marketed at the same time as the Turbo). Just don't expect its PDK transmission to be as intelligent or as fast as the latter.

964 C2

They just keep rising in value, don't they! A £20,000 911 around nine years ago, now a well-sorted 964 C2 Coupe, non sunroof and with manual transmission will cost you around £80,000 if it's sub 100,000 miles. A totally different proposition to the 991.1 Turbo S, you won't use it daily but a 964 will better look after you financially over a period of three to five years.

RIGHT 18-way Sports Seats Plus were a welcome addition to the Turbo S's repertoire. Wear-wise, the interior has fared well over seven years

BUYING ONE

The first thing worth mentioning is numbers. While Porsche is unable to confirm how many of these were sold in the UK, it is likely that around 30 to 50 examples are for sale at any one time, with the vast majority of those being Coupes. Their numbers are vast, so you've plenty of options to consider when in the market for one. Some will boast extended Porsche warranty, which we'd recommend, but plenty will have slipped out of the dealer network. In any case, an independent inspection is recommended, as the bills for these cars can be eye-watering.

Needless to say, the maintenance history should be spot-on, with main dealer stamps in the service record, or perhaps specialists for the earliest examples. Either way, there really shouldn't be any concerns about mechanical condition. There's been the odd gripe about the PDK transmission, with a handful of owners suffering from oil leaks, so this is worth checking, but that aside specialists certainly aren't experiencing any major problems, and a few cases of faulty sensors (there are lots of them on the Turbo S!). A good car though should require nothing more than the replacement of consumables such as brake pads and tyres.

Naturally, a check of the PCCB discs is wise: they last well but a replacement is shockingly expensive – you'll pay five figures. Externally, high-mileage cars could be suffering from the odd stone chip, but thanks to the quality of the materials and assembly, the cabin should be in near perfect condition, with only a light shine to the driver's seat leather and steering wheel. And while it would be sensible to check that all of the cabin tech is working – there are reports of occasional niggles with infotainment and climate control systems – it's unlikely any major problems will surface. Overall, the first-generation 991 seems to be proving robust and reliable. ➲

ABOVE Excellent lighting was ensured with the standard-spec PDLS+

ABOVE LEFT Side air intakes feeding intercoolers were reprofiled from 997 with no middle slat. This design would follow onto the 991.1 GT3 RS

LEFT Sport Chrono Pack came as standard on the 991.1 Turbo S

DESIRABLE OPTIONS

The Turbo S was very well equipped as standard, as you'd have hoped given the extra £22k required compared to the Turbo, but there were still plenty of option boxes to tick for owners. And many did, so you shouldn't have any trouble finding a car with a wealth of desirable extras. With those likely to fare better come re-sale time, Jonathan Franklin advises buying an S with the strongest specification possible. The likes of a sunroof and audio upgrade are all popular (Bose or Burmester), and we heartily recommend the Sport wheel over the non-Sport item with clumsy push-button steering wheel shifters. As for colour, it's no real surprise that black and silver were popular hues, but according to Greig Daly there's no harm in considering something a bit different.

ABOVE PDK serves as an excellent tool for extracting big power from the Turbo S's 560hp 9A1 engine when called upon, also offering the dexterity of a 16 per cent improvement in MPG

INVESTMENT POTENTIAL & OWNERSHIP EXPERIENCE

A 991.1 Turbo S isn't a 911 that should be thought of as an investment, as our five-year average values chart testifies. RPM's Greig Daly notes that the very last examples may still be subjected to further, slight depreciation in the years ahead. Jonathan Franklin of Rare Car Finance adds that, in any case, the Turbo S is always going to be desirable, which adds confidence when it comes to parting with your own money for one. As for ownership, there's no reason to think that it will be anything but immensely satisfying, though the bills that come with it are as big as the performance.

Comfortable, blisteringly fast and superbly constructed, it's a remarkably complete package though, and as we've previously mentioned, you won't find another modern supercar providing this kind of performance in this kind of price bracket. Perhaps the one question mark is whether you feel it's worth paying more for that S badge compared to a regular Turbo, but we'd argue the premium is worth it for the abundance of additional kit. 911

TOTAL 911 VERDICT

It's true that not everyone was convinced by the 991 when it first arrived, the increased dimensions and seemingly greater focus on comfort and luxury leading some to wonder whether their favourite sports car was losing its edge. The Turbo S certainly wasn't the rawest of drives, playing into the role of relaxing mile-muncher, but it certainly doesn't want for spec, and the explosive performance on offer quickly banishes any thoughts of softness. The abilities of the powertrain are deeply impressive, and when the right road presents itself the S delivers thrills aplenty, just like a 911 should.

★★★★★

"Comfortable, blisteringly fast and superbly constructed"

THANKS to Paragon GB for supplying the exemplary example in our pictures. For further information on the car visit **paragongb.com** or call +44 (0) 1825 830424

TYP 821

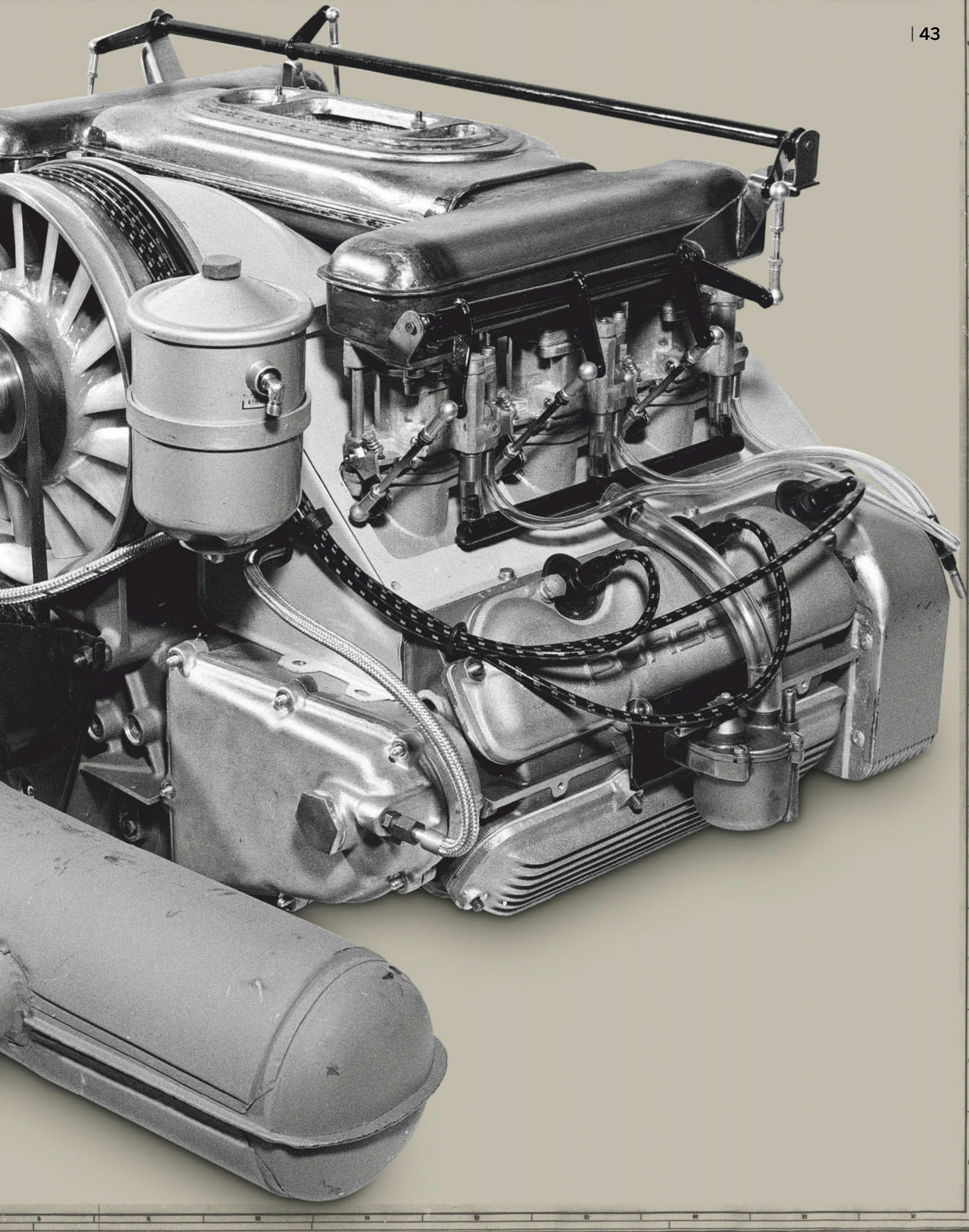
THE FLAT SIX WHICH FAILED TO MAKE THE CUT

The design of Porsche's second model, the 901, gave rise to much debate inside the company before the final version was agreed. But the engine design too ran into difficulties, which would delay the launch by almost a year

Written by **Kieron Fennelly** Photography courtesy **Porsche Archive**

By 1958 Zuffenhausen was giving serious thought to the next Porsche. The 356 was approaching its tenth birthday and if a facelift, the 356B, was imminent, it was still fundamentally a 1940s design and newer competitors offered both more space and more performance. The direction that the next Porsche would need to take was clear. If Ferry's dictum that there had to be room at least for a set of golf clubs was achieved with the early styling proposals, it was rather assumed that the next Porsche would be both bigger and heavier and that six rather than four cylinders would be providing the necessary power and refinement improvements.

Designing the new power plant, an air-cooled engine with horizontally opposed pistons following established Porsche practice, fell to the production engineers led by Leopold Jäntschke who had cut his air-cooled teeth working for Tatra. Listed as Typ 745, work on this new six began in mid 1959. Capacity was to be two litres and using an extended version of the four-cylinder 356 crankshaft, the 745 proved an adventurous undertaking, featuring twin axial-flow cooling fans, one for each bank of cylinders, designed as such to keep the overall height of the engine low. Typ 745 also had a type of desmodromic valve operation where the valves are both opened and shut mechanically rather than the conventional

