



# 991.2 CARRERA GTS BUYING GUIDE

# Total 911

THE PORSCHE MAGAZINE

## FIRST V LATEST 911

Does the 992 Carrera S keep or kill the original 901 philosophy?



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FULL PRODUCTION  
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BIOGRAPHY OF "MR 993"

IS THE 3.2 CARRERA  
CLUBSPORT  
UNDERRATED?

SAFARI 992  
PROTOTYPE  
SPOTTED!

## 911T: THE GLOBETROTTER

Full story of the '69T taking a family  
on an incredible global tour



ISSUE 202

DigitalEdition

## EVOLUTION OF TIPTRONIC

History and tech behind the  
911's auto 'box of 20 years

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## 1964 Porsche 356C Coupe-stock-13143

The 1964 Porsche 356C Coupe featured here with matching numbers (Kardex included) is available in factory color code #6406 Irish Green with a sand beige interior. It comes equipped with a 4-speed manual transmission, 1600c engine, dual carburetors, 4-wheel disc brakes, and solid wheels. Also included with this vehicle are receipts totaling over \$14,000 which includes an engine rebuild at a cost of \$9,000 that was completed in 2017. A gorgeous color combination 356C Coupe that is mechanically sound.

For \$89,950



## 1965 Porsche 912 3 Gauge Painted Dash-stock-12264

This highly collectible 1965 Porsche 912 3 Gauge Painted Dash is available in its factory color combination Togo Brown with a fawn interior. It comes equipped with a 4-speed manual transmission, 4-wheel disc brakes, jack, tool kit, and Fuchs wheels. Also included with this vehicle are receipts totaling over \$3,000. An original California car that is mechanically sound.

For \$54,500



## 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



## 1966 Porsche 912 3 Gauge Coupe-stock-13055

The 1966 Porsche 912 3 Gauge Coupe featured here with matching numbers is available in its factory color code #6602 Polo Red with a black interior. It comes equipped with a 4-speed manual transmission, dual Solex carburetors, 4-wheel disc brakes, and solid wheels. A gorgeous color combination Porsche 912 that is mechanically sound.

For \$38,500



## 1970 Porsche 911T Coupe-stock-12633

This factory color 1970 Porsche 911T Coupe featured here with matching numbers is available in its original color code #2626 Conda Green with a black interior. It comes equipped with a 5-speed manual transmission, 4-wheel disc brakes, and Fuchs wheels. Also included with this vehicle is the original owner's manual, Porsche Red Book as well as service records and receipts totaling over \$15,000. An excellent original California car which had the same owner for many years and is mechanically sound.

For \$62,500



Here is a recently discovered original paint 1973 Porsche 911E Targa featured here with matching numbers is available in its factory color code #1117 Light Yellow with a black interior. It comes equipped with a 5-speed manual transmission, 4-wheel disc brakes, G26 Group options 5 trim, heated rear glass, sway bars, 5 instrument, air conditioning, and Fuchs wheels. This is an extremely original Porsche 911E that still retains its original paint (please review paint meter reading photos). A very sought after original blue plus California car that is an excellent addition to any Porsche enthusiast. Don't miss your chance to acquire this original 911 that is mechanically sound.

For \$135,000



## 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 that 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-13184

The 1974 Porsche 914 2.0 featured here with matching numbers is available in silver with a black interior. It comes equipped with a 5-speed manual transmission, 2.0-liter engine, rear luggage rack, and 4-wheel disc brakes. An original California car that is mechanically sound.

For \$23,500



## 1980 Porsche 911SC Coupe-stock-12732

The 1980 Porsche 911SC Coupe featured here with matching numbers is available in its factory color code #30T Light Blue Metallic with a blue interior. It comes equipped with a 5-speed manual transmission, 3.0-liter engine, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, tool kit, and jack. A desirable color combination 911SC Coupe which is mechanically sound.

For \$39,950



## 1983 Porsche 911SC Coupe-stock-13127

The 1983 Porsche 911SC Coupe featured here with matching numbers is available in its factory color code #662 Quartz Gray Metallic with a khaki interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, jack, and tool kit. A well-priced 911SC Coupe that is mechanically sound.

For \$38,500



## 1987 Porsche Carrera Targa-stock-13147

Here is a 1987 Porsche Carrera Targa featured here with matching numbers is available in Grand Prix White with a burgundy interior. It comes equipped with a G50 5-speed manual transmission, air conditioning, power windows, 4-wheel disc brakes, and Fuchs wheels. A well-priced Porsche that is mechanically sound.

For \$39,950



## 1994 Porsche 993 Carrera Coupe-stock-13178

Here is a 1994 Porsche 993 Carrera Coupe Euro-spec featured here with 107,685 KM (66,912 miles) is available in its factory color code #39C Midnight Blue Metallic with a black interior. It comes equipped with a 6-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, air conditioning, rear heated glass, power mirrors, power windows, power steering, sunroof, 4-wheel disc brakes, and 5-spoke wheels. A very desirable Porsche 993 that is mechanically sound.

For \$59,950



## 2001 Porsche Boxster S-stock-12670

This beautiful 2001 Porsche Boxster S featured here with 2 tops and 3,557 miles on the odometer is available in its factory color Arctic Silver Metallic with a black interior. It comes with a clean Carfax and is equipped with Tiptronic transmission, a 3.2-liter engine, OEM Porsche cassette/CD stereo, cruise control, dual airbags, power windows, power seats, drilled rotors, and solid wheels. Don't miss out on this virtually brand new Boxster S at a fraction of the original price. A gorgeous low mileage Porsche that is mechanically sound.

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# Welcome

**N**ext year we'll be celebrating half a century of 911 Rennsports. You can expect Porsche to fully capitalise on the occasion by releasing a new GT3 RS, most likely with help from Porsche Exclusive. Before that however, we need a GT3 on which to base said RS, which has duly – and finally – arrived in 992 form. Of course, you already know most of the details for the incoming GT3, thanks to our first look of a disguised prototype with its creator Andreas Preuninger in issue 199. Now officially revealed in all its glory (including that striking Shark blue launch colour), we can at last bring you confirmed performance stats and Nürburgring lap times, both of which mark this Cup-engined GT3 down as a significant improvement over the outgoing 991.2. It's clearly going to be some car, and has had more investment put into it than any

previous GT3 as Porsche grapples to serve us with an emotive, naturally-aspirated engine amid ever-tightening restrictions, particularly in Europe. You can find all new information about the 992 GT3 in a special report on page 10.

Elsewhere, it was a huge honour for Team T911 to be granted access by the Porsche family to Ferdinand Alexander 'Butzi's' 993 Speedster. A true one-of-one 911, this is the only 993 Speedster built from new at the Porsche factory, as a 60th birthday gift for the late father of the Porsche 911. Its story is fascinating, melding two icons of the Porsche lexicon, '911' and 'Speedster', to create a special car for a special individual synonymous with the Neunelfer's very existence. Exceedingly unique, nevertheless it is not the craziest Porsche 911 to feature on our pages this issue. Safari-spec Porsche 992, anyone?!

**“This Cup-engined GT3 significantly improves on the outgoing 991.2”**





# <sup>Total</sup> 911 Opening Shot

Photograph by  
**Andreas Mau/CarPix AB**

Is Porsche about to enter the safari game? Just weeks after Singer Vehicle Design released its 964-based All-terrain Competition Study, **Total 911's** spies captured this raised 992 mule rolling around the outskirts of the Porsche development facility at Weissach. This latest sighting adds fuel to the fire with rumours gathering pace that Porsche could be looking to explore the off-road market with its iconic 911 sports car. More information can be found on page 8.



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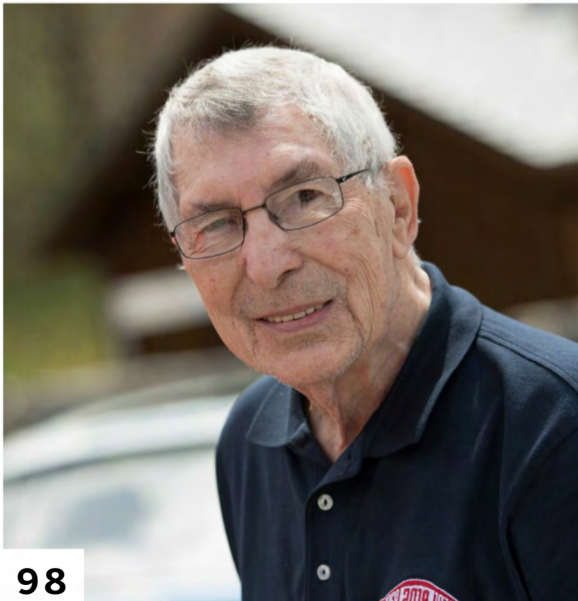
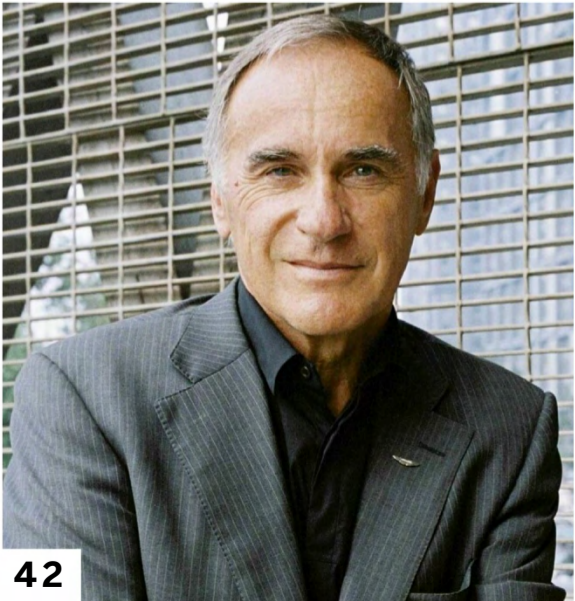
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# Update

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



## New Porsche safari prototype spied

Lifted 992 sighting accelerates rumours of bizarre new 911

**Total 911's** spies have captured an unusual-looking prototype in testing, adding to rumours that Porsche could be about to offer its 911 in safari specification.

The mule in our pictures, seen on public roads around Weissach, features a significantly raised ride height and chunky tyres enclosed by tacked-on wheel arch extensions at all four corners.

This latest sighting is a development of a mule seen pounding the Nürburgring in October 2020 with increased ground clearance and pronounced wheel arches.

The rear bumper on this latest sighting is showing a new design with the rear licence plate recess moved up from its current home in the 992 range, allowing for the customary twin Sports

exhaust pipes to be moved towards the centre of the 911's rear.

Porsche has so far remained tight-lipped as to the prospect of adding a safari model to its ever burgeoning 911 lineup. However, the recent surge in popularity of safari 911s – started by Leh Keen in the last five years and culminating in Singer Vehicle Design's outrageous new Dakar-ready competition machine – means the commercial opportunity could be too good to miss for the Stuttgart sports car maker.

So far, the evidence points to a possible public debut for this radical new 911 design, and soon, with Porsche only recently revealing a safari prototype albeit based on the 991 generation to the public.



## Porsche teams up with TAG Heuer

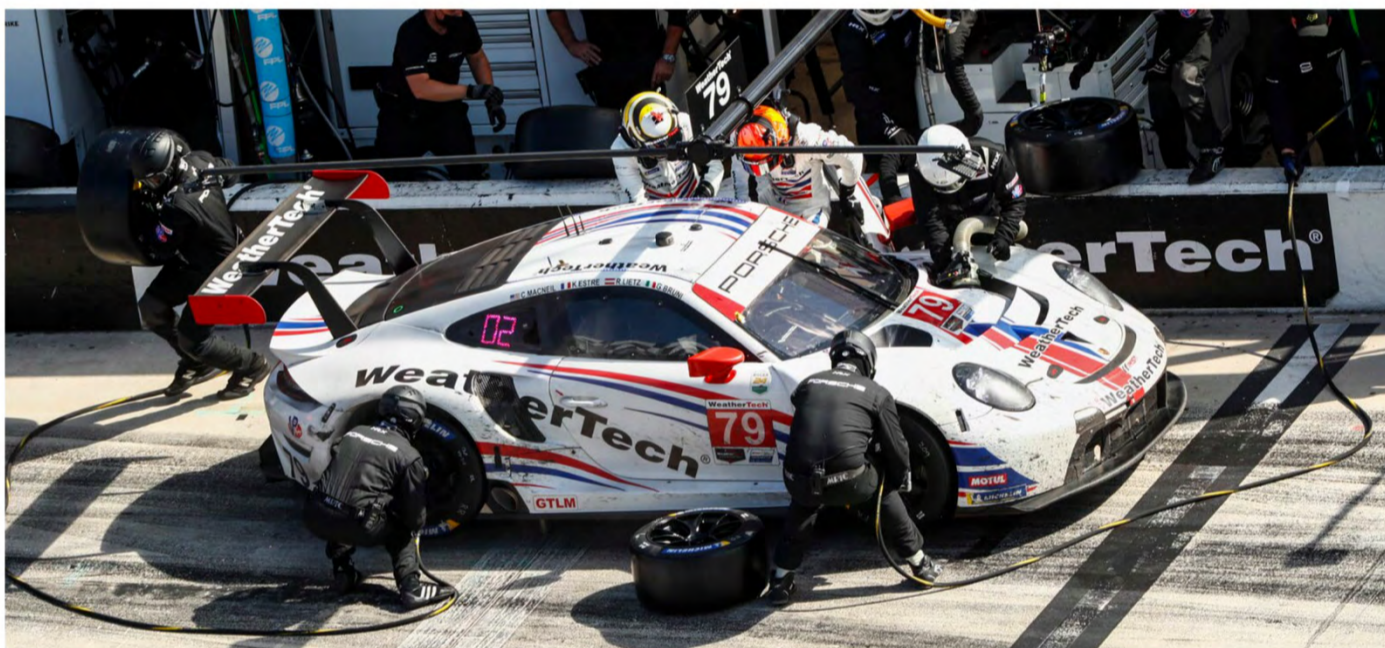
Iconic timepiece brand joins strategic partnership with sports car maker

Porsche has announced what it says is an exciting new partnership with the Swiss luxury watchmaker, TAG Heuer. The tie-up will see the two iconic brands work together on motorsports sponsorship and the development of new products for enthusiasts.

"The strong friendship of our brand with TAG Heuer exists since decades ago and I am more than happy that we are now taking the next steps in the frame of a strategic partnership," says Detlev von Platen, member of the Executive Board for Sales and Marketing at Porsche AG. "We bring

together what our customers love the most about both of us: authentic heritage, thrilling sports events, unique life experiences and the fulfilment of dreams. We both strive to create some unique, magic moments for our communities."

After a long history of working together, where highlights include the championship-winning TAG-Turbo Formula One engine prepared for McLaren by Porsche, the new partnership begins with the immediate release of the TAG Heuer Carrera Porsche Chronograph, which features subtle design hallmarks from modern Porsche.



## Daytona disappoints for Porsche Motorsport

Best-placed RSR finishes in 6th position at east coast classic

The 2021 IMSA season did not get off to the best start for Porsche with a disappointing showing at the 24 Hours of Daytona.

The first race since Porsche Motorsport North America pulled out of Stateside competition as a factory outfit, culling its extensive works driver lineup in the meantime, meant the manufacturer was represented in the top GTLM category by customer outfits only. The onus was thus left to WeatherTech Racing to do battle with the mid-engined 991 RSR, managing a 6th-place finish after a shunt from a BMW before the green flag had even come out. Repairs put the car 14 laps

behind from the off, before a gallant battle back to 6th.

Porsche's rear-engined 911 GT3 R fared better in the GTD class, where the best-placed customer team of Wright Motorsports – with works driver Patrick Long one of four drivers in the no.16 car – finished in 4th position. Meanwhile, ex-works driver Nick Tandy did manage to secure a spot on the GTLM podium, taking 2nd place on his first weekend racing for the Corvette factory team. "I was a bit gutted to finish 2nd after the strong run we had, but it's good to settle into a new team with a 1-2," he told **Total 911**.

## New 993 billet cylinder heads available

M64-engined heads offer an alternative to used parts

German-based tuning house and parts supplier, FVD Brombacher, has offered a 300-Euro price reduction on its new billet cylinder heads (without valves) for Porsche 993s.

Available for M6405/06/07 and 08-coded air-cooled engines, FVD's billet heads are milled from a solid and thermally insensitive aluminium alloy and offer an alternative for 993 owners who may otherwise only be able to turn to used or exchanged replacement heads. The FVD heads include valve guides and seats incorporated into the design, with original valves and other attachments such as stud bolts used again. Priced from €1,338.75 including VAT and with delivery promised within two weeks, for more information visit **fvd.net**.



## New UK Porsche storage facility

The Oxfordshire-based specialists, Wrightune, have unveiled a new long-term storage facility and are taking bookings. Starting at £160 +VAT per month, insurance is free for cars up to £50,000 in value. The facility boasts high security, temperature and humidity monitoring, breathable car covers and CTEK battery chargers. Email [chris@wrightune.co.uk](mailto:chris@wrightune.co.uk).



## AI will recommend personalised upgrades

Porsche announced the introduction of new artificial intelligence software 'Recommendation Engine' to its online car configurator to "offer individuals specially tailored suggestions." Porsche says more than 270 machine learning models were trained for specific markets and derivatives to help implement the new software, effective immediately.



“US cars will once again come bereft of the gasoline particulate filters fitted to EU-spec models, though the exhaust systems will still have the carriers if not the filters themselves”





# Production GT3 breaks cover

992 GT3 is faster around the 'Ring than current GT3 RS

**ABOVE** GT3's interior features a 'track screen', reducing digital displays either side of the tachometer to essential vehicle information such as tyre pressure

**LEFT** Its presence is enhanced with wider Turbo body and larger 20- and 21-inch wheels

Porsche's GT department is officially up and running with the 992-generation 911 after launching the new GT3.

This spectacular, track-bred machine was first revealed to **Total 911** readers in issue 199, thanks to a first look at a late prototype with creator Andreas Preuninger. However, the hottest 992 yet was formally revealed on 16 February, this time with official performance figures – including a startling new Nürburgring lap time. The 992 GT3 managed to clock a lap of the 20.6-kilometre Green Hell in six minutes and 55.2 seconds, nearly a whole second quicker than the current GT3 RS in the 991.2. Both models were equipped with optional Michelin Pilot Sport Cup 2 R tyres, which Andreas Preuninger believes is responsible for improving both cars' time by between three to four seconds, putting them ahead of the hallowed 918 Spyder's time of 6:57.0. The new GT3's other performance benchmarks include a 0-62mph sprint in just 3.4 seconds with PDK, and a top speed of 199mph for manual cars.

Porsche says its new GT3 transfers pure racing technology into a production model more consistently than ever before, evidenced by the RSR-spec 'swan neck' rear wing, which has four manually adjustable positions, as well as a GT3 R diffuser. These help give the new GT3 some 50 per cent more downforce than its predecessor, which is where a lot of the gains have been made in terms of performance. The engine and drivetrain are based on the competition-spec GT3 Cup car, which in road form amounts to a 4.0-litre, naturally aspirated flat six producing 510hp. This is mated to a new seven-speed Sport transmission, with the drive selector deliberately made to look like a manual shifter. Andreas Preuninger expects around 40 per cent of GT3

orders will be specified with the optional six-speed manual gearbox.

Weight is the same as that of the outgoing 991.2 (1,418kg for manual cars and 1,435kg for those with PDK) despite the fact the 992 uses new technologies such as double wishbone front suspension for the first time, as well as a Turbo-wide body. Technological advancements elsewhere have helped mitigate overall mass, including the 992 GT3's revised PDK Sport gearbox, which is 18kg lighter. The new GT3 also features a carbon bonnet for the first time, which also serves as the first carbon fibre hood on any road-going sports car to be pedestrian protection compliant amid ever-more stringent EU safety measures.

Speaking to journalists ahead of the launch, Dr Frank-Steffen Walliser, head of 911 production, admitted the new 992 project has been the most complicated GT3 to fulfil fast-growing regulations around emissions and safety, requiring the biggest investment yet. "It gets tougher with each generation," Dr Walliser said. "What we did with this car is really demanding and we stretched everything to make it possible. Look at our competition: the number of nat-asp cars is extremely low. This gives us sleepless nights." Despite this, Dr Walliser confirmed US cars will once again come bereft of the gasoline particulate filters fitted to EU-spec models, though the exhaust systems will still have the carriers if not the filters themselves. Dr Walliser and Mr Preuninger also confirmed the optional Touring package will be made available for the GT3 later this year, and will still feature the innovative double-wishbone front axle which will be unique to GT cars for the 992 generation.

Priced from £123,100 in the UK, first deliveries are set for May 2021. **911**





GUEST COLUMN

# Brian Redman

PART OF A  
SPECIAL  
MINI-SERIES

Brian Redman is unquestionably one of the greatest drivers of his generation. The former Porsche factory driver sits down with *Total 911*'s Tony McGuinness for part 13 in a series looking back at Brian's remarkable life and career during one of the most dangerous eras in motor racing

When I began sharing my experiences at Le Mans last month, I mentioned it is still painful and bothers me to this day to know that the 24 Hours of Le Mans is the only major world championship sports car race I never won. I had 14 attempts at winning Le Mans, and I led the race overall on five different occasions. Last issue, I discussed two particular heart-breaking losses in 1969 and 1970. This month, I will share three others that were also painful to lose.

In 1971 I was coming back from retirement, so I didn't have a drive at Le Mans. In 1972 I was a Ferrari factory driver, but Ferrari decided to withdraw its works team as it felt the 3.0-litre 312PB Formula One-based engine wasn't sufficiently well tested for the 24-hour race.

In 1973 Ferrari was back at Le Mans and I was driving with Jacky Ickx in the 312PB. We drove conservatively early in the race. By 1:00am we were leading. Unfortunately, an exhaust pipe broke. Then, we had the misfortune of a fuel leak. Still, with an hour to go, we were in 2nd place. I was out of the car after finishing my final stint, Jacky was now driving. As I was getting changed and resting, Jacky came into the trailer and said, "We are finished... The engine has gone." The 312PB engine failed as Jacky was entering the pits at 3:27pm, just 33 minutes from the finish. It was probably caused by the mixture being changed due to the leaking exhaust pipe. After running for 332 laps, that was that for the 24 Hours of Le Mans 1973.

For the 1976 24 Hours of Le Mans, I was with BMW. I actually didn't even know there was a Turbo CSL until we got there. The beautiful, now incredibly valuable Art Car blew three engines in practice; the least damaged one was used during the race. The engine was very fast and powerful, and I managed to race flat out for two hours before it failed.

In 1979 I got a call from Porsche asking if I would like to drive a 936/78 with Jacky Ickx at the 24 Hours of Le Mans (it's an evolution in design over the 936/77, above, which Jürgen Barth drove to Le Mans success in 1977). Of course, I accepted. As a



© Getty Images

test race we would do the Silverstone 6 Hours where Jochen Mass would be driving. Towards the end of my session, I'm whistling down the straight towards Club Corner at 190mph or so. I've only got three or four laps to go when the brakes start to feel spongy.

I thought, well if I pit right now, which I should have done, Jochen won't be ready and I'll have to do another session, so I kept going. With one lap to go before I was due in, the brakes went completely as I hurtled into Club at 180mph. I came off the pedal and tried to throw it sideways to spin and go in backwards, because in those days they had catch fencing. There was a bang as the rear bodywork hit a wooden catch-fence post. I was unhurt and facing the right direction. I was able to drive into the pits so they could change the rear body as well as the brakes.

With good pit work, and a new rear body, Jochen goes out and we're still in the lead! Unfortunately, he didn't even make one lap. Coming into Woodcote at nearly 190mph, the new rear body flew off. It hadn't been fastened properly, causing an enormous accident. Fortunately, he wasn't hurt.

So, to Le Mans... on my first lap out, I came through the chicane by the pits (in those days the pit entrance was just past the chicane). As I came through the second part, the right-hand side of the chicane, the 936 handling didn't feel right. Being a 24-hour race, I should have gone straight into the pits to check it. But I couldn't identify any obvious problem and I only had an instant to decide, so I carried on. It was then that my most frightening experience at Le Mans began. I turned into Dunlop Curve at 180mph, when without warning the 936 began spinning.