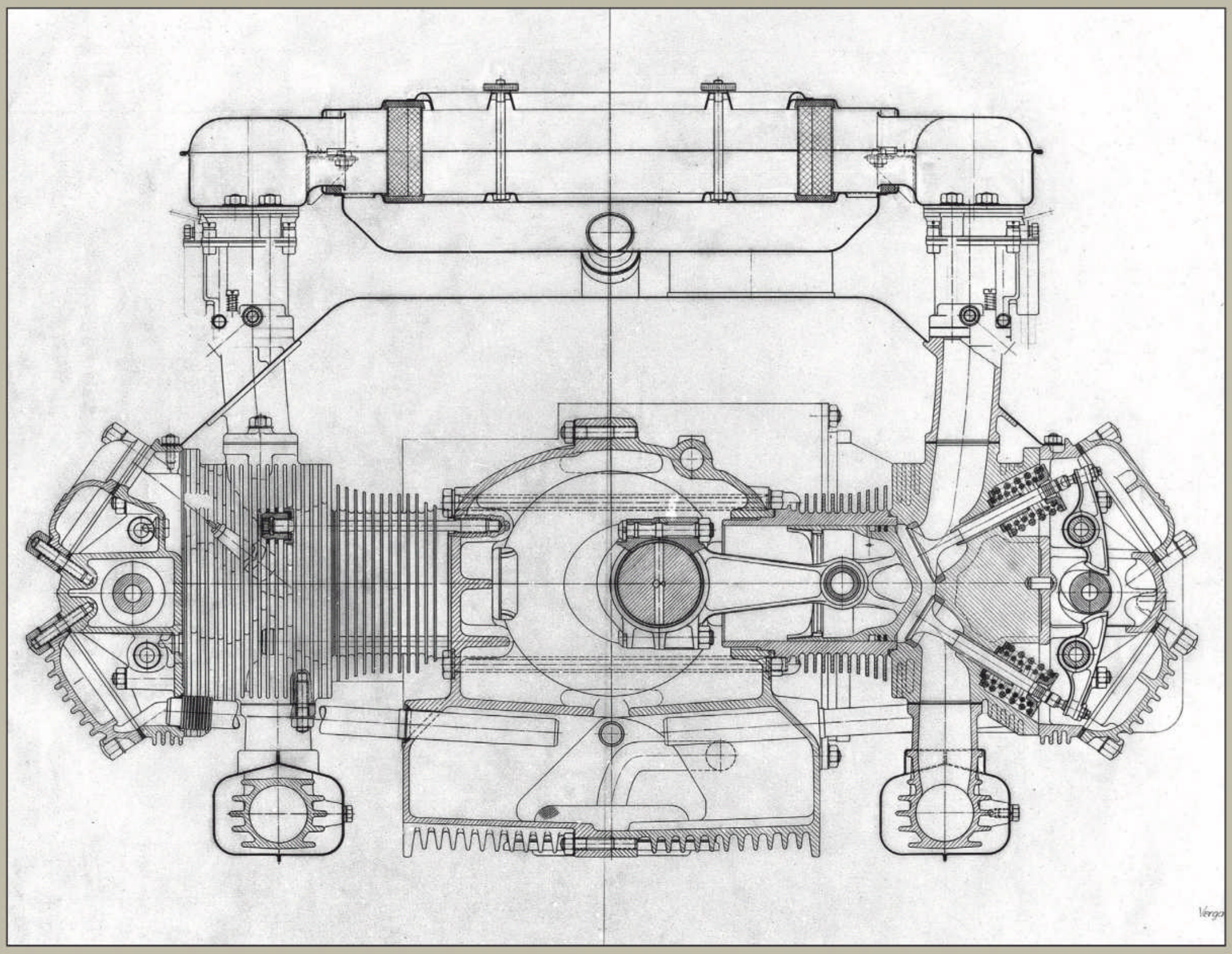


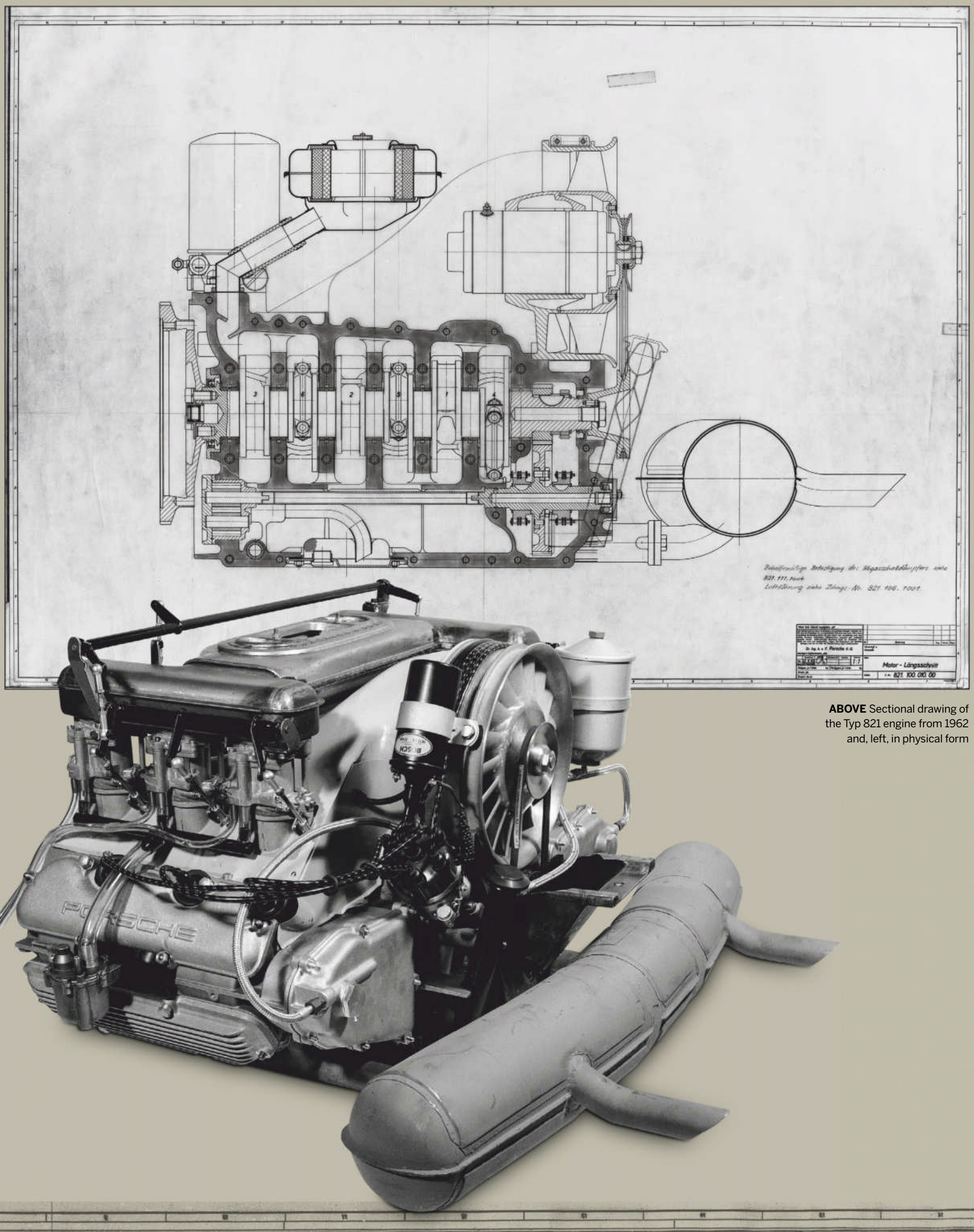
“Mezger remarked that so fundamental were the 821’s failings that rather than attempting to right each one, they would simply have to start again”

BELOW At first glance the Typ 821 could be mistaken for a Typ 901 with Solexes, however details including the heavily finned wet sump give the game away

method of using springs to shut them. This was Ferry’s idea which he patented, but in practice the mechanical shortcomings of the long push rods run off the crank soon appeared. Surprisingly, given the intention to start production of the new Porsche in late 1963, it was some months before the Jäntschke engine was tested on the dynamometer and then not only did it fail to achieve the desired 130bhp, it was as Helmuth Bott put it, “as noisy as a threshing machine.” More seriously, the long push rods militated against high revs and the complicated design of the valve gear offered little scope for competition tuning. Boring out to 84mm (making 2,195cc) gave the requisite 130bhp, but by this stage and as the reports from Porsche’s road testers came in, the limitations of the 745 were already all too apparent.

It was January 1962 and with time starting to press, Zuffenhausen turned its attention to improving the 745. The revised version was allocated project number 821. In those days Porsche was still a small, informal organisation and as competition department engineer Hans Mezger, then working on the flat eight Formula 1 engine, put it, “everyone helped everyone else.” Mezger’s contribution was soon sought: “I learned a lot about combustion chamber design with the Typ 753 F1,” he told Peter Morgan in 2010. His experience showed that combustion chamber architecture was central to power and economy: the wider valve angles of the 745 made for less efficient fuel-air mixture and so less than optimal combustion. This led to a complete revision of the head, which meant the 821 would have camshafts above each bank of cylinders with pushrods to open the valves and with robust springs to close them. After much debate, it was decided that the camshafts would be driven by a double row of roller chains from the crank. This more conventional cylinder head design was simpler to build, less costly to manufacture and would be easier to maintain. It ➲





ABOVE Sectional drawing of the Typ 821 engine from 1962 and, left, in physical form

ABOVE An early Porsche 901 test car in 1963. Development cars used the Typ 821 engine but only while its replacement, the Typ 901, was being readied

also allowed for better cooling. The impressive-looking twin fan arrangement of the 745 was replaced by a single axial fan, and a casual glance could mistake the 821 with triple Solex carburettors topped by a pancake air filter for each cylinder bank for the later 901 'Mezger' flat six itself.

Envisaging a lifespan of ten years during which both bore and stroke and compression ratio would increase, the crankshaft mounting and the connecting rods were strengthened considerably; a wet sump beneath the engine was heavily finned for cooling.

The 821 was first tried on the dynamometer in January 1963. It yielded a disappointing 110-112bhp, far from the 130bhp envisaged. There were problems with the spring-loaded cam chain tensioners, crankcase ventilation, and fuelling and lubrication generally. Porsche's proving ground at Weissach was still largely under construction so handling tests took place at the nearby Malmsheim airfield. These revealed both carburation and oiling shortcomings. The Solex carburettors (with which Porsche would persevere until 1966) suffered starvation to the point where the engine could stall in long bends; worse still was oil starvation. "There were many proposals for baffles and flaps and everything else to stop the oil going to the outside on corners," remembered Hans Mezger, but the writing was on the wall: the 821 would need to have the dry sump for which it had never been conceived. It was duly fitted as such, an expensive modification because of the need for an external tank, pipework and additional pumping capacity. Mezger remarked that so fundamental were the 821's failings that rather than attempting to right each one, they would simply have to start again.

At the beginning of 1963, Ferry had halted work on Porsche's F1 effort, thus freeing Hans Mezger and together with Porsche newcomer Ferdinand Piëch, the pair were charged with leading a small group to design and construct the 821's replacement, the 901. It would be early 1964 before the overhead cam, seven main bearings and dry sump engine was ready and to avoid any further development delay during the remainder of 1963, test cars would continue to use the 821 engine or even the flat four of the 356B. The show car at Frankfurt in September was the fifth 901 (901/5) built and, Mezger recalls, was fitted with the 821. This undoubtedly explains why Porsche stand staff were said to be keen to discourage visitors from attempting to look too closely at the engine compartment! 901/5 was re-engined with the new dry sump flat six in January 1964 and served as an assistance vehicle in that year's Tour de France Auto, a cost-effective way of keeping the new Porsche in the sporting limelight. The next (sixth) 901 completed in December 1963 was, it is believed, the first to have the dry sump engine from new and became Piëch's company car after a period as a development vehicle. The Typ 821, which had both provided inspiration and hard lessons, was consigned to Porsche's already extensive engineering history. 911

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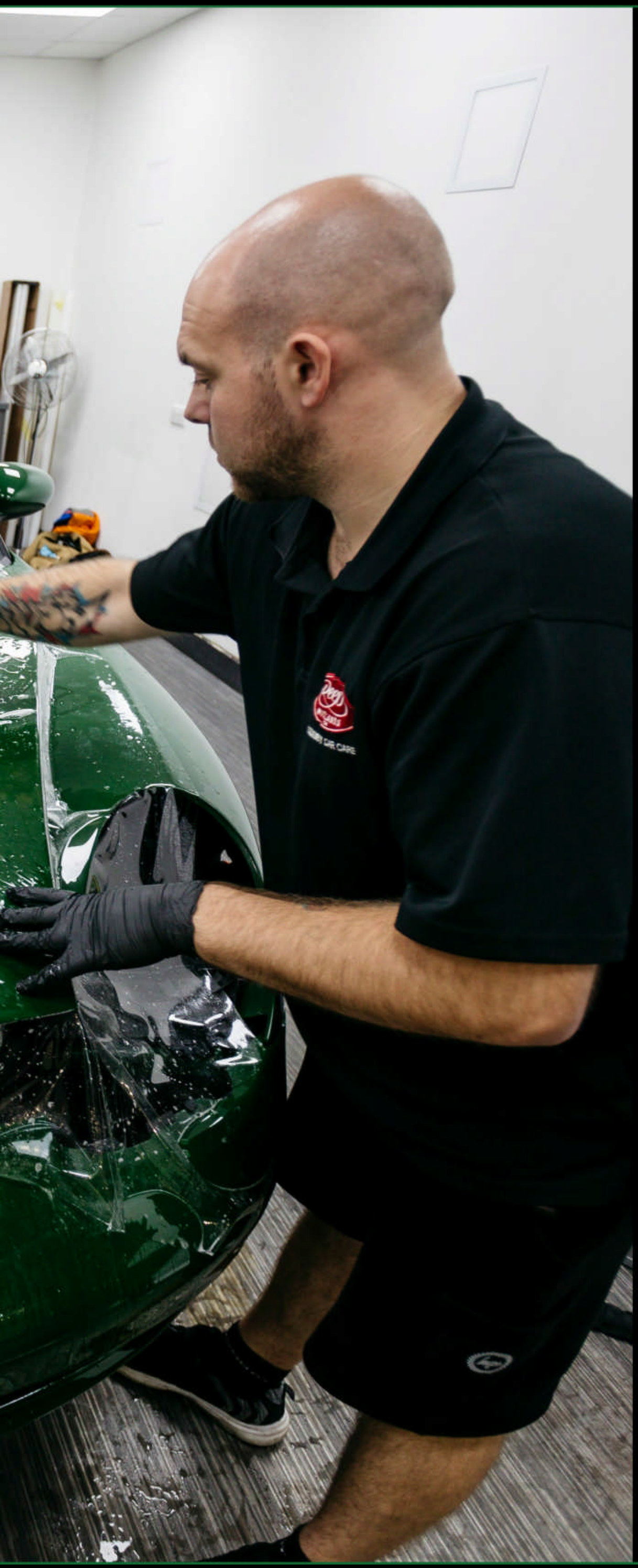


YOUR STEP BY STEP GUIDE TO PAINT PROTECTION FILM

Total 911 calls on the expertise of detailing partner, Reep Midlands, to show you what PPF is and how it's applied to your Porsche

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

'PPF' is a term that's become increasingly prevalent in prestige automotive circles in recent years. Indeed, PPF, or 'paint protection film', is seen as an essential investment in the ownership experience of your Porsche, allowing you to use your sports car as intended, free from the worry that your enjoyment on the road might be to the detriment of your car's paintwork.

PPF is a thermoplastic urethane film that forms an almost invisible shield over your car. Essentially it's body armour for your vehicle, protecting it from chips and abrasions commonly collected while out on the road. As values of 911s have soared in recent years, owners have increasingly sought to protect what is a rolling investment, where pristine bodywork is a fundamental factor.

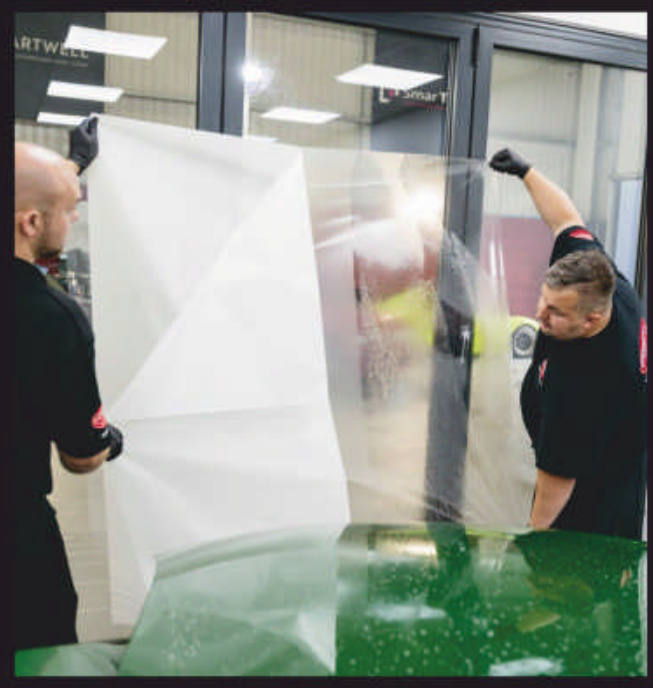
PPF as a technology has evolved significantly in a relatively short space of time. Gone are the first-gen films which over time turn milky in appearance, with unsightly cut-offs across the middle of bonnets, for example, as the film technology wasn't yet at a stage to be able to wrap around complex panels.

Today though, PPF is a subtle yet sublime protectant that's durable yet discreet, with innovative self-healing qualities, offering water and stain resistance and high gloss properties. The technology means you can now get longer protection for your car's paintwork too, with many films now coming with a lifetime guarantee. That's why it's viewed as a must-have by collectors and owners of such prestige sports cars as the 911. But how is it applied? Here's our step-by-step guide to fitting PPF, with help from our PPF partners, Reep Midlands.

STEP 1
CHOOSING YOUR PPF

There are different types of PPF available, and there's also different packages to best suit your needs. Total 911 recommends self-healing PPF, supplied by the likes of Premium Shield.

As an owner, you'll then need to decide what level of protection you'd like. Some owners go for 'all over', but the most common option is the 'track pack', which incorporates protection of the front bumper, front wings, bonnet, side skirts, and just ahead of the rear arches (the rear PU can also be done). The level of protection required will depend on your lifestyle with the car, so it's best to talk through your options with the team at Reep to establish the perfect solution for you.

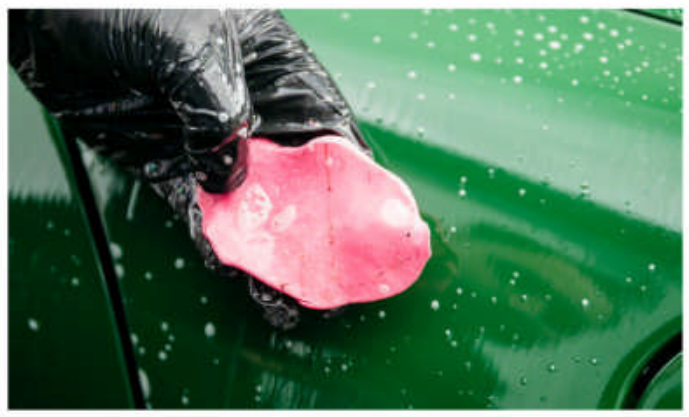


STEP 2
CLEANING

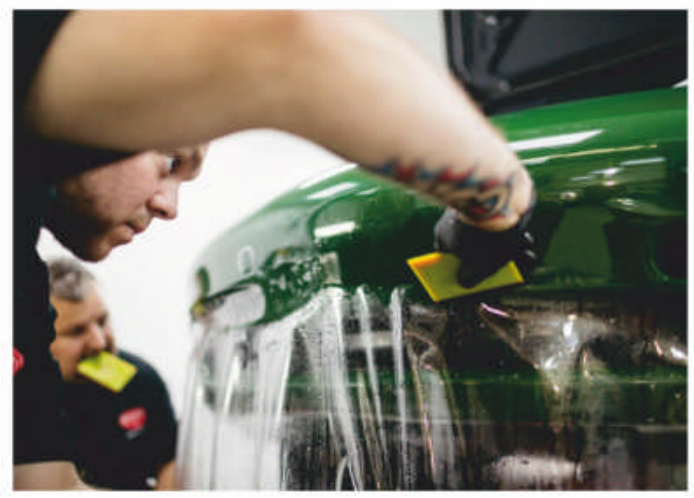
This step in the application of PPF is not to be underestimated. Much like when painting a car in the first instance, the key to a perfect finish lies in the prep work. The job here is to completely free the vehicle's bodywork of any dirt and contaminants, allowing for a clean bond between film and paintwork. Any contaminants left on the paint will mean an uneven surface, where unsightly bubbles are more likely to prevail – this is a scenario you'll want to avoid.

Alongside the all-over deep clean (incorporating snow foam, a wash using the two-bucket method, application of tar and glue remover, then a clay bar) the fitters also pay special attention to the areas around the edges of any panels which will have PPF applied. Many of these edges are unseen from the outside, but it's important any surfaces are completely clean where the wrap is going to fold over. The idea is that the wrap folds over the edges of panels to give that clear look, so that only those with a keen eye will ever know the PPF is there in the first place.

BELOW An exhaustive cleaning process ensures pristine bodywork ready for PPF. The bonnet is left open to clean around its edges



BELOW The 'bulking' process of applying PPF is far more time consuming, where fitters have to cut a sheet of PPF to size by hand once on the vehicle, before heating it round tricky sections. Only then can the application solution be squeegeed out



STEP 3
APPLICATION

Once cleaned, the car goes through to the PPF bay, a surgically-clean room illuminated by bright white LED lighting. To begin with, any applicable trim and badging is removed, along with the front lights for our 'track pack' here, to allow the fitters maximum accessibility to the panels in question. The vehicle is then given a final clean with alcohol, to ensure that there's no lingering dust or contaminants present on the paintwork.

From here, there are two variations to the application of paint protection film: 'templated' or 'bulking'. Templated is fairly self-explanatory: a detailed template of the vehicle's body will have already been mapped and saved on Reep's extensive database, so it's a case of downloading the file and allowing the large format cutting machinery to computer cut precisely according to the profile of each panel. This will ensure a perfect fit for the car, with maximum coverage to the desired areas. For Porsche, most 991-generation 911s will be on the system, but for anything older, a different approach will be needed.

This approach is called 'bulking', and essentially involves an uncut sheet of film being placed over the vehicle, before it's cut down to size by hand. This is much more time consuming (taking around double the time of templated work) and labour intensive, as the trick is to cut the film precisely without damaging the car's existing paintwork.

The fitters work a panel at a time, beginning with a liberal spraying of application solution to the surface of the panel in question. The solution's presence at this point is crucial: it stops the film, which has an adhesive surface on the inside, from sticking to the panel straight away, allowing the installers precious time to get cutting or, with a template, make some final positioning adjustments. The clear PPF, meanwhile, is heated at the edges, allowing for it to be folded round the lip of the panel with relative ease, gripping its underside.

With the film in place, it's a case of squeezing out the application solution from underneath the PPF, so it can bond to the car's body. This is done by hand using a plastic squeegee. The fitters work from the centre of the panel out, making minor adjustments where necessary to the fitting of the PPF, ensuring a smooth, consistent grip between PPF and panel surface. If any problematic bends in the bodywork occur (for example round the grilles of a 911's front bumper) additional heat is applied, with another helping of application solution underneath the PPF to enable for further adjustments if needed.

ABOVE There's no real shortcuts to PPF application: everything must be done by hand

STEP 4
QUALITY CONTROL

With the film applied, the next ingredient in the application process is time. At least 24 hours is required for the film to settle properly on the car's bodywork. Each panel is checked periodically by the fitters, and it's where the PPF bay's bright white lighting is most effective, highlighting any blemishes, no matter how small.

A final quality check is carried out by the team using additional personal lighting, to ensure the PPF is drying out with no issues, such as air bubbles, which might have developed under the PPF's surface. If the vehicle passes inspection at this point, it can leave the PPF bay, and is then taken to the detailing bay next door. The total curing time for the PPF is around two weeks, so Reep always recommend a follow-up appointment a fortnight after release to certify the success of the PPF application.

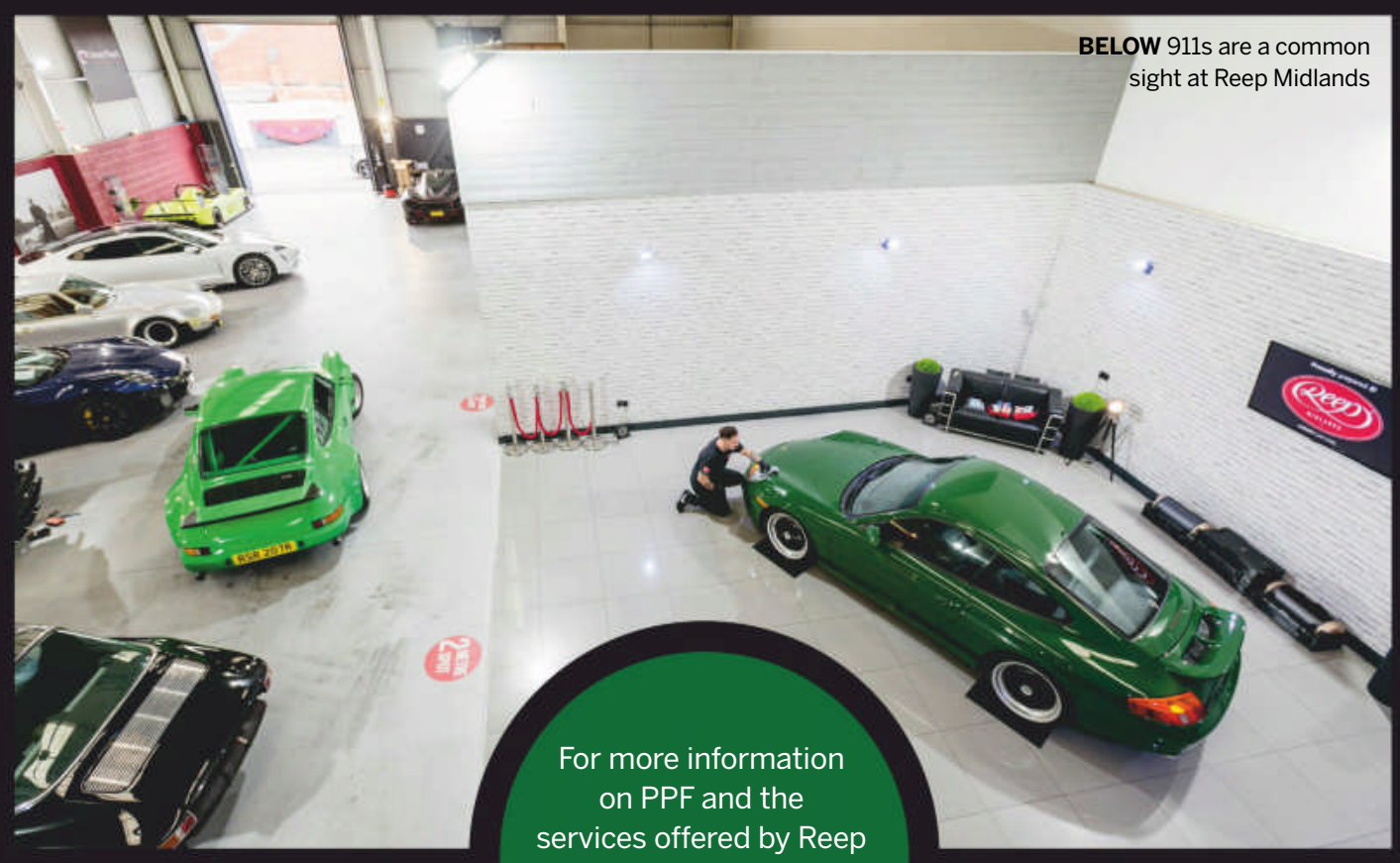
STEP 5
FINISH

With the car's bodywork appropriately protected, in the detailing bay it's all about the finish. A wax sealant or GTechniq ceramic coat is applied, either of which have hydrophobic qualities that repel water from the vehicle. It's here where your 911 will get its deep, glossy shine. A final quality check ensures the finish is up to Reep's standards, who also supply a GTechniq kit to keep your car shining all year round.

STEP 6
WHEELS AND INTERIOR

While your vehicle is in with Reep, why not go the whole nine yards? Reep offer ceramic coating (which, as we've allured to, can be applied over paint protection film, for an even better shine and finish), plus an array of wheel, trim, and interior cleansing products are available, which can breathe new life into your car and take off years of wear.

And that's it! If you've followed this guide, your 911 is now fully protected and suitably shining, allowing you to use it as intended without having to worry about the likelihood of collecting any chips or abrasions to the paintwork. As the paint protection film is self healing, any minor scuffs or chips collected by the film are soon ironed out naturally, either by ambient heat or, for larger abrasions, some additional heat from a hairdryer or heat gun – all without any impact or change to the paintwork below. See it for yourself below! 911



BELOW 911s are a common sight at Reep Midlands

For more information on PPF and the services offered by Reep Midlands, call +44 (0) 116 344 0096 or visit **reepmidlands.com**

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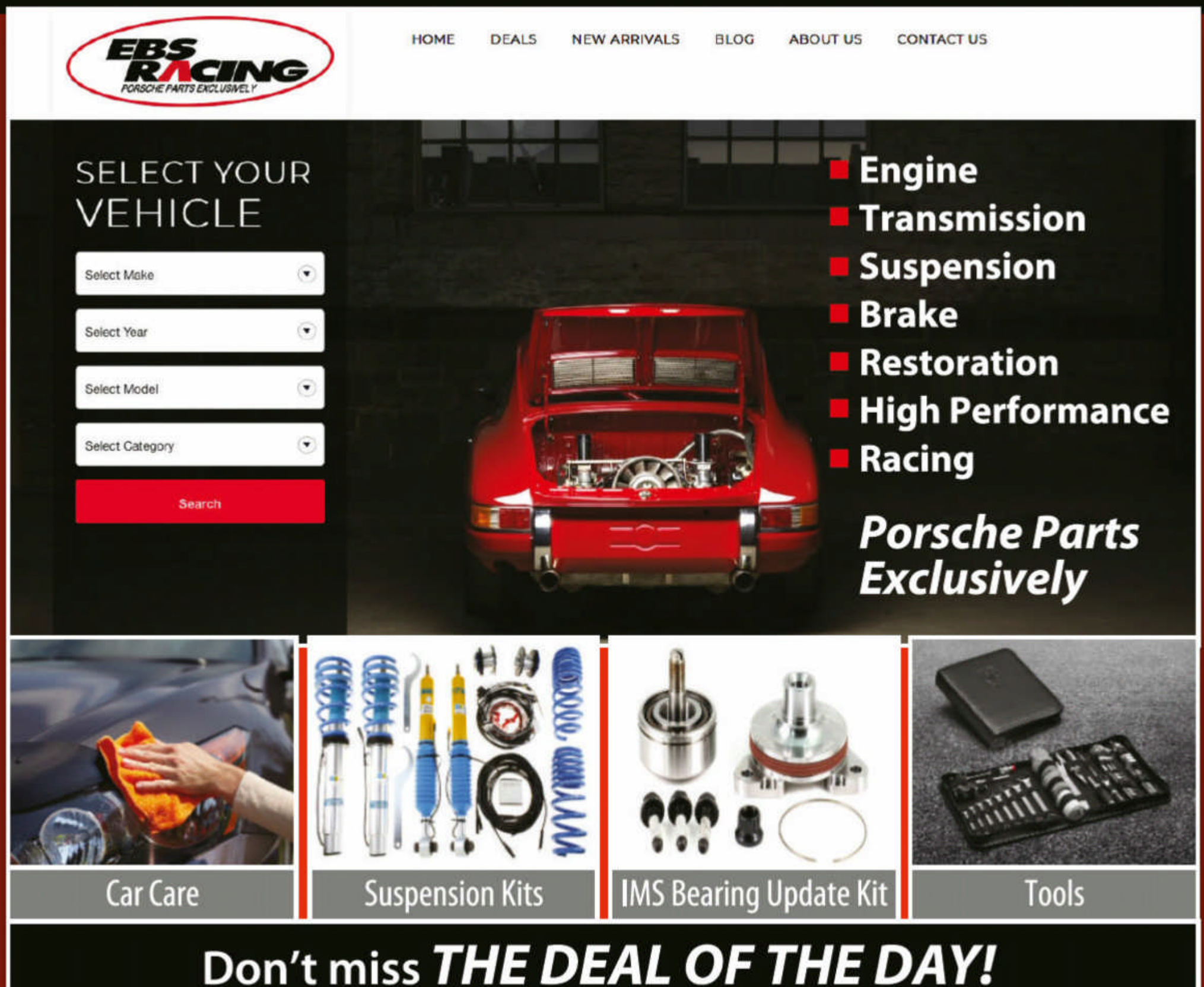

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Entwicklung, Versuch, Fahrversuch

Having spent its early days as a test and development hack, this Carrera RSR shone when pressed into action in the final Targa Florio in 1973

Written by
Glen Smale

Photography by
Glen Smale and
Porsche Archive

The year 1973 was significant for a couple of reasons. On 3 April that year, the first ever mobile phone call was made by a Motorola engineer in Manhattan, New York, and the world as we knew it was changed forever. The second reason – and perhaps more relevant to Porsche enthusiasts – was the introduction of the 911 Carrera RS, a high-performance road and race car that elevated Porsche's standing on the international motorsport stage.