The instability I felt in the chicane was a deflating left rear tyre. Now the tyre had gone. It was spinning around, and I heard and felt the rear body crash and come off. I was heading for the barrier, so I gave a jerk on the wheel and it came straight. Only the combination of my swerve and luck kept me from smashing into the barrier. I managed to pull the

car off at the entry to Tertre Rouge, where there is some space to be out of the way. We carried a very comprehensive toolkit in the Porsche 936. I took the hacksaw and cut the remains of the tyre off the rim.

Then I drove very, very slowly, keeping the left rear wheel on the grass as much as possible for the seven miles back to the pits. I got back into the pits, pretty sure we were finished. Yet we weren't finished. Half an hour later the 936 was going again.


About 1 or 2 in the morning the rain started pouring down, complete with thunder and lightning. It was terrible. I was above the pits in a little room with one of my oldest friends in the world, Ian Green from Burnley. On the little television on our wall came an announcement, "Jacky Ickx is stopped on the Mulsanne." The fuel pump and drive belt had broken.

20 minutes later the television reported, "Jacky Ickx is going again!" Five minutes later the TV informed us, "Jacky Ickx is stopped at Mulsanne Corner." The belt had broken. Now I was certain we were out of the race. I was wrong! Half an hour later, Jacky Ickx is going again and comes into the pits.

Team manager Norbert Singer waved at me to go down to the 936. I get in the car and drive like a maniac in the torrential rain. After 40 minutes of frenzied driving, I get a pit signal out of sequence. I'm not due in the pits but I get the signal to 'Pit'. I pulled in. As I came to a stop, Herr Singer leans over and says, "Brian you can get out of the car. We were disqualified an hour ago."

One of the mechanics had taken a sandwich and thrown it across the track to Jacky. Inside the sandwich was another drive belt for the fuel pump. A vigilant marshal had spotted the drive belt in Jacky's lunch, and so we were disqualified for receiving outside assistance.

Looking back, perhaps my best chance to win Le Mans overall was in 1979, when I resumed my old partnership with Jacky Ickx. Unfortunately, in the end, it was not to be. **911**



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## The very best of your Porsche opinions



## The Porsche 911 has gotten so big – or has it?

Dear Sir,

“It’s so big!” That’s what many say about the latest generation of the Porsche 911. But compared to other long-running models in the car world, is it really? To find out, let’s size up the 911 and a few other automotive icons and see how they compare relative to their predecessors.

Porsche unveiled the 901, soon thereafter renamed the 911, at the Frankfurt Auto Show in Sept 1963. Like the Porsche 356 that preceded it, and the Volkswagen Beetle before that, the 911’s engine placement behind the rear axle allows for a space-efficient packaging of the mechanicals, and frees up cabin space for occupants. Despite being a sports car, the 911 is a 2+2, which means it has two rear seats. Okay, those rear seats may be best suited for children, but the space is also useful for luggage, and it provides an airy feel to the greenhouse.

The performance of the 911 increased over the years, as did safety and related equipment requirements, all contributing causes for engineers to enlarge the size of the platform over subsequent iterations. The original 1963 Frankfurt Auto show car measured 416cm in length and 161cm in width. Seven generations later, the 2020 Carrera is 452cm long, 185cm wide. That is an increase of 9% in length and 15% in width, over 57 model years.

The most comparable Ferrari from the 1960s isn’t officially a Ferrari, but a Dino – the 1967 Dino 206 GT was part of Ferrari’s efforts to increase sales and reduce costs and was the first Ferrari product that could be built on an assembly line. The 206 GT also sparked Ferrari’s long line of mid-engined sports cars, which in 2020 is a F8 Tributo. The F8 is some 11% longer and 16% wider than its 1967 forefather. The Dino and the original 911 were roughly the same dimensions, yet the successor car by Ferrari has larger increases in length and width than the Porsche.

What about influential models in other categories? The Volkswagen Golf premiered in 1974

as a replacement for the Beetle. Like the 911, the current Golf is in its eighth generation. From the first production version to the just-released Golf, the car has increased 16% in length and 11% in width.

The Mustang, unveiled by Henry Ford II in April 1964, yo-yoed in size over the years – larger, then smaller, then larger again. The 1971 Mustang was actually longer than the current Mustang. The 2020 Mustang is 4% longer and 11% wider than the 1964 original. Yet the 2020 car is 8% longer and 8% wider than the 1974 version of the model.

Models in continuous production appear to have stayed truer to their original size than re-launched models, such as the Mini or the Fiat 500. These clean-sheet models merely use styling cues from the originals. And in the Fiat’s case, the engine has even moved from the back to the front. For modern-era Minis and 500s, the increase in dimensions compared to their original models eclipse those of the cars mentioned above.

Then what about the size of the current 911 compared to some of its peers of today? If you park an Aston Martin Vantage, Audi R8, Lamborghini Huracán, McLaren 570S, and a Ferrari F8 Tributo next to the current 911, the Porsche will be the narrowest car among them. In overall length, the 911 is mid-pack among this lineup – despite being the only one of them with rear seats.

Has the Porsche 911 increased in size during its 58 years in production? The answer is yes. Has it done so more than other storied models discussed here? The answer is no.

So, the next time someone says “The 911 has gotten so big,” you can smile and say – it is actually closer to its original size than most.

**Johan Broen**

**A fine piece of automotive journalism, Johan. Thank you for your submission, and sense of perspective. Your musings make for an apt subtext to our 901 v 992 road test on page 24.**



## Why no Tandy?

Dear Sir,

I was saddened to see Nick Tandy, the Porsche factory driver, at the wheel of a Corvette at the Daytona 24 Hours race at the very end of January. To my mind Tandy is THE driver you need at the wheel of a Porsche on an American racetrack. I also know he's a good friend of this magazine, so do you have any word on what happened between manufacturer and driver?

Bill Brewer

**Unfortunately (and much to our dismay here at Total 911) Nick Tandy's central works contract at Porsche was not renewed for the 2021 motor-racing season. The move was part of a big overhaul of Weissach's driver lineup, brought about by the manufacturer's decision**

**to scale back its racing for 2021 in the midst of COVID-19 cost ramifications. As a result, Porsche pulled out of racing in the US IMSA series, which spelled the end for Tandy, who has enjoyed unprecedented success in 911s all over North America.**

**Porsche whittled down its driver numbers from 21 in 2020 to just 14 for this year, and some other big names have made way, including Earl Bamber, Tandy's teammate for the 2015 Le Mans outright victory, plus seasoned GT driver Patrick Pilet (all pictured above). Tandy, quite rightly wanting to continue racing in the United States where his talents are so revered, opted to join the Corvette works team for the 2021 season. His friends at Total 911 wish him all the very best.**

## Back issues

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Andrea C

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



**Scott Gardner**

**Job title**  
Workshop manager  
**Place of work**  
Porsche Centre Bournemouth, UK  
**Time at Porsche**  
15 years

I'm interested in buying a 993 as I believe they are better value than a 964. My budget won't stretch to a low miles car, so could you please make me aware of the pitfalls/things I should be checking on a 993 with north of 100k on the clock? I'll be looking for a car in the UK.  
*Peter de Laet*

**993s are obviously the last era of air-cooled flat sixes and the build quality really is exceptional. I wouldn't be worried about looking at vehicles north of 100,000 miles at all. Having an independent expert would be highly recommended to avoid buying a car that's shiny on the outside but mechanically in poor order. As a general rule, I would be making sure the service history is present and up together, I would avoid cars with poor or no history. The 993's engine is very reliable but look out for the common oil leaks from the cam covers and chain housings. There are also some exhaust heat shields at the rear which rust so keep an eye out for these. Brakes and suspension are all very solid on 993s other than general wear and tear items to look at. Bodywork wise, they can suffer from blistering and rust around the headlights and around the front and rear screens, and keep an eye out for broken door check straps. If there are any concerns, I would advise on an independent inspection for full peace of mind.**

# Butzi's Speedster

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

Total 911 is  
granted rare access  
to a unique 993  
specially built  
for the man who  
designed the  
original Neunelfer



# Master





356, G-body, 964, 997, 991. Random names and numbers to some, these are of course the generations and internal model codes for one of Porsche's most revered product lines: Speedster.

This journey to what is arguably the ultimate expression of topless sports car began in 1952 with the 356 1500 America Roadster. Widely seen as the forefather of the Porsche Speedster, it flopped, incidentally, after costing more to make than sell, driving coach builder Heuer-Glaser to bankruptcy in the process.

Lessons were learned, with production moving in-house at Porsche, the Speedster now a cut-down version of the Cabriolet and running off the same production line as other 356s. In 1954, the Porsche Speedster as we know it was born, chiefly to boost the appeal of Stuttgart's fledgling sports car company in the United States under the tutelage of importer Max Hoffman.

The Speedster enjoyed instant commercial success Stateside, and nearly 60 years later its name is synonymous among enthusiasts with embodying everything Porsche stands for: a raw, emotive drive, its genius lying chiefly with its simplicity. 356 Speedster production ended in 1958, replaced by the Convertible D, but that raked windscreen, low-slung profile and spartan interior would actually realise its place on the 911 some 30 years later.

Debuting on the 3.2 Carrera, the 911 Speedster then featured on the subsequent 964 generation. For the 993 though, a production Speedster was just not to be: with the 911's profitability dwindling, such an exotic variant which would ultimately sell in small numbers was not deemed worthwhile by Porsche, which by the mid-Nineties was ploughing efforts into design of the first water-cooled 911 in the 996. It was a move which would ultimately save the company from going bust.

**“Clearly used and adored by Butzi, the Speedster wears 2,065 kilometres on its clock today”**

This didn't mean that enthusiasts were robbed entirely of the spectacle of that Speedster profile attached to the body of the last air-cooled 911. In the best Porsche tradition, such occurrences are of course possible as one-offs, only via Exclusiv, the department born out of a need to fulfil well-heeled customers' special wishes.

Your eyes are not, therefore, deceiving you: the 911 in our pictures is indeed a genuine 993 Speedster, built as a special wish, and for a special person. This was not an ordinary customer, but a member of the Porsche family itself. The 993 Speedster you see here was for Ferdinand Alexander 'Butzi' Porsche.

It might seem strange that the person who penned the Neunelfer's iconic, flowing shape – as a Coupe, no less – should seek out an open-topped version of the car in its final, air-cooled iteration. However, Porsche's predilection for the Speedster ➡





BELOW As with all Speedsters, the manual hood was only ever intended for emergency use



## 20 | Butzi Porsche's 993 Speedster

predates even that of its treasured 911, and so the historical reverence behind this marriage of two iconic Porsche designs is palpable.

Based on a narrow-bodied 993 Cabriolet, Butzi's Speedster features the shorter, raked windscreen and reprofiled side windows from the 964 Speedster before it, along with a double-humped clamshell and low slung (and manual) hood. Riding above 17-inch wheels, the body was finished in Aventurine green, in keeping with the Porsche family tradition in taking delivery of green-hued cars.

The engine and running gear is all from the 993, the flat six being a Type M64/22 with VarioRam producing 285bhp. That engine code might cause Porsche connoisseurs to prick up their ears, as it gives away the transmission tasked with sending that 285bhp to the 993 Speedster's rear wheels. For the avoidance of doubt, a cursory glance inside shows not a H-patterned manual shifter protruding from a leather boot between each seat, but the inline gate and buttoned gearstick of an automatic gearbox. That's right, Butzi's Speedster is fitted with the 993-generation's four-speed Tiptronic S.

Such a revelation might prove startling at face value but as the saying goes, there's a Porsche for every occasion, and this was no different. More on that shortly.

In the proper Speedster tradition, Butzi's 993 is fairly spartan inside in terms of equipment, bringing forward the 'RS'-style interior utilised in the 964 generation of this special open-topped sports car. Hard-backed Sports seats are fitted, their rears colour-coded in Aventurine. The seats are otherwise bedecked, like the rest of the interior, in swathes of rich brown hide, elegantly punctuated by wood trim accents along the dashboard. Storage departments have also been deployed under the clamshell in place of the 911's rear bench which, Speedster and GT-car aside, usually features two small seats.