Announced at the Paris Motor Show in October 1972, the 911 Carrera RS was powered by a 2.7-litre engine producing 210 horsepower, and featured a radical new aerodynamic device, the engine-lid ducktail. Porsche's intention was to create the next racing 911, but in order to do this it had to produce 500 roadgoing versions to meet the homologation requirements for entry in Group 4, the Special Grand Touring category, as we documented in our 'Rennsport Evolution' article in issue 198.

In short, so successful was the sales effort behind the Carrera RS, that 528 cars were produced between October '72 and February '73, but the official notification of the model's homologation was only received on 1 March 1973. This meant that the racing version, the Carrera RSR, would have to run in the prototype category at Daytona, scheduled for 3-4 February '73. It made little difference as the 2.8-litre Carrera RSR won the Daytona 24 Hours overall on its debut, easily outgunning the other GT class contenders for which it had been intended.

The development of the Carrera RSR involved taking a Carrera RS from the production line and transferring it to the Customer Service Department across the road in Zuffenhausen where it would have a fully race prepared 2.8-litre engine installed. This increase in bore over the production 2.7-litre unit was the largest displacement possible within the existing engine stud positions. Compression was increased by using higher-domed pistons, and Nikasil-coated liners were fitted, a technology used to great effect in the mighty 917 model. These modifications ensured the Carrera RSR was the first 911 to achieve that magical 300bhp figure.

The RSR was fitted with a much larger, centrally mounted oil cooler located in the front, below the bumper. Stopping power was significantly enhanced by the use of 917 finned calipers that gripped the cross-drilled discs, and a front/rear brake balance mechanism was installed. A safety fuel cell was mounted in the front luggage compartment.

Back to Daytona: the Brumos-entered Carrera RSR that had won the 1973 Daytona 24 Hours earlier that year in the hands of Peter Gregg and Hurley Haywood had been powered by a 2.8-litre engine. This victory no doubt bolstered Norbert Singer's confidence sufficiently to send three cars to the Targa Florio of 1973 – as we now know, it was to be the last ever iteration of this famous Sicilian race.

For this event the cars would be powered by the new, more powerful 3.0-litre engine. Pushing the engine capacity to 2,993cc given the existing engine architecture, the RSR now produced an impressive 315bhp. Our feature car, chassis #9113600020, known internally as R2 EVFV (Entwicklung, Versuch, Fahrversuch, or 'Development, Experimental, Road Test Vehicle'), spent much of its life doing just that. Even today, you will find the racing department's Dymo tape reference label, R2 EVFV from 1972 in its rear window.

R2 was manufactured in November 1972, whereupon it was called into active service to be driven in the Tour de Corse by Gérard Larrousse and Christian Delferier. Finished in red/white Marlboro livery with the registration LEO-ZA 69, the car unfortunately retired when a driveshaft came loose.

A week of testing and development followed at Paul Ricard in late November, where further developments to be used on the RSR were trialled. R2 spent much time at Paul Ricard as the car had to be converted from a rally car back to a track car, as Günter Steckkönig recalled. This obviously required quite some time to do, followed by yet more testing, before the car could participate in the track events that were planned for '73.

The list of test drivers who got behind the wheel of R2 between November '72 and April '73 reads like a 'Who's Who' of the racing world at the time, and includes names such as Gérard Larrousse, Herbert Müller, Gijs van Lennep, Mark Donohue and Günter

RIGHT R2 was originally restored as the Targa Florio-winning RSR, before being appropriately designated as the no.9 car

"Even today, you'll find the racing department's Dymo tape reference label, R2 EVFV from 1972 in its rear window"

ABOVE R2 sported a revised spec and livery for the 1973 Le Mans 24 Hours

Targa Florio		Le Mans
1973	R2 race spec Year	1973
Engine		**Engine**
2,806	**Capacity**	2,993
92.0 x 70.4mm	**Bore x stroke**	95.0 x 70.4mm
10.3:1	**Compression ratio**	10.3:1
300bhp @ 8,000rpm	**Maximum power**	315bhp @ 8,000rpm (with slide throttles)
Dimensions		**Dimensions**
2,271mm	**Wheelbase**	2,271mm
1,472/1,528mm	**Track (front/rear)**	1,472/1,528mm
Performance		**Performance**
260km/h	**Top speed**	280km/h

RIGHT R2 is seen sporting its first race livery, competing in Marlboro colours at the 1972 Tour de Course

TOP RIGHT The no.9 car is wheeled out into the Sicilian sunshine to compete in the last ever Targa Florio, where it would finish 3rd overall

LEFT On its final competitive outing, R2 was decked in Sonauto BP livery and converted back to its original ducktail wing setup for the 1973 Le Mans 24 Hours

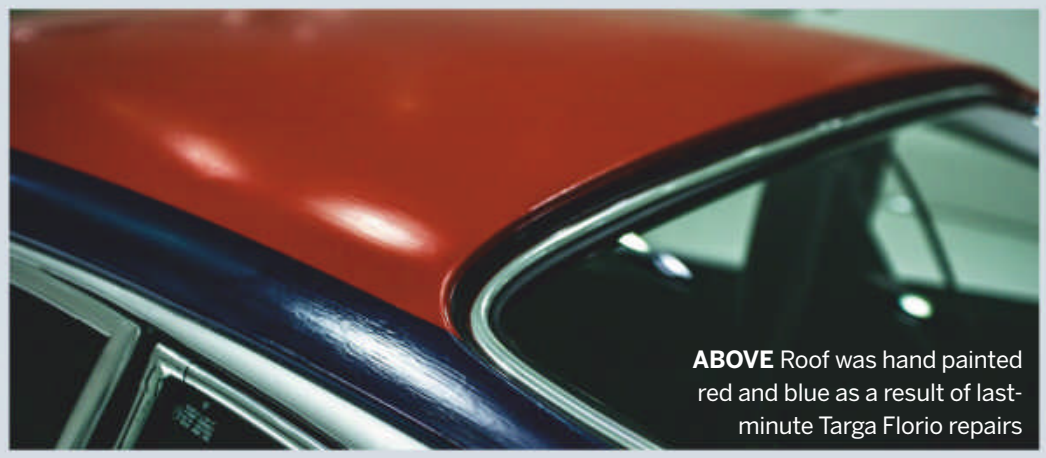
Steckkönig. On 1 April 1973, R2 was put to work as a practice vehicle over the Le Mans test weekend. In the hands of Gijs van Lennep and Herbert Müller, R2 finished 1st in the four-hour race, although it is well known that not all the cars participate in this event, and the top contenders certainly don't give away any secrets that early in the game.

The next competitive event for R2 was the 57th Targa Florio, which had proved to be a happy hunting ground for Porsche in the past. Porsche was the most prolific winning manufacturer by the start of the 1973 season, with ten victories to Alfa Romeo's nine and Ferrari's seven. While the car showed good front end grip, the rear showed only a reduction in lift, as its ducktail did not eliminate lift altogether. Although the ducktail offered encouraging signs to Norbert Singer and his team, greater aerodynamic efficiency was sought. To this end, Singer crafted an extension to the rear wing that curved forward to meet the top of the rear fender, a modification that was later to become known as the 'Mary Stuart Collar'. This was possible on the Carrera RSR as it was competing in the prototype class.

It was announced that the '73 Targa Florio would be the last time this event would be included in the World Manufacturers' Championship, bringing to an end the history of this great road race. As a result, two of the most prominent names, Ferrari and Alfa Romeo (Autodelta), were determined to make this last race a big one for them. Lancia was also a serious contender with its extremely light Stratos, but Porsche had put a lot of development time into its Carrera RSR and so it despatched three cars to the Sicilian event. The #8 car would be driven by Herbert Müller and Gijs van Lennep, the #9 car was to be driven by Leo Kinnunen and Claude Haldi, while the #107 car was to be driven by Günter Steckkönig and Giulio Pucci.

The #107 car was to be entered in the GT class but unfortunately for Porsche, Pucci slammed the Porsche into a tree during practice, tearing the tree off at ground level and pushing the passenger door in so far that the car had to be scrapped. Pucci then requested that he practice in the #9 car, which he promptly put on its roof. Undeterred, he marched back into the Porsche garage and demanded to have a go in the #8 car, which was to be driven by Müller and van Lennep. Fortunately for Porsche, Herbert Müller got wind of Pucci's intention just before the Italian arrived back at the garage and he removed the keys from the ignition of the #8 car. With the keys safely in his pocket, Müller then disappeared and Pucci was left without a car to practice in. This incident was observed by one of the mechanics in the Porsche team, who related this story to the team after the race.

Pucci's activities left the Porsche mechanics very busy that evening, as the team's T-car was then prepared as the 'new' #107 car for Günter Steckkönig and Giulio Pucci to drive. However, the T-car could not be prepared for the GT class, and so the Steckkönig/Pucci car was entered in the Sports 3000 class along with the other two Porsches. The crew were also left with the job of repairing the #9 car's roof, which they did in record time. It is for this reason that the roof is painted red with a blue border, as this was all that the team had to hand with which to paint the car. Careful examination of the car today will show that this red and blue paint was applied with brushes, being painted on by hand!



ABOVE Roof was hand painted red and blue as a result of last-minute Targa Florio repairs

The 57th Targa Florio consisted of eleven laps of the 72-kilometre course, and was watched by 700,000 spectators spread around the hills of Sicily. The course comprised more than 700 corners, dips and rises, villages, cliff faces and sheer drops, so this was not an event for the faint hearted.

The race was being taken very seriously by the two Italian marques, given the power and pace of their 12-cylinder prototypes. Porsche, on the other hand, did not expect to win, as it was shifting its focus away from its 12-cylinder prototype programme, putting its effort instead into developing the 911 for GT applications.

Following the chaos of the practice sessions, the #8 Carrera RSR was qualified in 5th place by van Lennep, but the #9 car was down in 15th place. The start of the race got underway as expected, with the Ferrari 312P of Merzario speeding off into the distance, followed by Stommelen in his Alfa Romeo. The other Ferrari and Alfa Romeo were followed by the #8 Porsche 911 Carrera RSR, but after just two laps, van Lennep found he had been promoted to 3rd place. Our feature car, the #9 Carrera RSR, also began its climb up the ladder and in true Targa fashion, the rate of attrition amongst the faster cars was high.

With just four of the eleven laps completed, the #8 Porsche 911 Carrera RSR of Müller and van Lennep led the field, a position they would not relinquish. The #9 RSR made even greater headway as it climbed from its original starting position to finish in 3rd place, a little more than 18 minutes behind the #8 winning Porsche. The troubled #107 Carrera RSR of Steckkönig/Pucci came home in a respectable 6th place overall.

In its post-race press release, Porsche boasted justifiably that its cars had 'functioned like clockwork', giving Porsche its 11th win in the greatest road race of all time. After the Targa Florio, there was insufficient room in the Porsche transporters for the #107 Carrera RSR, and so Günter Steckkönig was given the task of driving this car all the way from Sicily back to Stuttgart on the road.

Just three weeks later, the Porsche factory entered a pair of Carrera RSRs in the '73 Le Mans 24-hour race, these being powered by a 3.0-litre engine, while two further RSRs were entered by the privateers, one each by Kremer Racing and Sonauto BP Racing. R2 was this latter car, the #48 Sonauto BP Carrera RSR, driven by Peter Gregg and Guy Chasseuil.

The two factory cars, powered by the larger engine, were entered in the Sports 3000 (Group 5) class, while the two privateer RSRs contested the GT 3000 class and were powered by 2.8-litre customer engines. At Le Mans the #48 Sonauto Carrera RSR no longer wore its rear wing extensions, as the GT class regulations did not allow this, but the two factory cars could run with this rear wing modification.

Having qualified the car in 36th place for the start, Gregg and Chasseuil drove a steady race and at the halfway mark they found themselves in 8th place overall. However, Peter Gregg had a front tyre blow around dawn while speeding down the Mulsanne Straight, causing some suspension damage. Later that morning, a front brake disc cracked, losing them further time. Both repairs cost the team a combined 50 minutes, dropping them down to 14th place overall and 3rd in the GT 3000 class at the finish.

For the remainder of '73, R2 went back to being a test and development vehicle, and in 1974 it was rolled into the Porsche Museum for its well-earned and honourable retirement. Initially the car was fully restored as the #8 Targa Florio winning Carrera RSR, but it has now been correctly restored as the #9 car which finished 3rd overall in the final Targa. The car no longer wears its wrap-around wing extensions, presented instead as it was last raced in the Le Mans 24 Hours in 1973. R2 might well be the unsung hero of those Targa Florio RSRs, but its history in going from test car to Targa and Le Mans track titan demonstrates that a Porsche race car is as consistent as it is successful. 911

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

Lee Sibley
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That Nine Eleven Guy
Road to Redline

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

We only got the green light to visit the Porsche Museum, Stuttgart, around 24 hours before we'd intended to leave. What followed was one of the most memorable adventures back to Porscheplatz, aspects of which I'm excited to share with you in detail over the coming issues. However, I thought I'd use my column this month to offer a behind-the-scenes account of the trip at large.

As I say, our green light to go only arrived the day before – the reason being we needed permission from the Porsche family to shoot two special cars in their possession. Access duly granted, I booked a return crossing via the channel tunnel and arranged hotels in Germany for the next two nights. Here's where the fun began, with additional legislation to consider due to complications around coronavirus. Germany was one of the few territories exempt from the UK government's advice against all but essential travel, so that was good, but Germany's attitude to the UK was (rightly) different. High-risk regions of the UK were identified on the German government website, so I'd have to prove on arrival to both hotels (via two forms of ID!) that I did not live in a high-risk area. I'd also have to prove I was on business, as pleasure trips required proof of a negative COVID test taken in the last 48 hours. Oh – and there'd be no stopping in France or Belgium en route to Germany and back, as doing so would mean we'd need to enter quarantine on our return to the UK.

Despite the many loopholes, we arrived on Porscheplatz little over 24 hours later. Soon karted off to Porsche's secret storage facility, so began a day of photographing and filming (keep an eye out on my YouTube channel, 'That Nine Eleven Guy' for the videos) three exceedingly special Porsche 911s of huge historical significance. It really was a huge privilege to even be in the same room, let alone sit in, these incredible Neunelfers.

I'd made my way to Germany in a 992 Turbo S press car, and took a break to collect my friend, Paul, from Stuttgart airport. He'd flown in from the UK's south coast to collect his 959 Komfort, which had had some maintenance work carried out at Porsche Classic.

Filming for the day done, we collected the 959 and, early the next morning, began a rapid repatriation of both the 992 Turbo S and 959 back to the UK. The journey was rapid for two reasons: firstly, Germany had changed its stance on the UK overnight, and so the whole of the UK was now deemed a high-risk coronavirus hotspot, with all UK arrivals required to quarantine (unless a negative test can be proved from the last 48 hours). With no test, we were no longer welcome.

The second reason was simply that we had two sports cars capable of hitting 200mph, and we had hundreds of kilometres of Autobahn ahead of us. What followed was a gripping drive in the impressive Turbo S, and an unforgettable stint at the wheel of the legendary 959. Driving the most iconic and arguably most significant car in Porsche's history at a fair lick on the Autobahn is without doubt one of the most memorable occurrences of my life. Acutely aware that I was, at that particular time, the luckiest sod on the planet, I don't mind telling you I felt a little emotional in that 959.

We filled up at Aachen, the last stop in Germany, then blitzed back through the Netherlands, Belgium and France as quickly as we could. Despite all odds, we'd managed a seamless trip to the Porsche Museum, repatriating an icon on the way back. A huge thanks to my good friend, Paul, for trusting me with that unicorn.

Ron Lang
Ashland, Oregon

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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**

If you are pining for an air-cooled 911, join the club. I've had the pleasure of owning several of these classics, and the nostalgic appeal of these cars is understandable. While displaying the unique 911 driving characteristics still embodied in the modern water-cooled 911s, these older cars have undeniable character.

So I've thought about how to define that character. The optimist will likely say that these cars are charming to look at, delightful to drive, and arguably are a reasonable place to spend your enthusiast budget. The sceptic will say that these cars are slow, more expensive to maintain, not particularly safe in a collision, and generally much less reliable than their modern counterparts. I agree with both sides of this outlook.

Which brings me to a recent addition, a 1982 Germany-delivered 930 Turbo. Permit me to review why I bought this car. First and foremost, I purchased this 930 from a friend who has supplied me with several quality 911s in the past – trusting your purveyor is on the list of highly valued attributes when purchasing an old car. Transparency in the transaction and 'no surprises' at delivery are wonderful for the buyer.

Secondly, the car itself grabbed me because of the look. Most 930s are in subtle shades of black, grey and white. Nothing wrong with those colours, but if you're going old, might as well go big? This car was ordered in paint-to-sample tangerine. Admittedly a 70s 911 colour, I was pulled to the visual pop of the car.

Thirdly, it's an original, unrestored car. While the vault-like build of 911s is legendary, I've never found a restored 911 with a door closure that provided the satisfying ker-chunk of an unrestored car. The paint only looks good from two or more feet way, but that's good enough for me; it's the original paint, after all.

The engine and drivetrain are not perfect, they show their age. The synchros in second and third gear are worn, demanding slow and careful shifting to avoid any balking and grinding. The steering is old-school 911, providing a constant stream of rich information about the road surface. The brakes are solid and reliable, never a worry. And I don't doubt the 300 horsepower as originally rated by the factory.

This 930 has travelled 114,000 kilometres (about 72,000 miles), so it is no garage queen. All the better in my book, as I feel no reticence to add more miles more often. Indeed, I've been advised that the 930s, more so than other air-cooled 911s, really need to be driven regularly. I intend to do so even through the winter months on dry days.

The interior is dark brown over tan full leather and was recently treated back to very pleasant condition. The tan carpets were showing their age so a new set of dark brown factory pieces were installed. And a new Blaupunkt radio was installed that matches the look of the original radio, which I retained. However, behind the cassette player door is a USB and aux port. And Bluetooth is fully supported so I can stream music and navigation instructions from my phone. The factory Sports seats are both quite comfortable and supportive, especially given they are almost 40 years old.

No doubt this 930 will require continued fettling and at some point the gearbox will be ready for a rebuild. In the meantime, the engine feels strong and smooth. I have no idea about its power/torque output. But it came to me with the bigger K27 turbocharger and an Andial intercooler installed. In addition to a good number of service records and the names/locations of all previous owners, the original purchase invoice from September 1982 is nice to view. Among other things, it shows that the charge for the paint-to-sample option was just DM800. At 1982 exchange rates, this was a USD $25,000 car, or about USD $67,000 today.

This little sweetie may end up consuming considerable costs to keep it in fine health, but only time will tell. In the meantime, every drive is to be transported back to a simpler time when these 911 Turbos were among the finest GT cars of their day. I intend to enjoy it regularly.

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Model	**991.1 CARRERA**
Year	**2013**
Acquired	**2019**
Model	**996.2 CARRERA**
Year	**2002**
Acquired	**2020**

I wasn't expecting to talk about winter driving so early in the autumn, but if there's one thing you can always count on living here in Minnesota... it's snow. Between mid-November and even as late as the end of May, you can always expect to get a healthy share of snow here. Did you see the Coen Brothers' movie *Fargo* from the 90s, or the subsequent TV series by the same name? That's it. The movie was set and filmed here, the TV series was set here (but actually filmed in Calgary). Anyway, the point is we expect snow and the winters here can last anywhere between five to six months. This year, the train wreck dumpster fire that is 2020 has gone and done it again. We got our first snow fall, a full half foot of the white stuff, in mid-OCTOBER. It came, it's here, it doesn't look like it's leaving any time soon. So not only does this mean we're potentially looking at a *seven*-month winter season this year, the winter tyres for the 911 also got pulled out of storage earlier than planned.

My current 911, the 991.1, is the first 911 I've driven during the winter months. With my first 996 I was happy to put the car into storage to protect it from the elements. I felt like a responsible Porsche owner. With my 997 I was in two minds about putting it away for winter. No, I didn't want to ruin my pride and joy by driving it through the harsh elements, through all the salt they put down on the roads for months at a time... but it really felt like I was missing out on something. Perhaps I should look into winter tyres and take the plunge. Germany gets its fair share of snow during the winter anyway, right? Well, it never happened for the 997. Along came my 991 and last year, for the first time, I decided to strap on two pairs, if you catch my drift (all puns intended) and drive my pride and joy through the winter months. Guess what? The car was just fine, and so was I. Driving the 911 in the winter season is now a foregone conclusion every year. It's awesome and I highly recommend it!

Yes, even with a rear-wheel-drive C2. Yes, even with snow on the roads, not just the surrounding areas. Yes, for long trips and not just a quick giggle in an empty parking lot to perfect my donuts. It really is a great experience.

I've learnt that it all comes down to having the right tyres. My 996 had all-season tyres and they weren't for all of Minnesota's seasons. They got pretty hairy when it got to freezing temperatures and even hairier in the snow. My 997 only ever had summer tyres, the legendary Michelin Pilot Sport 4S tyres, which I would recommend to anyone. Still, even they felt a little dicey during some of the colder mornings in late autumn or early spring as the winter was either threatening to arrive or stick around, depending on the time of year.

My 991 runs on Michelin Alpin winter tyres and they are, quite simply, amazing. The photos here are of my 991 on its first run out in the snow in late 2019, just before I wrapped it blue.

There are limits to driving a 911 in the winter, for me at least. I don't drive straight after a huge snow storm that dumps a foot of the white stuff on us. Even with my stock ride height, you can find yourself breached on a turn and stuck fast. A shovel and half an hour of your time can get you out, but that's not a lot of fun as winter traffic piles past you at speed. I also don't drive in the evenings, after a warmer day when the snow has melted a little during the day, and then freezes faster than Arnie can say "I'll be back" as the temperatures plummet once the sun goes down. Minnesotans love their ice hockey and you can find yourself sliding around the road faster than a hockey puck in the Stanley Cup on evenings like that, even with your winter tyres on.

Besides that though, my 911 is now an all-year driver and I'm excited to continue enjoying some group drives with my fellow winter Porsche drivers here in the Twin Cities. Winter tyres installed, seat heaters on!

Max Newman
Aylesbury, UK

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

Many enjoyable miles have been driven in the 997 this past month or so and all without incident, which is all you can ask for, except when you're writing a monthly magazine column.

I did find myself acting as a camera car for editor Sibley at one point, which involved chasing him up the road in a lairy Lizard green GT3 RS for a forthcoming YouTube film. I managed to stay right up his chuff despite being short on ponies and having to swap my own cogs. I expect he was just cruising.

I had the opportunity to ride in the RS too, and was struck by the combination of modernity and refinement it offers. Sporting both Apple CarPlay and genuine ride comfort, alongside the spectacularly manic engine and incredible body control and handling, it's true what they say – it really can do it all. I couldn't cope with the Lizard green hue of the car though, and maybe not even the enormous wing that 'RS' brings. A 'boggo' GT3 might suit me better.

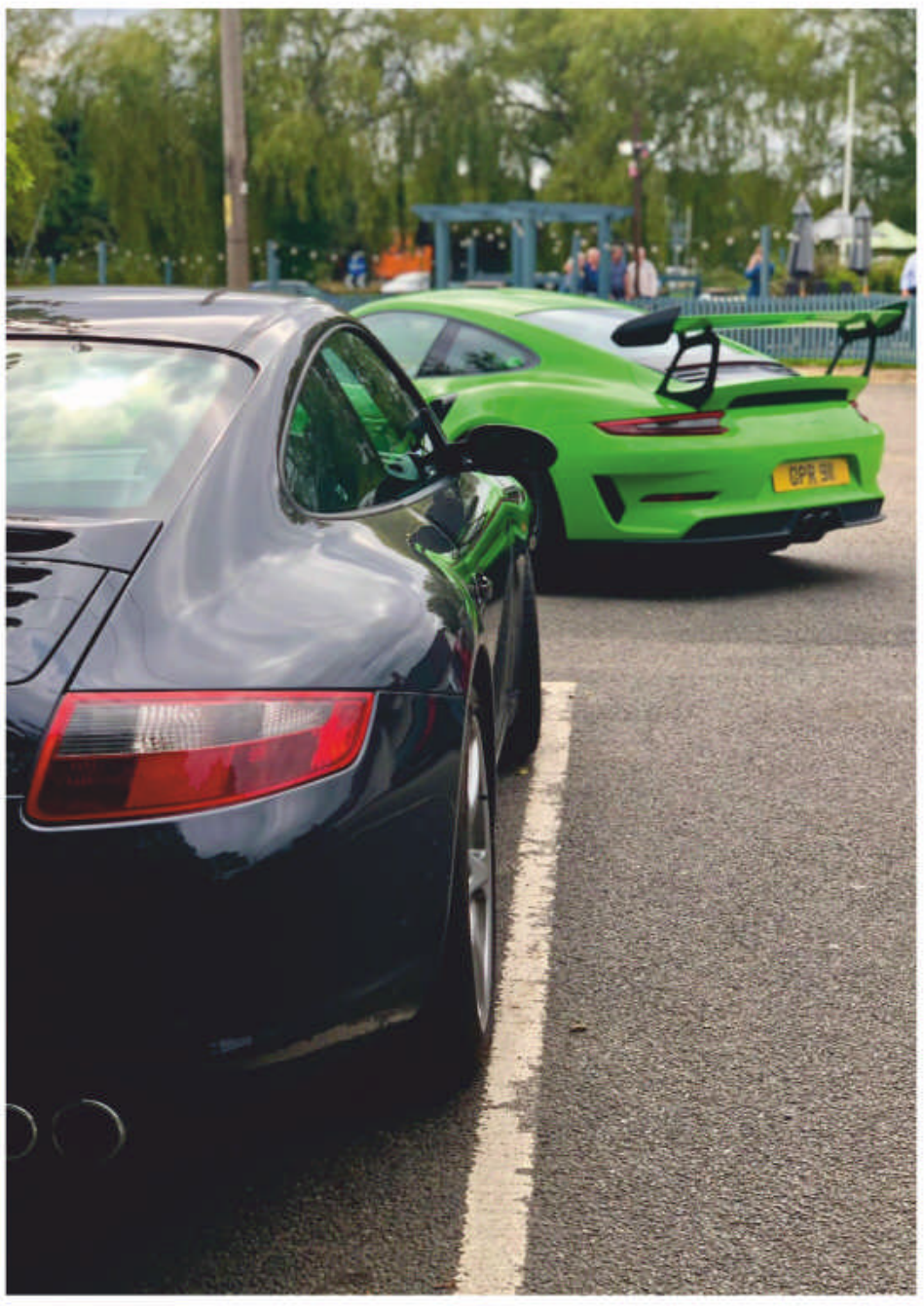
If you've read my recent columns though you'll know that I'm not currently in a position to buy a 991 GT3 of any ilk, but have been looking at other 991s in the range. Purists favour the Gen1 cars but I've long felt that the Gen2 cars look even more fantastic, offer even more up-to-date infotainment, and whilst turbo-charged, they remain classically and wonderfully flat six powered.

However, a 991 aficionado friend of mine was keen to set me straight. He's never short of an opinion, having owned all sorts of 911s, including a brace of 991s. Currently a 991.1 GTS (manual), 991.1 GT3, and 991.2 GTS (PDK) sit in the stable; and not only a Touring but 2RS and Speedster have gone before. He was vociferous in his view that the benefits of Apple CarPlay do not outweigh the joy of the normally aspirated motor in the Gen1 991. The blown 3.0-litre six in my BMW 335i is pretty fantastic but it's true, the NA 3.6 in my 997 is better still. Maybe he has a point.

So the half-serious 991 search continues. The appeal of the GTS is clear, but – they're expensive, I have

centre-lock anxiety (being stranded in the Alps – or North Norfolk) and I rather like the elegance and usefulness of a narrow-body car. 991.1 C2S looks like really good value and was well written up in the 'Cars to buy in 2020' feature in issue 189 of **T911**. DAB radio is a must for road trippin' and my research suggests it became standard on 2013 MY cars, but was a rare £261-ish option prior to that.

When you start to actually look seriously, it's interesting how quickly your criteria narrows the market to only a handful of cars one might actually consider buying.



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Model	**997 CARRERA 4 GTS**
Year	**2012**
Acquired	**OCT 2018**
Model	**997.1 GT3**
Year	**2007**
Acquired	**NOVEMBER 2019**

I managed to get away with some friends for a tour of Wales just prior to tiering and further COVID restrictions being put in place.

We had six drivers/cars, comprising a GT3 RS, Turbo and Carrera 2S, plus two Boxster S and my Cayman S. So, a real mix of cars, but nothing too wild on the colour front!

We elected to first meet up and convoy from Beaconsfield. Adopting my mantra of 'avoiding motorways at all costs', we set off on an A&B road route from Beaconsfield to the Cotswolds for our first lunch stop at The Kilkeney Inn in Andoversford.

We then made our way cross country to Brecon and our first hotel, the Brecon Castle, which purports to be the oldest hotel in Wales!