Back to there being a Porsche for every occasion: this stunning Aventurine green 993 Speedster was presented to Butzi on his 60th birthday on 11 December 1995. The car would be used by the 🏠

**BELOW** Butzi's 993 Speedster is fitted with a 4-speed Tiptronic S gearbox





## Porsche's Speedster timeline



### 356

PRODUCTION YEARS: 1954-58

PRODUCTION NUMBERS: 3,676

Porsche's Speedster concept owes much to Max Hoffman, the storied importer of Porsche sports cars to the United States, which remains an important territory for the brand today. Hoffman told Ferry Porsche that for his brand to succeed in the US, it needed a smaller, simpler sports car that was priced more competitively than the 356 range of the time. The Porsche Speedster was duly born with just two bucket seats in an otherwise spartan interior. Its design concept would resonate with future designs of the Porsche Speedster as it joined the 911 family tree.

### 3.2 Carrera

PRODUCTION YEARS: 1989

PRODUCTION NUMBERS: 2,274

Project managed by designer Ben Dimson, the first 911 Speedster was originally conceived for the 964 generation but brought forward to boost sales at the end of the G-series era. Using engine and running gear from a base Carrera, the Speedster was treated to a bespoke windscreen and rear clamshell. Available in narrow and wide body, the former is extremely rare, though both iterations are collector-grade cars today.

### 964

PRODUCTION YEARS: 1992-94

PRODUCTION NUMBERS: 936

The original 911 Speedster design was finally realised at the end of the 964 era, though it didn't sell in the volumes expected (Porsche had set aside VIN numbers for some 3,000 to be produced). Based on a RWD Carrera 2 Cabriolet, it served as a crossover between that and a 964 RS, thanks chiefly to its spartan 'Clubsport' trim, which was in keeping with the ethos of the original 356 Speedster. Most were narrow-bodied, though 20 wide-bodied 964 Speedsters were produced via Porsche Exclusiv.

### 997

PRODUCTION YEARS: 2010

PRODUCTION NUMBERS: 356

The rarest iteration of Speedster, the 997 was hand built to a high specification by Porsche's Exclusiv department, its wide body available in either Pure blue (a bespoke colour for the model) or Carrara white. It shared its 408bhp flat six with the Sport Classic and 997 GTS, though it was available as PDK-only. Its high specification and relatively hefty weight means it is most at odds with that original Speedster design, though its low production numbers means it's highly sought after by collectors.

### 991

PRODUCTION YEARS: 2018-19

PRODUCTION NUMBERS: 1,948

Revealed as a special edition to celebrate 70 years of Porsche sports cars, the 991 Speedster was created by Andreas Preuninger's GT department. Using a Carrera 4 body, its powerful, high-revving and naturally aspirated flat six engine, along with its accomplished chassis, has lead many to call it a topless GT3 in all but name. They're not far wrong in our book. The latest Speedster is brilliantly engineered to feature that same sloping roofline and clamshell, which is electrically powered for the first time.



**ABOVE** Built for Jerry Seinfeld, the only other 'factory' 993 Speedster in existence rides on 18-inch wheels

## Model 993 Speedster

Year 1995

### Engine

Capacity 3,600cc

Compression 11:3.1 ratio

Maximum power 285hp @ 6,100rpm

Maximum torque 340Nm @ 5,250rpm

Transmission 4-speed Tiptronic

### Suspension

Front Independent; McPherson strut; anti-roll bar;

Rear Independent; multi-link; anti-roll bar;

### Wheels & tyres

Front 7x17-inch; 205/50/ZR17

Rear 9x17-inch; 255/40/ZR17

### Dimensions

Length 4,245mm

Width 1,735mm

Weight Unknown

### Performance

0-62mph Not tested

Top speed Not tested

911's inventor for sunny drives through the Austrian mountains between his Porsche Design studio and the long-time family home in Zell am See, the Tiptronic 'box no doubt allowing Mr Porsche to soak up the views along his playground of the Grossglockner Pass while revelling in the resonance of that famous flat six propelling his creation along the road. In actual fact, if you look hard enough on YouTube you'll find rare footage of Mr Porsche driving along this very road – a former test route for his father during 356 development, no less – from the early 2000s. Roof stowed (of course, the Speedster's hood was only ever intended for emergency use), the low-slung 993 looks majestic as Mr Porsche rides through the mountains along twisting asphalt.

Clearly used and adored by Butzi, the Speedster wears 2,065 kilometres on its clock today, though the odometer hasn't rolled on much since 2012. As we know, unfortunately Mr Porsche sadly passed away aged 76 on 5 April of that year, so Butzi's Speedster has remained hidden in the vaults of the Museum in Stuttgart, albeit as part of the Porsche family's private collection, rarely going on public display.

White Butzi's Speedster is certainly unique in its specification, it is not a one-of-a-kind. There are in fact two 993-generation Speedsters built at the factory in Zuffenhausen, the other belonging to devout Porscheophile Jerry Seinfeld. The American actor is a long-time collector of rare Porsche sports cars and enjoys a close relationship with the company as a result.

The story goes that three years after Butzi was presented with his Speedster-shaped birthday

present, Seinfeld took delivery of what a Porsche spokeswoman says was a silver 993 Carrera 4S Cabriolet – a rare beast in itself, never mind the fact that it's also one of the last air-cooled 911s as a 1998 model.

According to Porsche (we have no way of verifying this story, unless Mr Seinfeld would like to get in touch), the Turbo-bodied Carrera 4S Cabriolet was sent back to Zuffenhausen two years later, "together with a heartfelt request to transform it into a real Speedster like the prototype [owned by Butzi]." Porsche fulfilled the wish of its good friend via its Exclusiv programme. In October 2001, the finished car again embarked on its journey to North America. There is thus a second original and 'official' Porsche 993 Speedster, while a host of enthusiasts have sought to create their own in the years since, the most successful of which have emanated from the premises of Ninemeister in the UK.

Though these other 993 Speedsters are remarkable feats, none of them can draw parallels with the historical importance of the Aventurine green example in our pictures. It is the result of a harmonious combination of Porsche's two greatest legacies, given to the man who, by creating one of them, allowed the other to continue.

Beautifully presented under the framework of the final air-cooled 911 iteration, Butzi's 993 Speedster serves as a fitting testimony to both the company's rich traditions and the people responsible for it. Nearly a decade after Mr Porsche's passing, it is an honour to bask in the presence of this fine Speedster and bring you its story today. **911**



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The image shows a tablet displaying the Elephant Racing website's Suspension Builder tool. The website header includes the Elephant Racing logo, navigation links (Home, About, Contact, Careers, News, Tech Topics, Shopping Cart), and contact information. The main navigation bar lists various Porsche models (911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, 356) and a Search bar. The Suspension Builder interface is divided into three steps: 1. Select Year & Model (Year: 2004, Model: 996/997/986/987), 2. Select Your Package (Street Performance 2), and 3. Review & Approve. The Front and Rear suspension components are displayed in a grid. A Package Characteristics table shows Ride Comfort at 41 and Performance at 63. An 'Add To Cart' button is visible. In the foreground, a red Porsche Carrera GT is shown, with other classic Porsches in the background.

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964  
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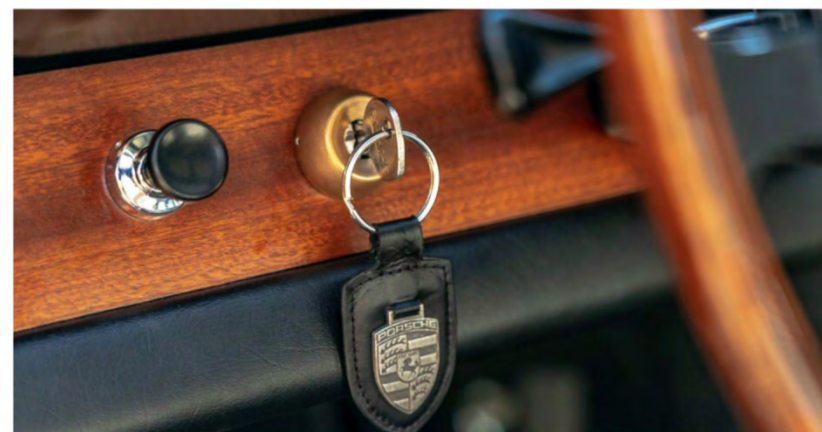
Does the latest 992 Carrera S drive anything like its 58-year-old predecessor? The Porsche Museum presents Total 911 with the first and latest iterations to find out...

Written by **Ben Barry** Photography by **Porsche**

# 992



# 901



**T**he cliché has it that all Porsche 911s look the same, and in truth the iconic sports car has evolved mostly gently throughout its near six decades in continuous production, if with a couple of sizeable leaps along the way. But these two bookends prove just how far the 911 has come in its eight generations: an extremely early example from 1964 and the very latest 992-generation Carrera S.

While so much is radically different, from performance to size and technology to weight, the idiosyncratic fundamentals of the 911's mechanical specification remain unchanged – flat six engine, rear-wheel drive, heavily rear-biased weight distribution – so this is the ideal opportunity to find out if any of the early 911 feel and character still lives on in the new 992.

It's quite a backdrop in which to conduct this test, because today we're in Northern California with the Porsche Museum to drive both examples on the twisting roads of Sonoma wine country, which just happens to include the exceptional Sonoma Raceway.

The early 911 we're driving is technically a 911 to all intents and purposes, but it was actually marketed as a 901 when it rolled from the assembly line in 1964. The Porsche Museum believes this to be the 55th and final '901' to be produced before Peugeot objected to a zero being sandwiched between two other digits. "On 22 October 1964, Ferry Porsche said 'call it a 911', and this was the last of three cars built that day," reasons Alexander Klein of the Porsche Museum.

There are no obvious differences to a 911 built on 23 October, given only cars in the brochures wore 901 badging, but there are myriad subtle variations from later models: a higher engine grille, different bumper over-riders, subtly different trim, even different door pulls and ashtray. A basket-case barn find when Porsche first discovered it in 2014, this 901 has since

been fully restored (see right), meaning not only do we have ourselves the earliest 911 that Porsche itself owns, but one that's about as representative as we could hope to drive.

I swing open the door and sink down into the driver's seat with its evocative houndstooth trim. Modern 911s with their large centre consoles make it easy to overlook the 911's mechanical layout, but the 901 is strikingly stark and empty ahead of the gear lever, a visual reminder that there's no powertrain up there, just like the Beetle. The driver's seat is high-set for a sports car, the aged bolsters easily collapse under my weight, and the steering wheel is large in diameter, with four spokes stretching to the thin wooden rim around the quarter-to-three position.

Turn the tiny key and the engine catches with that charismatic air-cooled purr, and I ease the dog-leg gearbox down and left for first, release the friendly clutch and we're chuntering up to speed, slotting the delicate little lever through second and third gears.

With just 130bhp and 149Nm from this early 2.0-litre flat six, performance is relatively modest, and although an early 911 weighs barely more than a tonne, it doesn't initially feel particularly energetic – in fact the 911 switched to shorter ratios from the four-cylinder 912 from July 1965, which peps things up considerably. Even on this damp day, where a glossy sheen covers the snaking road, it feels improbable that you'd unstick the rear tyres simply by flattening the throttle, rather you'd get into trouble by carrying too much entry speed. So it's reassuring just how much feedback you get through the steering as it gently bobs in your hands, constantly communicating how much grip you've got to play with. The transparency encourages you to work the 901 hard, to use the revs, and soon the flat six that felt a little flat soars and rasps and rewards just as you'd hope.

Even at this early stage, Porsche's expertise with the control weights is beginning to shine through, the consistency of which has long been a 911

<b>Model</b>	<b>901</b>
<b>Year</b>	<b>1963</b>
<b>Engine</b>	
<b>Capacity</b>	1,991cc
<b>Compression ratio</b>	9.0:1
<b>Maximum power</b>	130bhp @ 6,100rpm
<b>Maximum torque</b>	149Nm @ 5,200rpm
<b>Transmission</b>	Five-speed gearbox
<b>Suspension</b>	
<b>Front</b>	MacPherson strut, longitudinal torsion bars, telescopic dampers
<b>Rear</b>	Semi-trailing arms, transverse torsion bars, telescopic dampers
<b>Wheels &amp; tyres</b>	
<b>Front</b>	4.5x15-inch; 165/80/R15
<b>Rear</b>	4.5x15-inch; 165/80/R15
<b>Dimensions</b>	
<b>Length</b>	4,163mm
<b>Width</b>	1,610mm
<b>Weight</b>	1,080kg
<b>Performance</b>	
<b>0-62mph</b>	8.3sec
<b>Top speed</b>	131mph

## Restored back to life

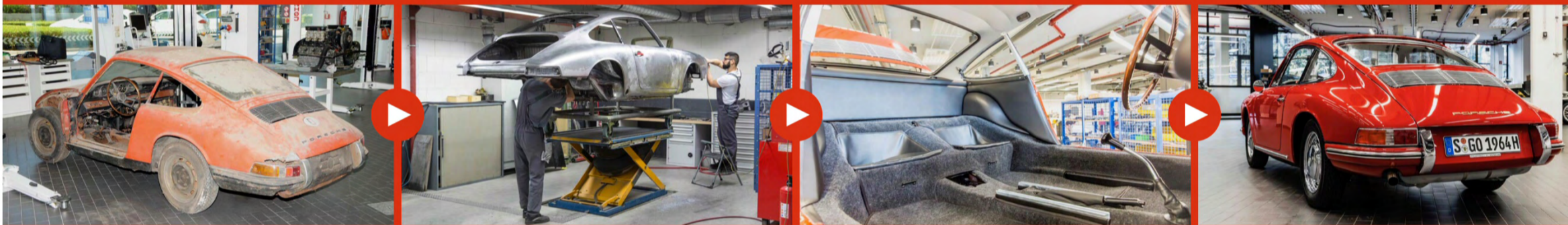
Porsche might never have discovered this 901 – briefly the name for the 911 – had it not been for reality TV series *Trödeltrupp*, a kind of German *Cash In The Attic*. An elderly East German guy got in touch with news of an old 911 in a barn, and the show contacted Alexander Klein at the Porsche Museum. The VIN number, 300057, made him stop like his lottery numbers just came in. “I knew this was a very, very early car,” he says – actually car number 55, and believed to be the last-ever 901.

Third keeper Bernd Ibold had run it as a service car for his garage business to reach customers, worked on it himself, and couldn’t get parts in East Germany. It was

in a sorry state and needed restoration. “We wanted an ‘empathetic’ restoration to reflect this car’s history,” explains Klein. “In those days they basically improved car-by-car, so we tried to figure out how it would have been by looking at earlier and later cars and asking owners and experts for input – we know it is not only us. For instance, the engine grille was missing, but should have been higher. We found one online and had the seller measure it. There are six strips of trim on the seats, not five on later cars; it used leatherette instead of rubber between the body and fender, which would deteriorate and rust, but we needed it. We even left welding traces.”

A second early 911 was used as a donor, and the 901 was sympathetically restored under the guidance of master mechanic Kuno Werner, whose passion makes up for his faltering English and my pathetic German as he talks round the slightly different door handles, the early flower-like wheel mountings, and an ashtray with a wider central hole for cigars, not cigarettes as per later models.

After a two-and-a-half year restoration, Porsche invited Ibold to lift a sheet off the finished car in the workshop. “We were nervous and asked, ‘Do you remember this car?’” says Klein. “Bernd remembered all the details. He was close to tears. We’re still in touch.”



“The transparency encourages you to work the 901 hard, to use the revs, and soon the flat six that felt a little flat soars and rasps and rewards”



Model **992 Carrera S**  
Year **2020**

**Engine**

**Capacity** 2,981cc  
**Compression ratio** 10.5:1  
**Maximum power** 450hp @ 6,500rpm  
**Maximum torque** 530Nm @ 2-5,000rpm  
**Transmission** Eight-speed PDK

**Suspension**

**Front** MacPherson strut; telescopic dampers; PASM  
**Rear** Multi-link, telescopic dampers; PASM

**Wheels & tyres**

**Front** 8.5x20-inch; 245/35 ZR20  
**Rear** 11.5x21-inch; 305/30 ZR21

**Dimensions**

**Length** 4,519mm  
**Width** 1,852mm  
**Weight** 1,515kg

**Performance**

**0-62mph** 3.5sec  
**Top speed** 191mph





**ABOVE** 992 shares the 901's design DNA, but its proportions have grown considerably thanks to technology and safety

**BELOW LEFT** 901s differed from car to car due to engineering improvements, with the 992 it comes down to owner requirements

## 901 v 992 58 years of progress

- Increase in length: 356mm
- Increase in wheelbase: 182mm
- Increase in width: 242mm
- Increase in top speed: 60mph
- Increase in engine capacity: 990cc
- Increase in power output: 320bhp
- Increase in maximum torque: 479Nm
- Increase in wheel size: 5in front, 6in rear
- Increase in number of gears: 3
- Increase in compression ratio: 1.5
- Increase in redline: 700rpm (6,700rpm to 7,400rpm)
- Increase in valves per cylinder: 2
- Decrease in drag coefficient: 0.091

trademark, whether that's the fizz of the throttle, the nicely weighted steering or the slick shift of the gear lever – everything feels in balance, though a little extra bite in the brake pedal wouldn't hurt. The 911's excellent visibility is similarly confidence inspiring, both forwards and behind, thanks to spindly A-pillars and a large glass area, and there's a lovely, easy-going compliance to the ride quality too. This remains a characterful and tactile machine in which to enjoy great roads such as these.

After a while on the road, we pull into Sonoma racetrack, a 2.52-mile challenge that tumbles dramatically over the Californian landscape and has hosted the Porsche GT3 Cup Challenge USA. Unbelievably given the 901's value, a greasy track surface and at times non-existent run-off, I'm allowed to explore a circuit I've never before driven.

But drive the 901 around Sonoma's undulations and it's hard to comprehend how the 911 earned a reputation for trickiness. Wearing modern Pirelli 15-inch tyres made in the style of period originals, with a thin 165-width all-round (911s didn't get staggered tyres until later), deep sidewalls, and the modest output from its 2.0-litre six, the back-to-basics 901 is right at home here.

Climbing up through Sonoma's first sequence of lefts and rights, the front feels strikingly light, like the luggage compartment's filled with helium, and the raised front wings contextualise the car's compact dimensions, encouraging you to shoot for apexes or edge up to track limits. The sweetness of the turn-in is partly because there's so little mechanical baggage over the front end, but these early 911s also had a wheelbase 57mm shorter than those from 1968. Agility feels heightened, but I struggle to detect the twitchiness that some complained of in period – no wonder classic racers like Andrew Jordan prefer these short-wheelbase cars.

Having same-size rubber all round no doubt helps quell what should be a natural tendency to understeer

too – instead you push into that soft brake pedal, settling the weight over the nose, and turn in to the corner as the light, progressive steering tremors a little, telegraphing the flexing of tread blocks, adhesion's last gasp. And then, barely past the apex, you can progressively flatten the throttle and power out with 184kg of engine squashing down the rear tyres – a huge percentage of the 1,080kg kerbweight. It could handle much more power, of course it could, but the 901 doesn't even have passive essentials like seatbelts, let alone active aids like ABS or stability control, and so harmoniously is it balanced that it never occurs they're lacking.

When I park the 901 alongside the 992, the new car dwarves it. It is an (oddly appropriate) 356mm longer and 242mm wider. This is pretty obvious, even without a tape measure, but it's also true to say that every 911 generation through to the 997 stayed pretty faithful to the 911's compact proportions – even if they grew, they still kind of felt comparable. With the 991 generation the 911 became a significantly larger car, and this is immediately obvious when you step inside the closely related 992, particularly the width of the cabin – nowadays it's the 718 Boxster and Cayman that more closely mirror the 901's narrow-hipped body.

Despite this, similarities remain in the dash with its pronounced horizontal architecture and a five-dial dashboard that – even with mostly digital instruments – still retains an analogue central tachometer, so intrinsic is it to 911 DNA. As with all 911s, there's that sense you could jump in this car to run to the shops, and there's decent visibility too – though the reversing camera is a very welcome bonus here where it'd be redundant in a 901.

Of course, it's not just size of the 992 that radically differs to the 901, but its weight and performance. It might muster 444bhp and 530Nm from a twin-turbocharged 3.0-litre flat six, but its massive 314bhp advantage over the old-timer almost halves to





173bhp per tonne when you compare power-to-weight ratios, because it's the best part of half a tonne heavier at 1,515kg. Yet it takes just one squeeze of the throttle to know that the 992's performance utterly obliterates the 901.

Performance floods in even when the rev needle barely has a pulse, and the 992 pulls so hard through the rev range and piles on speed so rapidly that you wonder why you'd ever need any more performance than this. Turbocharging is also incredibly well integrated with the flat six – there's even less lag than a 991.2 that first introduced forced-induction to the Carrera, throttle response is unbelievably prompt, and there's still a progressive and linear journey right up to a power peak that's only 400rpm higher than the 901 at 6,500rpm. Compounding the power delivery is this car's standard-spec, dual-clutch transmission, which skips instantly between ratios where the 901 pauses for breath. It's relentlessly accelerative.

So it's far faster, the air-cooled chatter has gone and there are only two pedals, but the linearity of performance, the satisfaction of chasing high revs, and the howl of the flat six is still there, echoing down the ages. The boxer engine still defines a hugely important part of the 911 driving experience. The 911's rear-engined layout is also perfectly suited

to such a huge increase in power and the fact is it soaks up the performance brilliantly, though that's partly also because the 992's rear tyres are 305/30 ZR21s – the rear brake discs are a similar size to the 901's tyres!

Overall, the 992 is a much more competent car – its grip levels are night-and-day higher, and the mastery of the control weights that the 901 hinted at are honed to perfection here, from the way the steering feels consistent from the first millimetre off-centre to half a turn of lock, to the prompt bite of the brake pedal to the snap of the PDK gear changes. This car is also lavished with options to underline the point, including rear-wheel steering to compensate for a wheelbase some 182mm longer than the original, and Sports suspension lowered 10mm – though we're on stock brakes, not the £6k carbon-ceramic upgrade.

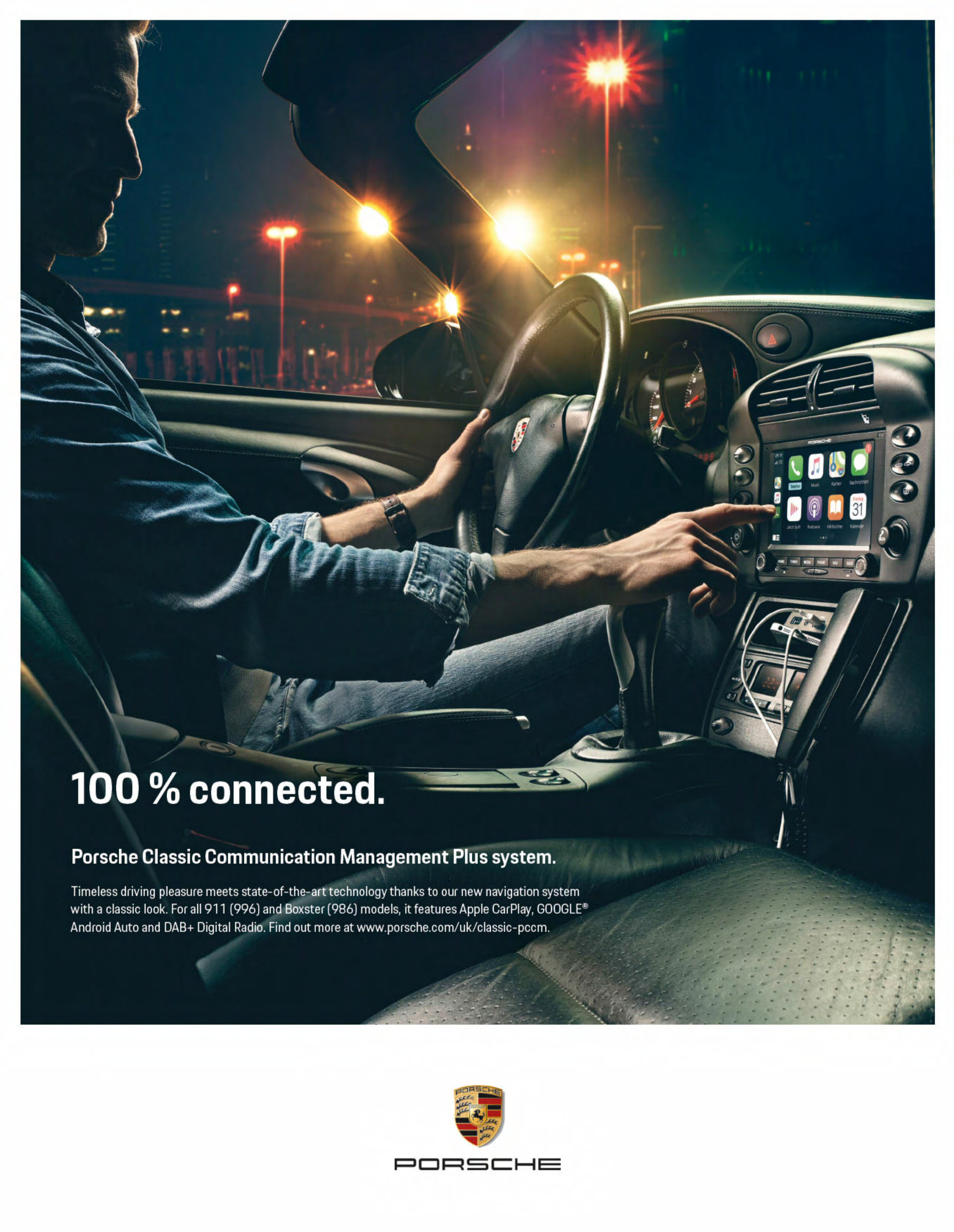
Yet a 992 is also overwhelmingly a more polished and isolated machine, and some of the intimacy of the 901 is lost through bulk, bushings, grip and sound insulation. Its ride – while very good – is also tougher, roll drastically reduced and the structure far stiffer, all in the name of elevating grip and control to a completely different level.