Having rested overnight, we ventured out bright and early the next morning in glorious sunshine and began our tour of the Brecon Beacons. However, all did not go according to plan! On the Black Mountain Pass one of our party clipped a rock with his nearside rear wheel, damaging the tyre's sidewall and bringing the run to an abrupt halt! Fortunately, he had a signal and was able to contact the recovery company, using the car's PCM to provide the relevant GPS coordinates of our remote location. However, he couldn't locate a nearby garage who could source Michelin Pilot Sport tyres... Enter Porsche Centre Cardiff who pulled out all the stops to arrange for a pair of new rear tyres to be delivered that afternoon!

Knowing he was sorted, we promptly concluded 'Top Gear rules' applied and left him to wait for the recovery truck! We explored everything the Beacons has to offer and the roads didn't disappoint, providing us with an excellent opportunity to really give our cars a thorough workout.

We stumbled upon a cracking pub called The Griffin in Llyswen where we had lunch before heading north towards Llawr-y-glyn and some of the fabulous scenery Wales has to offer.

After a full day's driving we arrived at our second hotel, the Celtic Royal in Caernarfon, where we headed straight for the bar to await the arrival of our missing party member, who was busy making his way north following his unscheduled Cardiff trip! Fortunately, he made good time and was now able to join us for our second round of drinks prior to dinner...

Day 3 took us all around the Snowdonia National Park. Here the roads varied and we were spoilt with incredible views and scenery throughout. From Snowdonia we headed out to the circuit at Anglesey where we hoped to have a tour ahead of a rescheduled track day next year, but the circuit had an event on when we arrived so we headed down to the beach instead!

From Anglesey we headed to Holyhead for lunch at The Boathouse Hotel overlooking the marina. Following a quick stroll, we grabbed our keys and made our way east along some truly epic roads towards Betws-yn-Rhos, our home for our third night being the Ffarm Country House, a nine-bedroom manor house dating back to 1706. Following drinks in the local inn, we were treated to a fabulous three-course meal courtesy of our hosts.

After an excellent breakfast we ventured out to the infamous Evo Triangle and, whilst this is now restricted by average speed cameras, the roads were still great fun! It is easy to see why car journalists flock here in order to road test vehicles!

From there we headed to Portmeirion where they filmed the 1960s series *The Prisoner* starring Patrick McGoohan. Given we were blessed again with unseasonal weather, we could easily have been in Italy on the Amalfi coastline, it really is that picturesque!

Our attention then focused on making our way to Elan Valley to visit the reservoir and dam. We dismally failed to get the obligatory aerial shot of our cars on the bridge, so will have to go back at some point.

Finally, we drove across to The Royal Oak in Ross-on-Wye for our last evening together, where we exchanged stories about our Welsh adventure over dinner before then heading home the following day, naturally avoiding any motorways at all costs!

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

It was MOT time for the 997 this month and I also finally decided to put the car up for sale – and as much as it pains me to say it, this time I've decided it's definitely time to move on.

As always the car sailed through its MOT at Porsche Centre Leeds with no advisories, as it has done every single year since its first MOT. Great service as well from Porsche Centre Leeds who managed to secure me an empty meeting room whilst I waited for the MOT and health check to be carried out. Due to the COVID-19 restrictions you are currently not allowed to wait in the usual lounge waiting areas, which is understandable.

The car also officially went up for sale with Yorkshire-based prestige car dealership, Sterling Motors of Wetherby. I have toyed with the idea of selling a few times over the last couple of years, but have always ended up changing my mind as I could not bear to part ways with a car I have owned for eight years, know inside out and that has served me so well for every one of the 20,000 miles I have covered in it.

I've got so many great memories with the car and it is going to be very sad to see it go, but it's time to move on. Luckily I've had every one of those memories documented in **Total 911** since the day I picked it up in Dec 2012.

What I will replace it with is still a big debate: strong contenders are still the 991.1 Carrera 4S/2S, Porsche Cayman 981.1 GTS/S or if I can stretch to it, maybe even a Cayman GT4 now that they have come down in price to the £50k-£60k region, but my heart is telling me to stick with some kind of 911! In the meantime I am going to enjoy and make the most of the 997 until it is sold.

On that note, if you are interested in buying a Porsche 997.1 Carrera S Cabriolet with just 40,000 miles on the clock, two owners and extensive history with no expense spared, please do get in touch on Instagram, or you can have a look at **sterlingmotors.co.uk** or call 01937 840560 for full detailed history and specification.

Ian Harris
Shoreham, UK

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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**

Last month I took delivery of my 2018 991 Carrera T, and within a few days of ownership new tyres had been fitted and I was off on a 2,000-mile road trip with some like-minded Porsche enthusiasts across the French Alps. I only knew a few of the chaps going and was the new guy, so was hoping I'd fit in. All sharing the same love for Porsches and red wine, I found myself instantly welcomed.

Day 1 was a 5am start to drive 550 miles to Grenoble, so a quick shower, some food and a early night was in order to get ready for the days ahead.

Day 2 was a full eight hours of driving through the best roads I have ever driven, period! The sun was out, conditions were perfect and there was hardly any traffic, it was driving heaven! I haven't driven on twisty French mountain roads before and with a mixture of cars from RS spec 964s to 981 Spyders and my Carrera T, it was soon apparent that I had the heaviest car for the short, twisty roads. It took me the first day to get used to the T and the roads; at some points towards the top of the mountains there were sheer drops that scared me slightly, but I was under no pressure to drive fast, just to enjoy, so I slipped to the back of the pack to gain my confidence and get a feel for my car on these new roads. At the end of the day I was mentally exhausted from concentrating so much, but also buzzing at what an amazing day it had been. That evening we ended the day at a local restaurant for wine and food and to talk about all things cars.

Day 3 was through the Alps again and over into Italy for what was the best day's driving on the best roads I've ever driven, ever! (Again!) One particular road twisted up the mountain with perfect switchbacks, glorious weather and breathtaking scenery, everything just came together like a dream. I was a lot more confident in the car's capabilities after the day before and everything flowed; I wasn't using the brakes and was carrying a lot more speed through the corners, it was driving Nirvana!

Day 4 I was shattered so only drove in the morning. I had cracked the windscreen from a flying stone and I didn't want to tempt fate with something going wrong, so took it easy and headed back to the hotel for some rest.

Day 5 we headed back towards Calais. I had a long time behind the wheel of my car to reflect on what had been a superb trip that will stay with me for a long time. The chaps that invited me were superb, great drivers, massive petrolheads and I honestly feel I have made some life-long friends. The Carrera T really impressed me and I ended up spending just over 41 hours behind the wheel in five days. The T has really stolen my heart, so I'm actually going to keep this one for a while and already planning some tasty upgrades that I will talk about next month, so watch this space...

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

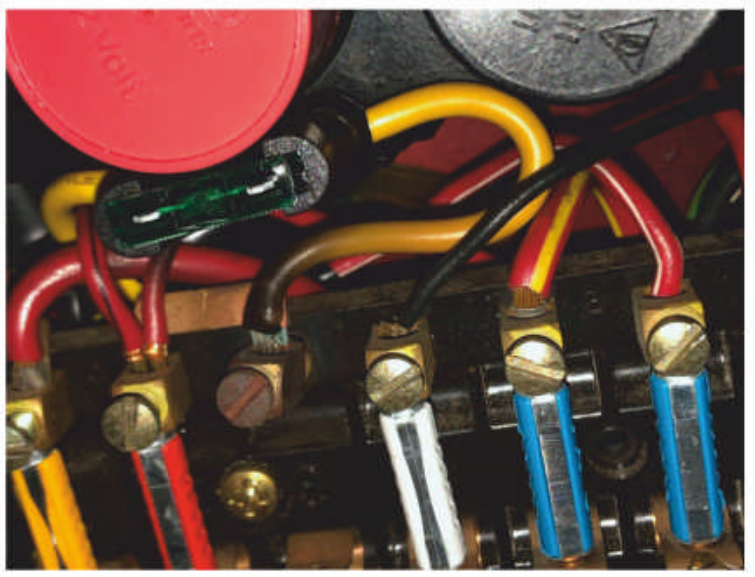
Regular readers will know that my only Porsche drive last month ended up on the end of a tow rope in the middle of a thunderstorm. I initially suspected an ignition problem after the sudden lack of noise, power and movement. I had already replaced the original Bosch CDI with a MSD 6AL unit and matching coil after another embarrassing total failure in the middle of nowhere about five years ago. MSD units are generally bulletproof, but I thought mine may have succumbed to the torrential rain that night. A quick ignition check by laying a plug on the cam cover and cranking the engine over confirmed strong spark, so there went my number-one suspect.

Next up was fuel pumps, as Mark Poole at RSR Sports Cars pointed out that a high-pressure pump failure can feel like a total ignition cut. My previous experiences with overboost cut-outs has confirmed this! First up I bypassed both pump relays and confirmed the pumps were running, then I checked all of the pump wiring and thought I had found the culprit with the control relay in the engine compartment, which was 'sticky'. This circuit kills the pumps in the event of overboost or lack of airflow through the metering unit, such as in an accident situation. A new relay was purchased and fitted and with both pumps running I cranked the engine. It took a few seconds, probably to re-prime the metering unit and injectors, but then the motor burst back into life on all six cylinders. Solved! I thought...

A quick run down the hill and everything was behaving normally, but as soon as I applied some load up a slight rise the engine misfired and died, just like the nightmare night. I was able to limp home in first gear but it was clear there was fuel starvation, with just enough 98 octane getting through to support idle and low load, but leaning out as soon as I tried to increase air flow.

Next, I checked voltage at both pumps. The front voltage was acceptable at 11.7V (the manual says 11.5V as a minimum) but the rear pump was only receiving 10.8V. I ran a wire straight from the battery to the rear pump and went for another drive. This time the engine pulled strongly but still felt a bit 'fluffy' – maybe the rear pump is having some intermittent flow problems?

The latest state of play is that I am going to freshen up all wiring to the rear pump to sort out the voltage drop. I suspect it is a cumulative loss through relays and poor fusebox connections, exacerbated by the rainy night with headlight, wiper, heater and demister loads. I had already replaced the infamous 930 overloaded fuel pump fuse with a 30A inline unit but even that is looking hot and bothered, with browned insulation and oxidised copper. There is clearly a lot of current flowing through here! If that doesn't solve the problem, fuel pump and pressure tests will follow. Maybe by next month I will have it sorted!



Phil Farrell
Cheshire, UK

@mllx8pjf

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

During a recent drive, which I shared with fellow columnist Joe Williams, I got the chance to ride as a passenger in the GTS. It's not something I get to experience often as my other (better) half prefers to be chauffeured around, and even when she does become the designated driver she doesn't drive the car with perhaps as much gusto as I would. It's really interesting to understand how different the ride is when you're not concentrating on the driving.

On the same drive we did find out that the wading depth of the 911 is somewhat deeper than I ever expected. Coming up to a fast flowing ford in the road we saw Andy's 993 make child's play of the problem, so we thought 'what the hell'. I'm pleased to say there no ill effects to report. I did check the front area later to see if we'd caught anything for dinner, being aware of a 911's penchant for sucking things into the radiators at the front, but alas it was not to be!

The spirited early-morning drives have led me to start wondering whether I might replace the comfort seats with something of a bucket variety. I know they're not to everyone's taste, but I just think they set the interior off so well and add to the sense of occasion that comes with driving any 911. I've started looking online for a used set of GT seats (with Porsche imprint rather than GT3 logo) but they are like hens' teeth and are often Stateside rather than based in the UK. Aesthetically I would like them to have contrast red stitching to match the GTS interior pack, which may rule out those from the Tequipment catalogue, although I'm going to check with Porsche whether they can be made with contrast stitching. It's a long shot, but if you know of anyone who has a set who either wants to swap them for something more comfortable, or has a spare, then feel free to reach out on social media.

I'm currently looking forward to a drive out for the Rennsport Collective event in the coming days. We've got full catering facilities so we will be retaining the good culinary standards that usually accompany our drives. I reckon the spoiler on the GTS' aerokit will be a great tabletop for the portable stove and AeroPress.

It's probably a good time of year to have a good detail as it'll give me a chance to check there aren't any leaves (or river creatures) hiding in the front air intakes ready to get stuck into the radiators over the coming months. Anyone who had forgotten to check those areas, consider yourself reminded!

Tony McGuiness
San Diego, USA

@tonymcguinessgt3rs

Model	**997.2 GT3 RS**
Year	**2011**
Acquired	**FEB 2011**
Model	**991.1 GT3**
Year	**2015**
Acquired	**DEC 2014**

While arriving in my 991 GT3 at Rancho Santa Fe Cars and Coffee on a hot Saturday morning back in July, I pulled into park as I have been doing in the same spot on the main street uneventfully for years. However, this time, I slightly scraped the GT3's right rear wheel against the kerb. It was so slight I actually didn't feel it. However, one of my friends was standing nearby and watched and heard me scrape it. If he hadn't come over, I wouldn't have bothered to look and would have found out later when I cleaned the wheels.

While there wasn't much damage, it was obvious I had scraped it, so it couldn't be ignored. In several areas around the rim of the wheel, the black paint had been simply scraped off by contact with the kerb.

Fortunately, my good friend and fellow GT3 owner, Ron Mercurio, was also at Rancho Santa Fe that particular Saturday. If you have read a couple of my previous columns, you may recall, I had written a column about Ron selling his Cayman GT4 and buying a 2018 manual GT3. He didn't dislike the Cayman GT4 but he wanted to get back into a 911 and experience the phenomenal GT3.

Ron and I, along with two other 911 owners, often go together for Sunday drives in the hills and mountains of San Diego County. While I was discussing the incident with our friend and GT2 RS driver Vic, Ron came over to assess the damage. Within one minute of analysing the injury, Ron calmly said, "That's not a problem, we can fix that at my autobody shop. When it's finished, it will look brand-new, just like it did when it came out of the factory."

He indicated that even though the scrapes were small, it would take six to eight hours as the process they use is meticulous and very detailed. It would also involve a state-of-the-art room they use for painting and drying.

Ron owns an autobody shop called Bumper Doc in the city of Escondido in North San Diego County. While the business is named Bumper Doc, Ron's shop doesn't only fix bumpers. They are in fact a full-service repair autobody shop. Several months ago, our friend Vic took his new GT2 RS to Ron's shop to have the car's wheels repainted. Vic's 2019 GT2 RS Weissach Package was fitted with black wheels at the factory. However, Vic wanted the wheels painted white gold metallic, which is the exact same colour as the wheels on my 997.2 GT3 RS. Bumper Doc did a beautiful job repainting the wheels on Vic's GT2 RS. There is absolutely no way one would know the car didn't leave the factory with the stunning white gold metallic coloured wheels.

Ron's shop provides quality work, professionalism, and their passion for detail has quickly come to the attention of other Porsche owners in the Southern California area. Ron has acquired quite a following. He even has Porsche customers who travel down from Canada to have him paint or repaint their prized 911.