That said the 992 absolutely still knows how to have fun. Porsche might have dialled out much of

the understeer prevalent in earlier generations, so it feels more like a 'normal' car, but there's still that deliciously light eagerness to the front end, and you can still make it rotate into oversteer if you roll it into a corner hard off-throttle and then ride out the slide by flattening the throttle – people always say 911s are wayward, but all that weight over the rear end makes them feel so planted when you push past the traction.

In many ways these two 911s are so far apart they're almost incomparable, with the polish, capability and thumping performance of the 992 being hard to reconcile with the far more rudimentary 901. And yet the rear-mounted engine layout and the flat six's unique signature ensures commonalities still bubble to the fore, like a DNA test proving beyond doubt that the two are distantly related: the sure-footed traction, the delicacy of the steering and the front end, the balance under braking, the rasp of the flat six and that lovely bit of rotation when you back off right on the edge of understeer and the rear begins to swing round. Not to mention the iconic design, the ease of use and those two handy little seats for the school run.

It's clear that after almost 60 years of constant evolution, the 992 could have come from nowhere else but the 901. **911**

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

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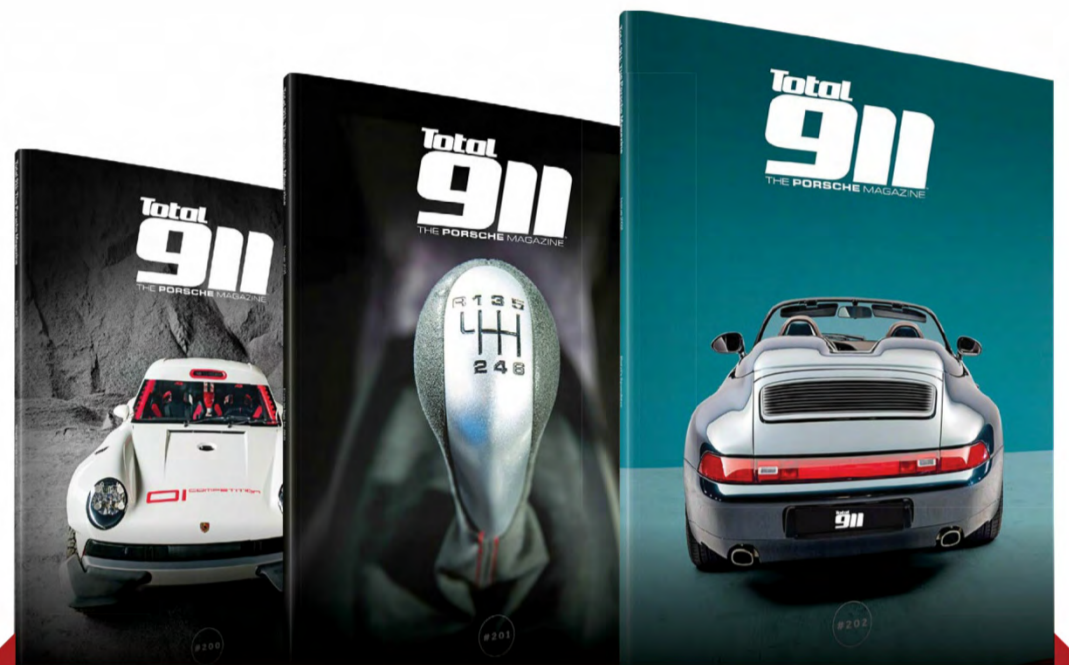
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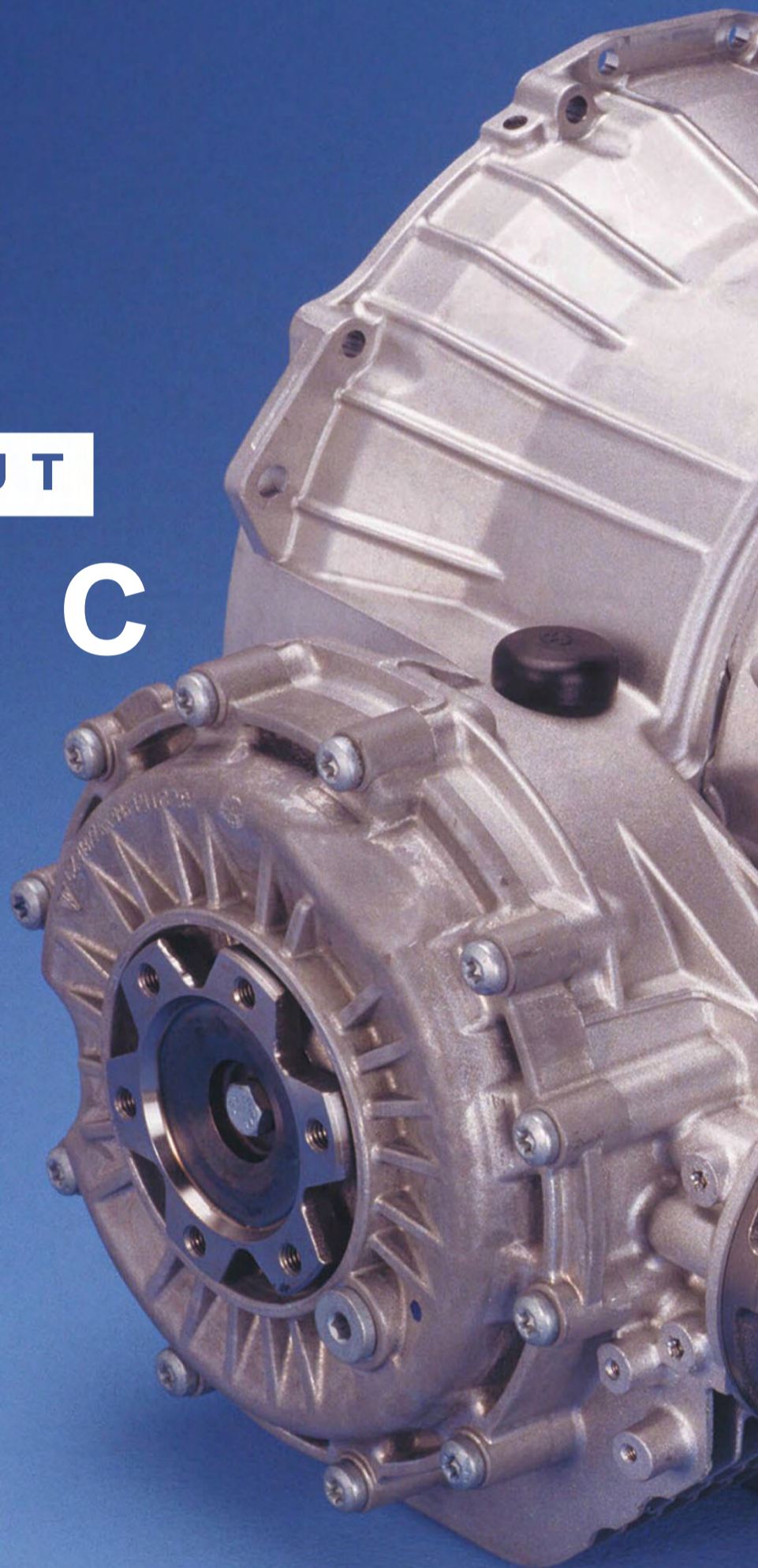
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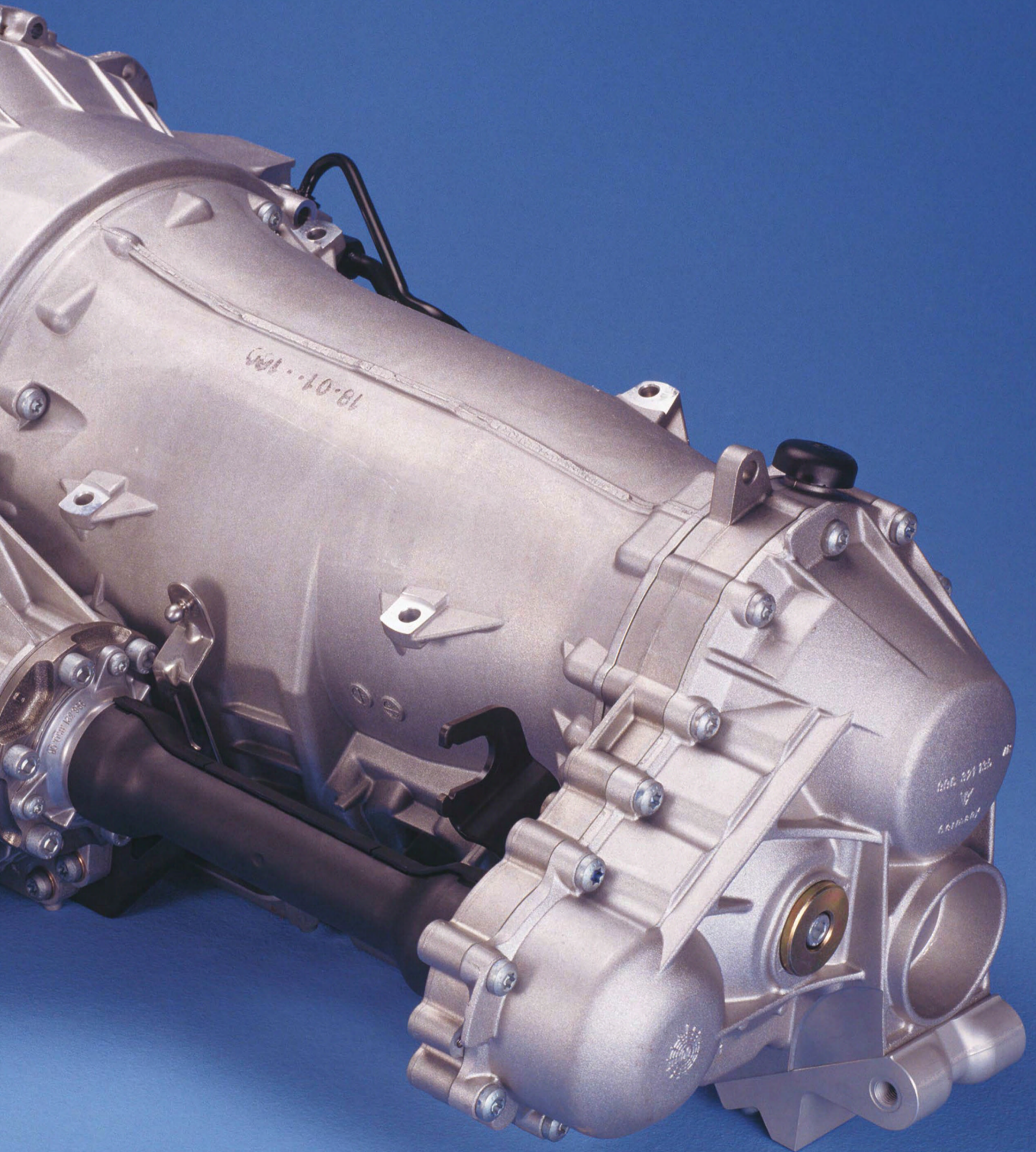
# EVERYTHING YOU NEED TO KNOW ABOUT TIPTRONIC

Total 911 takes a closer look at the semi-automatic gearbox choice for Neunelfers from 1988 to 2008

Written by **Chris Randall** Photography by **Porsche Archive**

A trawl through automotive magazines and websites will quickly find often vociferous debates about the merits of manual versus automatic gearboxes, and nowhere is that more true than in the world of sports cars. Naturally, the 911 hasn't been immune from such debates, fuelled in some areas by Porsche's decision to equip some models only with the PDK transmission (introduced with the 997.2 generation), the 997 Turbo S and 991.1 GT3 being cases in point. That's a more recent issue, though, because our focus here is on the transmission that introduced a proper automatic (as opposed to the Sportomatic launched in 1967 – a manual 'box with the clutch operated via a micro-switch in the gear lever) to the Neunelfer for the first time. Tiptronic debuted in a model that was already marking a generational shift for the 911 – the 964... ➔





## History and tech



Described as 'revolutionary' by Porsche at the time, the Tiptronic gearbox first introduced in 1988 was a four-speed electro-hydraulically controlled unit that was developed

in conjunction with ZF and Bosch. A conventional torque convertor transmission, it appeared to offer the best of both worlds: left in 'Drive' it would shift ratios by itself like any other automatic, but flicking the selector lever to one side allowed the driver to indulge in manual shifting by pushing the lever forward to change up or backward for down-changes. A display in the speedometer showed which mode/gear was selected. Yes, being just a four-speeder was a limitation and meant the spread of ratios was wider than was truly ideal, but Porsche countered this to some extent by equipping the Tiptronic 'box with an 'Intelligent Shift Programme'. Controlled by an ECU that monitored inputs such as vehicle and engine speed, throttle position and lateral/longitudinal acceleration, it could pick from one of five shift programmes that adjusted gear change points according to whether the driver wanted to cruise or extract maximum performance. And this electronic control brought other benefits, including the avoidance of over-revving by automatically upshifting at maximum revs, and preventing gear changes at inopportune moments, such as when cornering.

Naturally, there was a weight penalty to all this technology with a Tiptronic-equipped 964 C2 tipping the scales at some 30kg heavier than a manual version. As for performance, the figures reveal that choosing just the two pedals still held an advantage: maximum speed dropped from 162mph for the manual to 159mph for the 'Tip', while the 0-62mph sprint increased from 5.7 to 6.6 seconds (although this was far easier to replicate without the risk of fluffed gear changes). And while of less importance to most buyers, fuel economy was almost identical. Perhaps the advent of an automatic 911 was something buyers had been waiting for all along, or maybe the thorough changes wrought for the 964 made those same buyers more amenable to this new choice, but whatever the case, Tiptronic accounted for around a third of all 964 Carrera sales in the first year.

With that level of take-up it's no surprise that Porsche chose to stick with the automatic option when the time came to launch the 993. Available on the Carrera 2 variant, the transmission was carried over from the 964 virtually unchanged, although there had been some minor improvements to the electronic control systems and mapping. The impact on performance was similar to that of its predecessor, with 0-62mph taking a second longer compared to the manual car, but one notable change was the introduction in 1995 of steering wheel switches to select ratios (thereby becoming the Tiptronic S). You could still use the gear lever if you preferred, but the ability to shift ratios with the flick of a thumb brought an added level of involvement to the driving experience. Okay, so it wasn't the motorsport

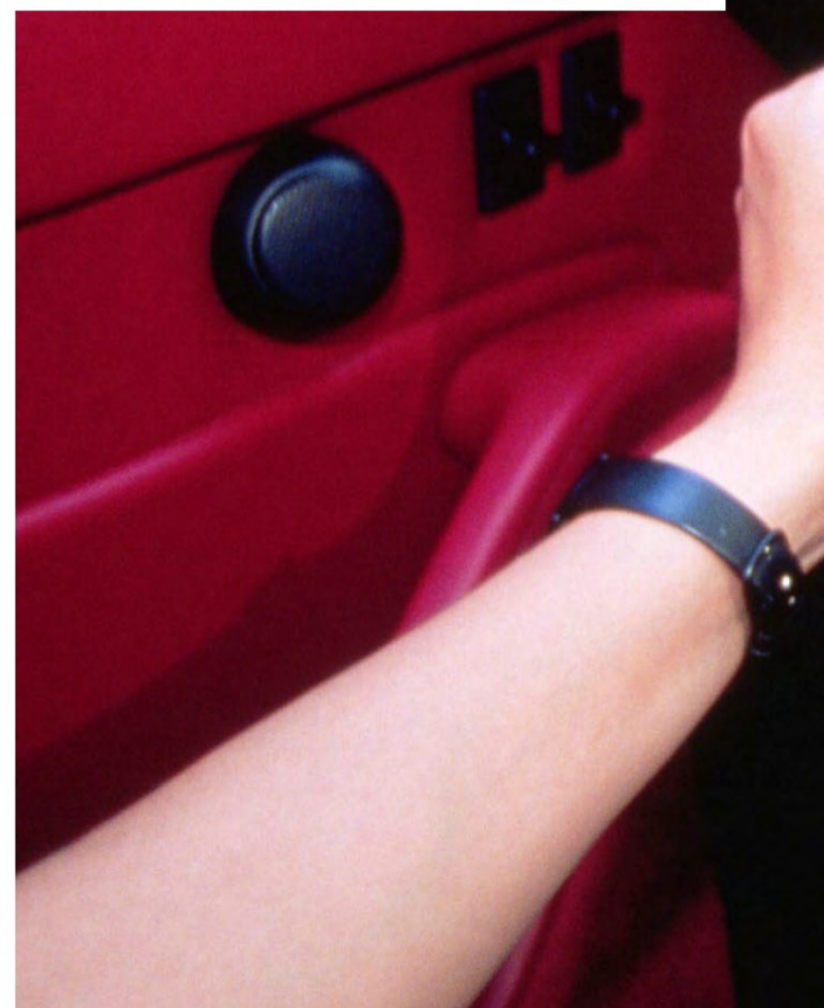
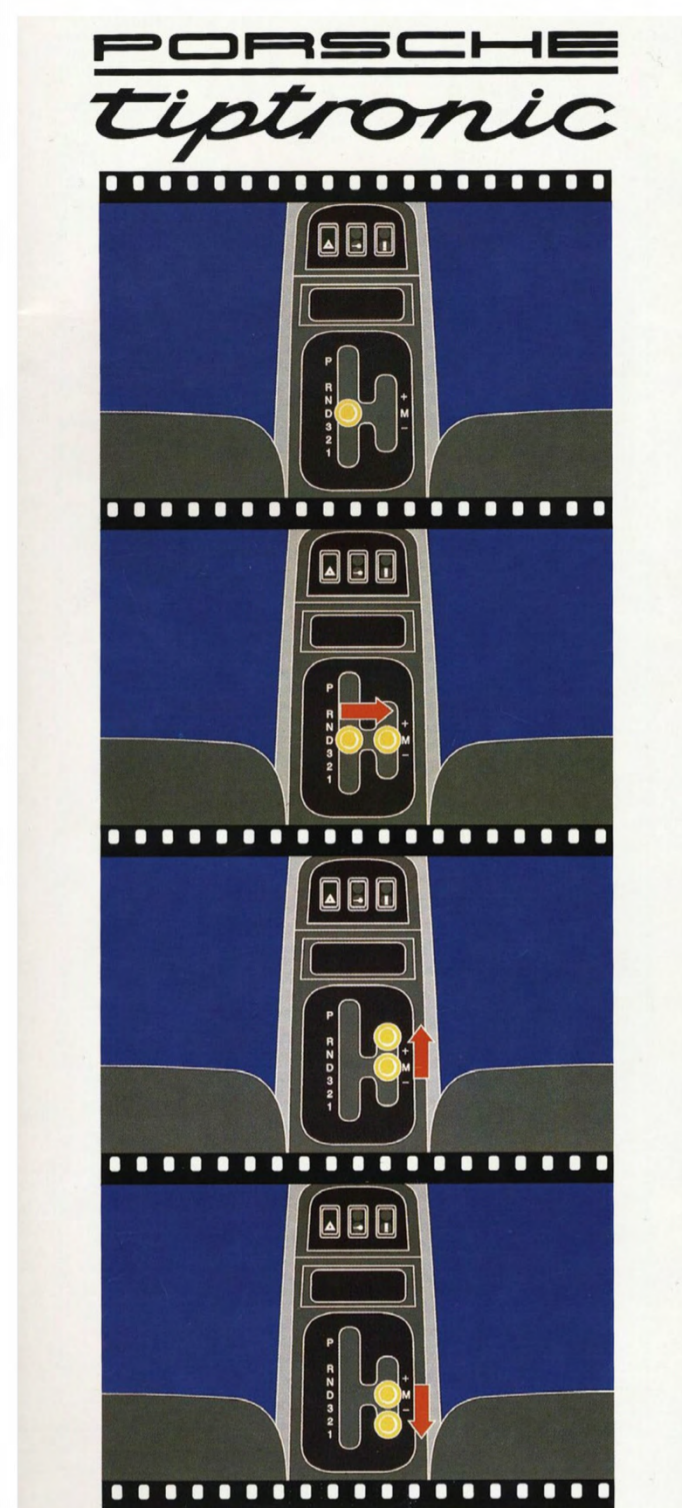
experience delivered by today's shift paddles, but it was progress all the same.

By 1998 the 911 was about to undergo another step-change with the arrival of the 996, and the take-up of water cooling, so it was no surprise that other mechanical aspects received attention, including the automatic gearbox. It was still broadly the same unit that had debuted in the 964, but now boasted five ratios to better cope with the performance on offer, and incorporated 250 different shift maps within its electronic brain. Now sourced from Mercedes-Benz, the C2 was equipped with the A96/00 unit while the C4 got the A96/01, although the ratios were the same for both. Performance differences were again slim compared to a manual, with both a C2's and Turbo's 0-62mph dash taking less than a second longer, and top speed down by just a few miles per hour. Although, the C2 was 0.2 seconds quicker from 50-75mph (the same time that Porsche claimed it took gear changes to be completed using the steering wheel switches).

And while the indicator for mode/gear selected would migrate to the fuel/water temp dial for the 996, other more notable changes included the addition of an oil/water intercooler for the transmission fluid and a swap from a single-plate to a twin-plate arrangement for the lock-up clutch. And choosing the Tiptronic meant a weight penalty of around 60kg compared to the manual car. By 2000 Porsche had made further changes in a bid to keep the Tiptronic option competitive, including the ability to manually select a gear for eight seconds even when in automatic mode, while manual gear changes were now via the steering wheel switches only. Before we leave the 996 it's worth noting that the Turbo was the first blown 911 to be available in automatic form, the A96/50 unit being unusual in featuring two reverse gears; selecting first gear before reverse engaged the lower-gear of the pair.

Which brings us to the last outing for the Tiptronic 'box. The 997 arrived in 2004 and this time all the variants available at launch could be had with the five-speed Tiptronic S option, and given the pace of 911 development it was no surprise that Porsche had introduced further improvements. As well as being beefed-up for the greater torque of the 3.8-litre engine, the transmission also benefitted from a 'warm-up' programme that used higher engine revs to heat the catalytic convertors more quickly, while tweaks to the electronics made for better engine braking during descents and improved acceleration when climbing.