Bumper Doc uses the exact same paint Porsche uses on its vehicles. I learnt from Ron that not all shops use high-end paint as he does. In fact, some use lower-quality paints but charge high prices. Over the past 12 years, Bumper Doc in Escondido has earned a reputation for being one of the finest autobody shops in Southern California, and acquired a following among

911 owners. Which actually makes sense, as he is very passionate about Porsche.

When I turned up in my GT3 at Ron's shop, he came out to greet me and again looked over the wheel. He reiterated it would look brand-new when finished but it would take a good part of the day. That was no problem at all as I intended on getting a tour of Bumper Doc to see how they repair cars in this modern age.

The customer area is modern and well designed, while the waiting room is pleasant and relaxing. His employees are friendly and try to make you feel comfortable while you wait. I knew my GT3 was in good hands.

Since Ron is a passionate GT3 owner, he has a centre lock tool to remove the wheel safely. It wasn't long before his talented team began the painstaking process of using sandpaper by hand over the scraped rims to prepare them for painting.

After the long process of sanding and prepping the wheel, the team masked off the tyre, as there was no need to remove the tyre from the wheel.

The crew wore full protective suits as they worked in the high-tech paint room. The entire process took approximately six hours. They ensure the wheel cools off completely before reinstalling it.

Upon seeing the wheel mounted back on the GT3, I was stunned by how good it looked. There was no sign of the few scrapes. They were gone. It was so well repaired and painted, one would never know it occurred.

A massive thank you to Ron Mercurio and his talented team at Bumper Doc in Escondido, California. Incidentally, Ron does all the painting for Makellos Classics Porsche who have been featured several times in **Total 911**. Ron has customers visit from all over the world and of course locals. If you live or visit Southern California, I highly recommend you speak with Ron if your Porsche needs body work and or painting. He's licensed under California State Law so you will be in safe hands. Thanks to their superb work, I am incredibly happy my GT3 wheel looks brand-new. Check out **bumperdoc.com/escondido-bumperdoc.**

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Bank Sort Code: ☐☐-☐☐-☐☐ Account Number: ☐☐☐☐☐☐☐☐

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PREMIERPORSCHE

EVERYTHING YOU NEED FOR YOUR 911

Data file
Full specs, ratings and market values of every 911, including the G-series era, can be found beginning on **page 76**

Plus

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

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

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

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

Data file

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

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

General valuations

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

(0 series) ★★½☆☆

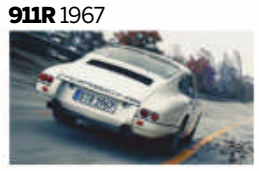
911 2.0-litre 1964-1967

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

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

(0 series) ★★★★★

911R 1967



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

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

(C & D series) ★★★★☆

911S 1969-1971

An upgrade in engine size gave the 911S 180bhp. Unlike the 911E, the S didn't gain improved low-down power and torque, so you had to keep the revs up for good power.

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

(C & D series) ★★☆☆☆

911T 1969-1971

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

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

(F series) ★★☆☆☆

911T 1973

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

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

(G series) ★★★★★

Carrera 3.0 RS 1974

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

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

(0 series) ★★½☆☆

911 SC 1978-1983

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

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

★★★★☆

SC RS 1984

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

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

(0 & A series) ★★★★★

911S 1967-1968

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

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

(A series) ★★★★★

911L 1967-1968

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

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

(A & B series) ★★★★★

911T 1967-1969

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

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

(B series) ★★★★★

911E 1968-1969

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

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

(B series) ★★★★★

911S 1968-1969

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

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

(C & D series) ★★★★★

911E 1969-1971

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

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

(E series) ★★★★★

911E 1972

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

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

(E series) ★★★★★

911T 1972

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

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

(E series) ★★★★★

911S 1972

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

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

(F series) ★★★★★

Carrera 2.7 RS 1973

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

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

(F series) ★★★★★

911E 1973

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

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

(F series) ★★★★★

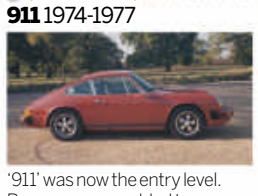
911S 1973

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

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

(G, H, I, J series) ★★★★★

911 1974-1977



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

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

(G, H, I, J series) ★★★★★

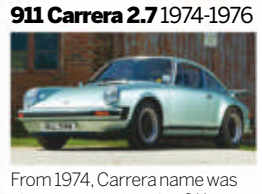
911S 1974-1977

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

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

(G & H series) ★★★★★

911 Carrera 2.7 1974-1976



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

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

(I & J series) ★★★★★

911 Carrera 3.0 1976-1977

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

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

★★★★★

930 3.0 1975-1977

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

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

★★★★★

930 3.3 1978-1983

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

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

★★★★★

930 3.3 1984-1989

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

Production numbers	11,135
Issue featured	144
Engine capacity	3,299cc
Compression ratio	7.0:1
Max power	300hp @ 5,500rpm
Max torque	432Nm @ 4,000rpm
0-62mph	5.4 sec
Top speed	161mph
Length	4,291mm
Width	1,775mm
Weight	1,300kg (1,335kg from '86)
Wheels & tyres F 7x16 inch; 205/55/VR16	
R 8x16 inch; 225/50/VR16	

★★★★★

Carrera 3.2 1984-1989

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

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

★★★★★

930 SE 1986-1989

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

Production numbers	50 (UK only)
Issue featured	146
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6 sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,335kg
Wheels & tyres	
F 7x16 inch; 205/55/VR16	
R 9x16 inch; 245/45/VR16	

★★★★★

959 1986-1988

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

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

★★★★★

Speedster 1989

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

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

3.2 Clubsport 1987-1989

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

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

930 LE 1989

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

Production numbers	50
Issue featured	110
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6 sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,335kg
Wheels & tyres	
F 7x16-inch; 205/55/VR16	
R 9x16-inch; 245/45/VR16	

964 Carrera 4 1989-1993

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

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

964 Carrera 2 1990-1993

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

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

964 3.8 RS (C & D series) 1993

Identifiable by lightweight Turbo bodyshell, 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; 205/50/17	
R 9x17 inch; 255/40/17	

964 RS America 1993

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

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

964 C2 Speedster 93-94

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

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

993 Carrera RS 1995-1996

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

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

993 Carrera 4S 1995-1996

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

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

993 Turbo 1996-1998

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

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

993 Carrera S 1997-1998

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

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

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

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

996 GT2 2001-2003

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

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

996.2 C2 2002-2004

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

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

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

Production numbers	3,660
Issue featured	160
Engine capacity	3,299cc
Compression ratio	7.0:1
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	7.0:1
Maximum power	381hp @ 6,000rpm
Maximum torque	490Nm @ 4,800rpm
0-62mph	4.6 sec
Top speed	180mph
Length	4,250mm
Width	1,775mm
Weight	1,290kg
Wheels & tyres	
F 8x18 inch; 225/40/ZR18	
R 10x18 inch; 265/35/ZR18	

964 Turbo 3.6 1993-1994

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

Production numbers	1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	7.5:1
Maximum power	360hp @ 5,500rpm
Maximum torque	520Nm @ 4,200rpm
0-62mph	4.8 sec
Top speed	174mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F 8x18-inch; 225/40/ZR18	
R 10x18-inch; 265/35/ZR18	

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	8.0:1
Maximum power	430hp @ 5,750rpm
Maximum torque	540Nm @ 4,500rpm
0-62mph	3.9 sec
Top speed	189mph
Length	4,245mm
Width	1,855mm
Weight	1,290kg
Wheels & tyres	
F 9x18-inch; 235/40/ZR18	
R 11x18-inch; 285/35/ZR18	

993 Turbo S 1998

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

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

996.1 Carrera 1998-2001

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

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

996.1 C4 1998-2001

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

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

996.1 GT3 1998-2000

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

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

996.2 C4 2002-2004

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

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

996 Anniversary 03-04

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

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

996.2 GT3 2003-2005

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

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

996 GT3 RS 2004-2005

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

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

Sales debate

How is the Porsche market faring in winter?

Just as in the spring, on the face of it the general economic outlook is bleak. Markets are sliding as Europe grapples with a second wave of COVID-19. Many territories, including here in the UK, have imposed another lockdown, thus banning vehicle showrooms from operating. So what effect has this had on Porsche 911 values?

"It's fair to say the market confidence we were seeing throughout spring and summer has faded a little," says Karl Meyer, owner of 2911 the Porsche Buyer. "There's a theory the market has been supported by generous grants from the government to a degree, with bounce back loan money finding its way into the market.
All of that has stopped now, and the general public have tightened their belts amid so much uncertainty. Generally speaking, prices for used Porsche have fallen back slightly, but there are positives here. The first is that 992s remain in high demand: due to the factory shutdown earlier this year, orders have been delayed, and so there aren't enough new cars being supplied into dealers. The wait is forcing people to look at the used market, where there are currently less than 70 examples available nationally spread across all types of 992 Carrera derivative. There are just eight 992 Carreras, which I know this magazine rates highly," he says.

While Meyer points to positivity around 992s, his industry counterpart Jamie Tyler at Paragon Porsche says while market conditions are tough currently for sellers, there are great deals to be had for buyers. "The 991.1 generation continues to look like fantastic value for money, and there's plenty of cars to choose from," he says. "That filters down to the 997.2, where the GTS models are commanding a little less than in previous years. They're a great car and remain highly thought of by enthusiasts."

Both our experts are largely in agreement that while market conditions are tough, and cars are trading hands less frequently than earlier this year, there is a consensus that very rare examples in good condition with good history are still commanding prices seen earlier in the summer. With the exception of these, it seems it's very much a buyer's market at present.

996 Turbo S
2004-2005

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

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

997.1 Carrera
2004-2008

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

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

997.1 GT3 RS
2006-2007

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

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

997 GT2
2007-2009

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

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

997.2 GT3 RS 2009-2012

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

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

997 Speedster
2010

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

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

997 Sport Classic 2010

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

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

997 Turbo S
2011-2013

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

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

991.1 Carrera
2011-2015

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

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

997.1 Carrera S 2004-08

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

Production numbers	41,059
Issue featured	107
Engine capacity	3,824cc
Compression ratio	11.8:1
Maximum power	355hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.8 sec
Top speed	182mph
Length	4,427mm
Width	1,808mm
Weight	1,420kg
Wheels & tyres	
F 8x19 inch; 235/35/R19	
R11x19 inch; 295/30/R19	

997.1 GT3 2006-2007

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

Production numbers	2,378
Issue featured	117
Engine capacity	3,600cc
Compression ratio	12.0:1
Maximum power	415hp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.3 sec
Top speed	192mph
Length	4,445mm
Width	1,808mm
Weight	1,395kg
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 8x18 inch; 235/40/ZR18	
R 10.5x18 inch; 265/40/ZR18	

997.2 Carrera S 2008-12

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

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

997.2 C4S 2008-2012

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

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

997.2 GT3 2009-2012

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

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

997.2 Turbo 2009-2013

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

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

997 GT3 RS 4.0 2010

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

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

997 918 Edition 2010

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

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

997 GT2 RS 2010-2011

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

Production numbers	500
Issue featured	155
Engine capacity	3,600cc
Compression ratio	9.0:1
Maximum power	620hp @ 6,500rpm
Maximum torque	700Nm @ 2,500 5,500rpm
0-62mph	3.5 sec
Top speed	205mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	
F 9x19 inch; 245/35/ZR19	
R 12x19 inch; 325/30/ZR19	

997 C2 GTS 2010-2012

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

Production numbers	Unknown
Issue featured	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200 5,600rpm
0-60mph	4.6 sec
Top speed	190mph
Length	4,435mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	
F 8.5x19 inch; 235/35/19	
R 11x19 inch; 305/30/19	

997 C4 GTS 2011-2012

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

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

991.1 Carrera S 2011-2015

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

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

991.1 Carrera 4 2012-2015

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

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

991.1 Carrera 4S 2012-2015

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

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

991.1 GT3 2013-2015

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

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

Technology explained

043 WINTER TYRES

Compulsory in mainland Europe during the colder months, how does a winter tyre differ from conventional rubber?

Winter time brings with it some new challenges to our roads. Temperatures plummet, sometimes leading to the presence of ice or snow, but rain brings with it wet leaves which rot on our roads after falling from trees in the autumn.

These new dangers all mean there's less grip to play with, which is where winter tyres come in – their compound and profile seeks to mitigate the conditions and drop in grip levels. But how do they work?

Compared to a traditional summer tyre, a winter tyre has a softer compound at low temperatures, with a revised tread pattern boasting many deeper grooves or 'sipes', presenting what looks like thousands of little blocks covering the tyre's tread. These blocks have a greater propensity to flex compared to the larger blocks on summer tyres, making the tyre more agile in colder temperatures when cornering, for example.

Furthermore, the increase in sipes between these blocks helps to disperse water and snow more effectively than a summer tyre, ensuring it can maintain better contact with the ground. That, of course, is where that all-important grip can be found.

Usually marked with a snowflake symbol on their sidewall, winter tyres are designed to work in temperatures south of seven degrees, which is usually the point at which summer tyres will start to harden. This means winter tyres offer improved stopping distances compared to summer tyres in this region. And that's in all conditions – winter tyres though are particularly effective in snow, where those many narrow sipes prevent snow from simply compacting on top of the tyre's surface. Porsche does offer a series of N-rated winter tyres (N-rated meaning the tyre is recommended by Porsche) for your 911 via its Tequipment range, where it says braking distances are reduced by 12 per cent in wet conditions and 19 per cent on snow.

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 @ 6,500 6,750rpm
Maximum torque	700Nm @ 2,100 4,250
0-62mph	3.1 sec
Top speed	197mph
Length	4,506mm
Width	1,880mm
Weight	1,605kg
Wheels & tyres	
F 9x20 inch; 245/35/ZR20	
R 11x20 inch, 305/30/ZR20	

991.2 Carrera S 2015-2018

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

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

991.2 Carrera 4 2016-2018

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

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

991.2 C2 GTS 2017-2019

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

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

991.2 C4 GTS 2017-2019

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

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

991.2 GT3 RS 2018-19

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 Flacht 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@ 2-5,000rpm
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	
R11.5x21 inch; 305/30/ZR21	

991 Anniversary 2013-2014

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

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

991.1 Carrera GTS 2014-16

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

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

991.1 C4 GTS 2014-2016

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

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

991.1 GT3 RS 2015-2017

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

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

991.2 Carrera 2015-2018

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

Production numbers	Unknown
Issue featured	137
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.2 sec
Top speed	183mph
Length	4,499mm
Width	1,808mm
Weight	1,430kg
Wheels & tyres	
F 8.5x19 inch; 235/40/ZR19	
R 11.5x19 inch; 295/35/ZR19	

991.2 Carrera 4S 2016-18

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

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

991.2 Turbo 2016-2018

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

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

991.2 Turbo S 2016-2018

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

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

991 R 2016

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

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

991.2 GT3 2017-2019

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

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

991 GT2 RS 2017-2019

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

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

991 Turbo S Exclusive Edition

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

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

991 Carrera T 2018

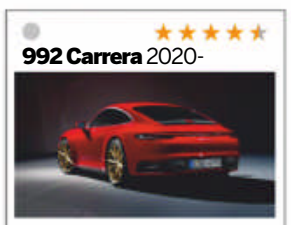
Purist take on the 991.2 Carrera with 20kg of weight saved and regearing of seven-speed manual gearbox. Same 370hp engine as Carrera, PDK optional.

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

992 Carrera 4S 2019-

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

Production numbers	In production
Issue featured	174
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque	530Nm@ 2-5,000rpm
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	
R11.5x21-inch; 305/30/ZR21	



992 Carrera 2020-

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

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

992 Carrera 4 2020-

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

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

992 Turbo S 2020-

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

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

992 Targa Heritage Design Edition 2020-

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

Production numbers	992
Issue featured	193
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque	530Nm @ 2-5,000rpm
0-62mph	3.6secs
Top speed	189mph
Length	4,519mm
Width	1,852mm
Weight	1,675kg
Wheels & tyres	
F 8.5x20-inch; 245/35/ZR20	
R 11.5x21-inch; 305/30/ZR21	

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FVD's Journey

1983 Three friends begin restoring their own Porsche

1984 FVD was established in a one bay

1988 Street and race cars are built. Turbocharged cars were tuned to 450HP

1989 FVD moves to larger facilities in Umkirch. The new Carrera 4 serves as the platform for producing 959 clones using factory parts

1991 Development of motor management systems for mass-air meter cars

1992 TUV approval confirms the 300HP kit for C2/4 and RS

1993 FVD RS 3.6 named the fastest car in a comparison test by Flat-Six magazine. FVD also develop the 3.8L version LBIII

1995 FVD develops 490HP conversion for Bi-Turbo

1996 FVD builds 500+HP GT2 cars. FVD France opens

1997 - 1999 FVD smashes record for street-tuned vehicles (0 to 100 in under 3.6 seconds). FVD-built GT2 wins multiple championships in German FIA-GT competition

2001 597HP GT3 debuts in a Sportscar test entitled 'A Sheik's Trip'

2002 FVD Florida opens

2004 Twin Turbo Tuner Shootout FVD Driveability Winner

2005 FVD installs a 997 3.8S motor into a 1999 Boxster

2006 FVD builds the 3.8L Cayman S with 395HP

2007 The company introduces its flash load ECU software tuning, ushering in a new era of ECU tuning

2009 25th Anniversary of FVD Germany. Presentation of FVD B97.2 with 423HP based on 997 S facelift

2013 Presentation of FVD Turbo 4.1L with 700HP based on a 997 Turbo

2014 30th Anniversary of FVD Germany. Presentation of FVD 996 4.1L with 730HP. FVD Swiss wins Porsche Mobil 1 Supercup Championship

2016 FVD B91.1 S project car yields 440HP and 368lb.-ft. (500 NM). FVD Switzerland comes 2nd overall in Porsche Supercup

2017 FVD Germany triples its parts capacity with a new warehouse facility

2019 35th Anniversary of FVD Germany. Presentation of FVD B91.2 GTS with 540 HP

1989 Porsche 911 3.2 Carrera Cabriolet

2016 Porsche 991 C4S Cabriolet

1996 Porsche 993 C2 Coupe

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£67,995

911 Carrera 4 (993)

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

£59,995

911 Carrera 4 (993)

Polar Silver • Marble Grey Leather Sports Seats • 285 BHP VarioRam Engine • Air Conditioning • 17" Cup Wheels • Electric Sunroof • Cruise Control • 61,913 miles • 1996 (N)

£59,995

911 Carrera 2 GTS (997)

Carrara White • Black Leather Adaptive Sports Seats • PDK Gearbox 19" GTS Centre Lock Wheels • Sport Chrono • Cruise Control • Bose Sound 17,227 miles • 2011 (11)

£59,995

911 Turbo (997)

Meteor Grey • Black Leather Adaptive Sports Seats • 19" Turbo Wheels Sport Chrono • Bose Sound Previously Sold & Serviced by Paragon 57,642 miles • 2008 (08)

£54,995

911 Carrera 2 (991)

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£45,995

Boxster Spyder (987)

Jet Black • Black Leather Sports Seats PDK Gearbox with Paddles • 19" Black Boxster Spyder Wheels • Sport Chrono Full Leather Interior • 14,528 miles 2011 (11)

£44,995

Cayenne Diesel 4.2 V8

Basalt Black • Black Leather, Electric & Heated Sports Seats • Tiptronic Gearbox • 21" Cayenne Design Wheels • Panoramic Glass Sunroof 40,382 miles • 2016 (16)

£38,995

911 Carrera 2 S (997)

Arctic Silver • Black Leather Sports Seats • 19" Sport Design Wheels Satellite Navigation • Parking Sensors Cruise Control • Bose Sound • 62,182 miles • 2005 (05)

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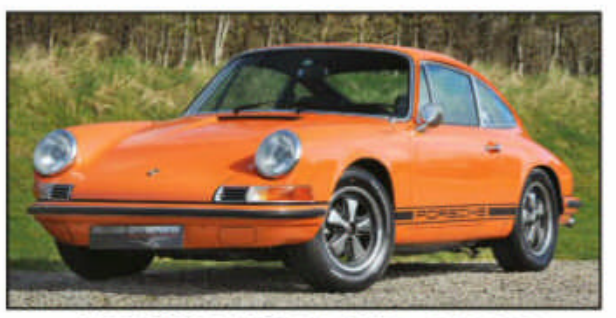

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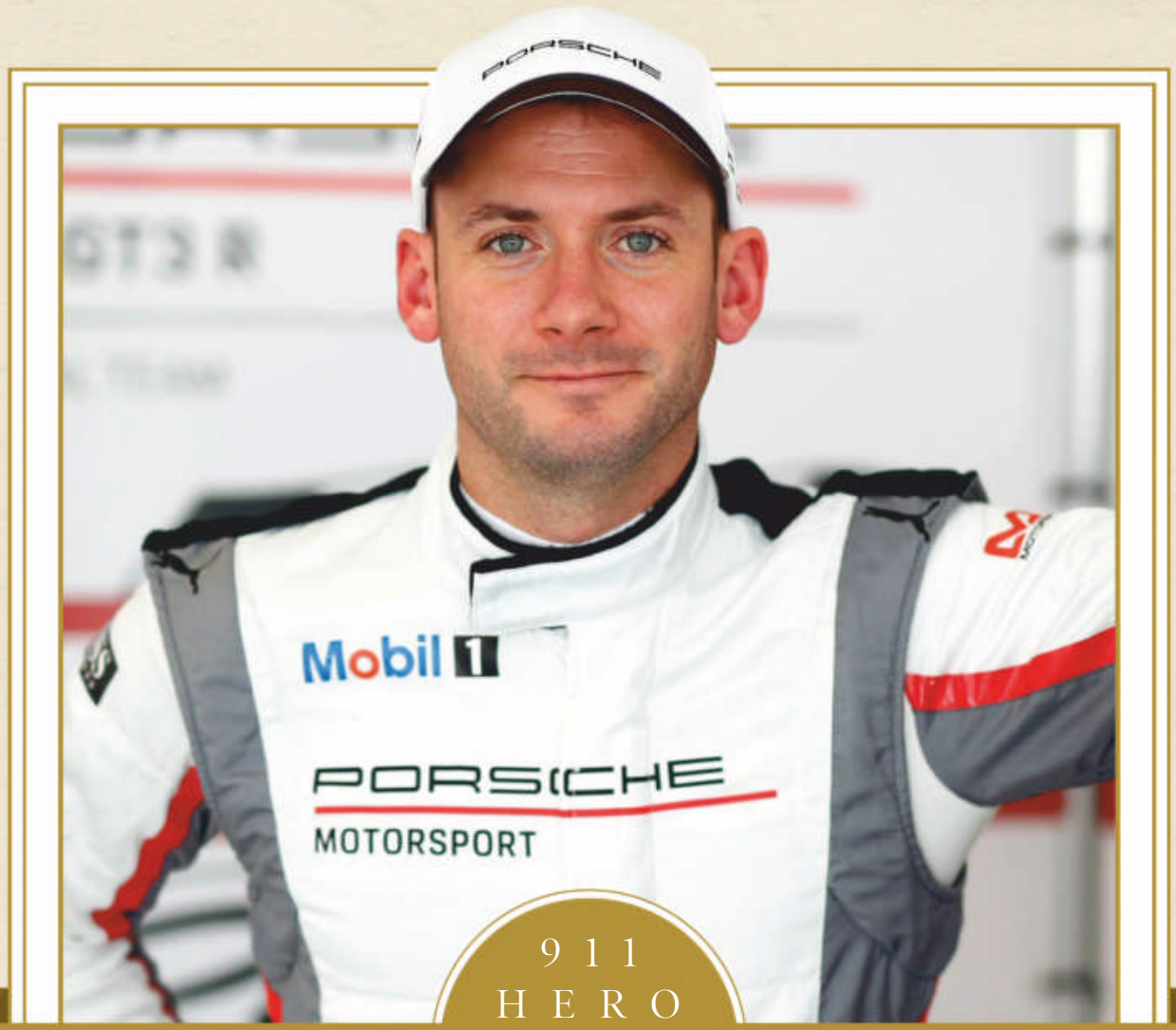


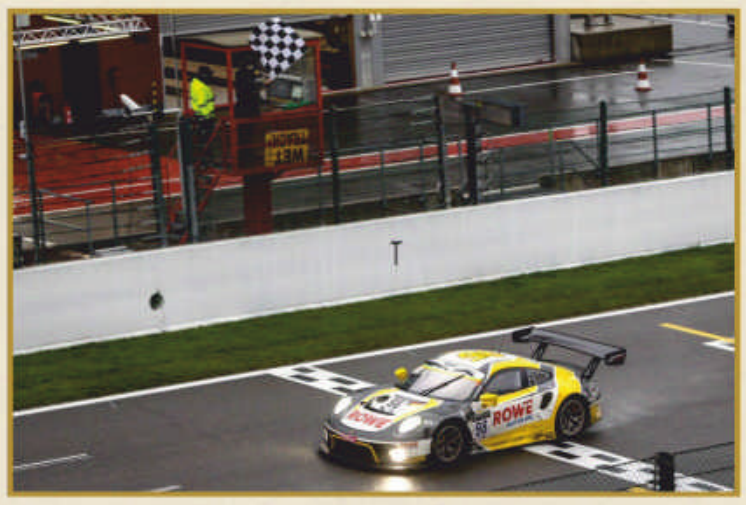
911 HERO

NICK TANDY

This living Porsche legend has raced many different types of 911 over the last 15 years... and emerged victorious in nearly all of them

"Win on Sunday, sell on Monday," as the saying goes, is a core element of the Porsche brand: for years its racing programme has been key to its identity, with customers aspiring to own sports cars such as the 911 off the back of its decorated racing exploits. Indeed, key to the 911's near 60-year longevity has been the 30,000-odd race victories (and counting) it can lay claim to, far more than any other sports car.

A man who's chipped in with a fair few of those victories – at notable events, no less – is Nick Tandy. The quiet Brit might not seek the limelight like some of his current works driver teammates, yet his contribution to the 911's story post-millennia cannot be underestimated.



Tandy is a winner of the 24h Spa, 24h Daytona, 24h Nürburgring, Petit Le Mans (four times), and the 12h Sebring (three times), all at the wheel of a Porsche 911. Let's not forget it was he who, alongside Earl Bamber and Nico Hülkenberg, gave Porsche its first overall victory at Le Mans in 17 years, the race most dearest to the Swabian manufacturer's heart, when the trio triumphed in the 919 e-hybrid in 2015.

Tandy announced himself in Porsche circles in 2010, finishing 2nd in the highly competitive Carrera Cup Deutschland, repeating the feat in Supercup. He'd win the German championship outright in a 997 Cup the following year, before switching to international sports car racing and claiming the coveted Porsche Cup in 2012, awarded to the most outstanding private driver of the season.

An ascension into the realms of Porsche factory driver followed in 2013, though at first Tandy didn't actually find himself at the wheel of a works car, instead being farmed out to a succession of customer outfits each weekend. This would play into Tandy's strengths in being extremely versatile, and before long the Briton was sitting in the seat of works 911s including the GT3 R and RSR – driving the latter in both rear- and mid-engine setups in Stateside and worldwide competition.

His victories at every single one of the toughest races on the planet means Tandy is surely the very best driver of a 911 there is. Fittingly, his exploits have been immortalised in the form of the 991.2 C4 GTS British Legends Edition, alongside fellow Le Mans winners Derek Bell and Richard Attwood.

Tandy also manages the JTR team in Great Britain's Carrera Cup, where his talent and leadership can help inspire the next generation of elite Porsche drivers, though it's unlikely Tandy's record-breaking career in a 'Renn' 911 will be beaten anytime soon. Total 911 is saddened to learn Tandy is signing with Corvette for 2021, but he does so as a living 911 legend.

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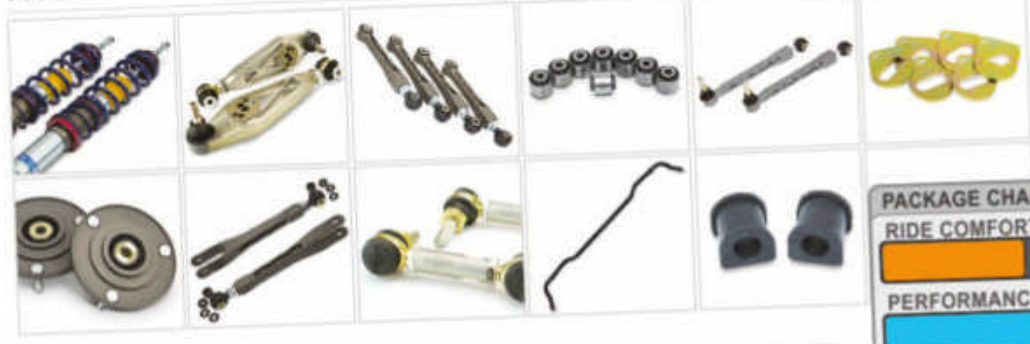

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