The performance gap between auto and manual models was now more slender than ever, the former now taking only around half a second longer to crack the 0-62mph benchmark. Unless, that is, you'd bought the Turbo, where it was actually quicker by about the same margin. But four years after the 997's arrival, the Tiptronic transmission bowed out, to be replaced in the 997.2 by the rather more sophisticated – and hugely impressive – PDK gearbox. ➡





**LEFT** As Porsche's period marketing campaign shows, flicking the Tiptronic's gear selector to the right allows for manual override. From 1995 onwards, the driver could change gears by 'clicking' buttons mounted on the steering wheel



**ABOVE** A 993 equipped with Tiptronic S gearbox

## Maintenance



So that's the history, but what about the prospect for ownership of a Tiptronic-equipped 911? Well, the good news is that – assuming it's not been neglected or abused – this is a gearbox with a well-deserved reputation for strength and reliability. And according to some specialists the key to keeping it that way is to have the oil and filter changed at a sensible interval; taking the 996/997 as an example, it appears that Porsche recommended doing so at around 100,000 miles, but we've been told halving that is a more sensible approach. That said, both Ray Northway at Northway Porsche and Will Jameson from Philip Raby Specialist Cars say that jolting or lumpy shifts (especially from first to second gear) are worth watching for, and fresh oil may improve this. Otherwise it's probably best to

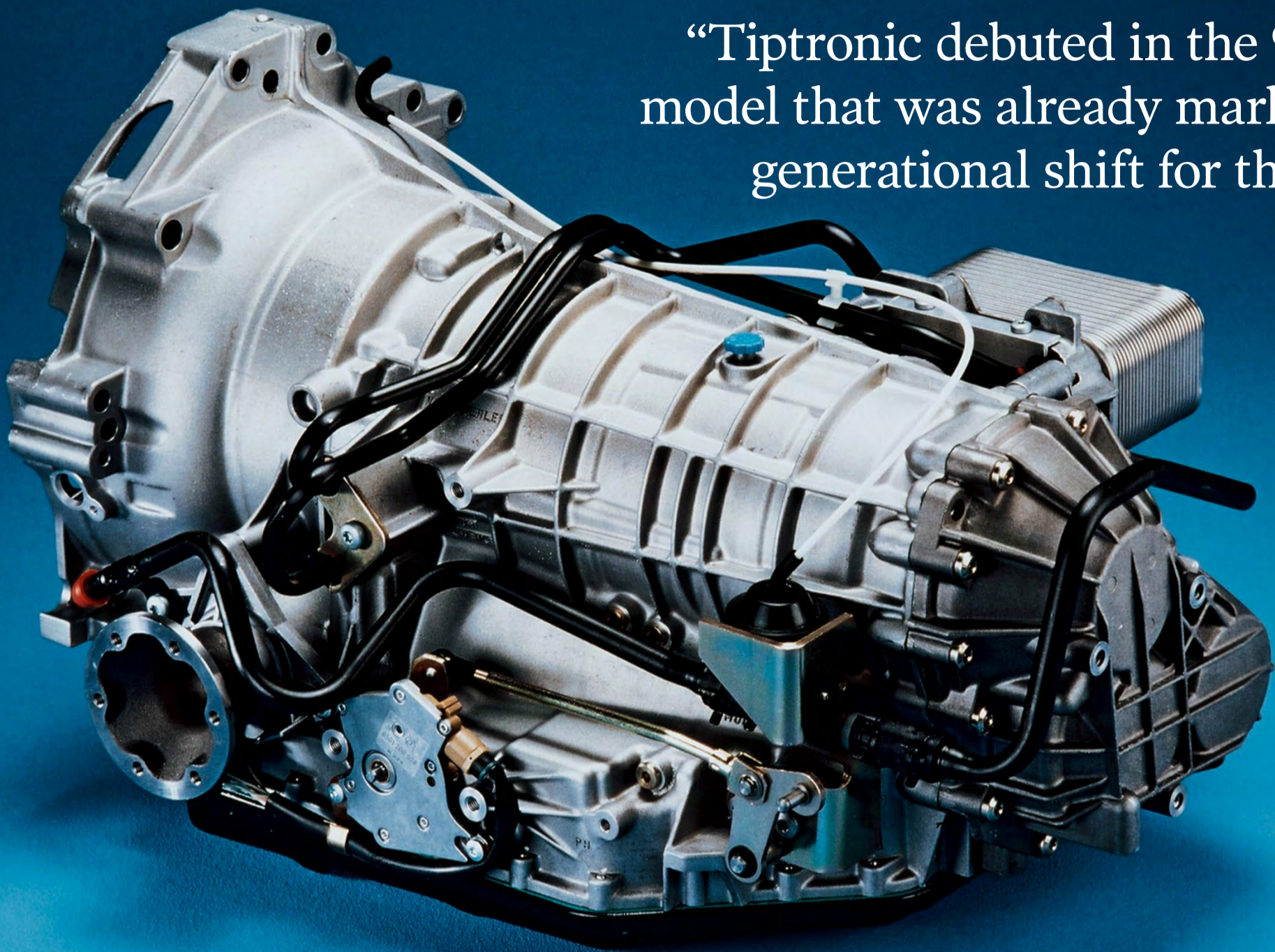
leave a service until Porsche's recommended interval. Of course, using the correct lubricant is vital. So the decision is yours, but a specialist will charge around £300-400 for the job, so it's not a major expense in the grander scheme of 911 maintenance. And when you consider that a specialist rebuild could set you back a couple of thousand pounds – and a complete replacement 'box an awful lot more – it's a wise investment. As for any other issues, it seems that early cars can suffer from a stiff gear linkage, although it's an easy fix, while the later Mercedes-sourced unit can exhibit oil leaks from the rear of the transmission and from around the electrical multi-plug connection.

It's also worth checking the 996's transmission cooler pipes for corrosion. The occasional faulty sensor can crop up, too, and bear in mind that a new ECU costs four figures, so you'd want to be wary

of any example displaying evidence of electronic gremlins. A test drive should suffice.

Lastly, Jameson also points out that the job of upgrading an IMS bearing on a 996 takes a little longer on a Tiptronic car, adding very slightly to the cost. There's just one last thing to consider, and that's the question of converting a Tiptronic car to a manual one. We know that it has been done on 964s, although generally speaking as part of a more comprehensive project build, so the job is certainly possible, although whether that's a route you'd want to consider is a matter of personal preference. Cost-wise, a figure for a 964 of around £15,000 wouldn't be too far off the mark, and while that's a substantial sum it could make sense depending on the car you're looking at, and the cost of acquiring a manual example in your preferred specification. ➔





“Tiptronic debuted in the 964, a model that was already marking a generational shift for the 911”

## The 911 models that use Tiptronic



**MODEL** 964 CARRERA/4  
**YEARS ON SALE** 1988-1993  
**NO. OF RATIOS** FOUR



**MODEL** 993 CARRERA/4  
**YEARS ON SALE** 1993-1998  
**NO. OF RATIOS** FOUR



**MODEL** 993 CARRERA S/4S  
**YEARS ON SALE** 1997-1998  
**NO. OF RATIOS** FOUR



**MODEL** 996 (GEN1 & 2) CARRERA/4/4S  
**YEARS ON SALE** 1998-2004  
**NO. OF RATIOS** FIVE



**MODEL** 996 TURBO  
**YEARS ON SALE** 2000-2005  
**NO. OF RATIOS** FIVE



**MODEL** 997.1 CARRERA/S/4/4S  
**YEARS ON SALE** 2004-2008  
**NO. OF RATIOS** FIVE



**MODEL** 997.1 TURBO  
**YEARS ON SALE** 2005-2008  
**NO. OF RATIOS** FIVE

# Values

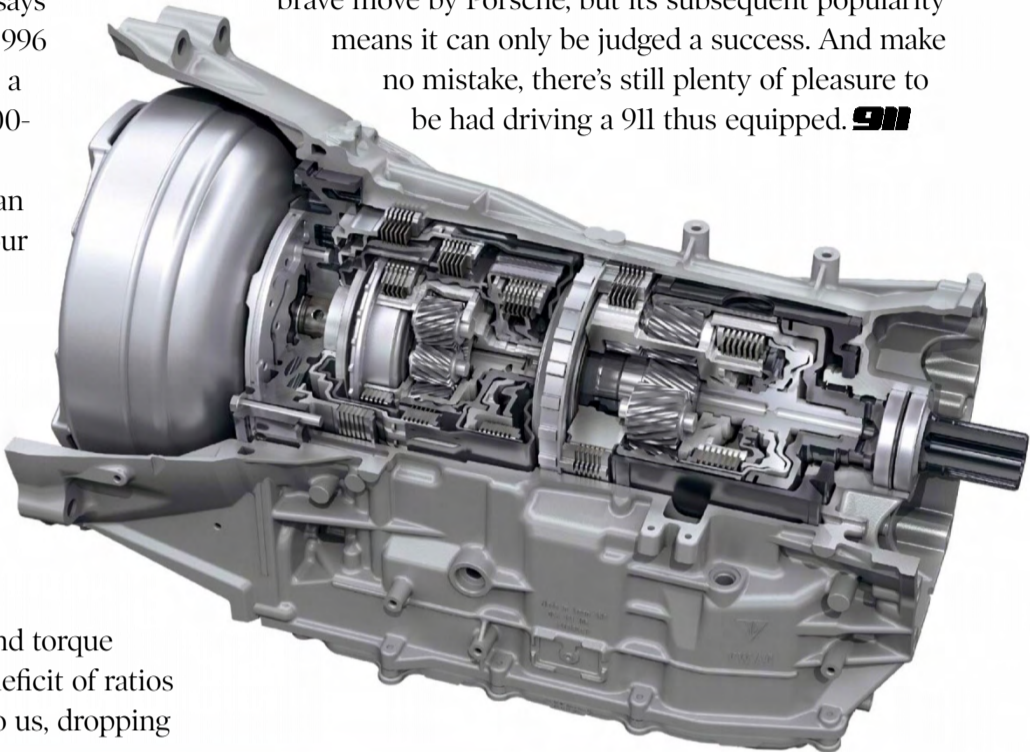


The other point to address is values. There'll be plenty of 911 enthusiasts out there that consider an automatic gearbox nothing short of sacrilege, and it's unlikely they'll be swayed no matter what the advantages may be – financial or otherwise. But for those where the idea appeals (and there's no doubt that the ease of use in congested urban driving is a definite plus), or need an automatic for practical reasons, they'll discover that the difference in values compared to a manual counterpart could be smaller than might be expected. It rather depends on who you ask, though, so while a Tiptronic car will be worth less, putting an exact figure to this isn't straightforward given the potential for variation in history, mileage, condition and specification (issues that should arguably take priority in any case). Depending on the generation, and the rarity and desirability of the model being considered, the price differential could turn out to be somewhat wider. Ray Northway estimates a Tiptronic being somewhere in the region of 10-20% cheaper depending on whether it's an air- or water-

cooled model, adding that the difference is likely to be greater for Coupes, on the basis of Targas or Cabriolets being less price-sensitive as buyers may be happier to accept the Tiptronic's more relaxed nature. Also, Will Jameson says that if you were to consider a good 996 Coupe with around 80k miles, then a manual would likely be priced £1,000-1,500 higher.

So, to our verdict. If the idea of an automatic 911 from this era takes your fancy then we certainly wouldn't dissuade you. It's true that the PDK gearbox is light years ahead, but that's a very different, more technologically advanced beast, so the Tiptronic must be judged on its own merits and here it stands up better than naysayers would have you believe. Okay, so the more modest power and torque of the 964 tended to highlight the deficit of ratios (but as one specialist pointed out to us, dropping

in a VarioRam 993 engine works wonders...) but later, more powerful generations overcame such reservations. Ultimately, taking the Tiptronic path with such a revered sports car could be considered a brave move by Porsche, but its subsequent popularity means it can only be judged a success. And make no mistake, there's still plenty of pleasure to be had driving a 911 thus equipped. **911**



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# THE STORY OF Ulrich Bez

Ulrich Bez was board member for Engineering during the most tumultuous period in Porsche's history. His lasting achievement is the 993, as Total 911 explores...

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

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**T**his was in fact Bez's fourth and final stint at Porsche: on leaving school he had been an engineering apprentice at Zuffenhausen, grinding valves and helping with the restoration of the 804, Porsche's F1 car. At university he began an engineering degree, but graduated in aeronautical studies some six years later. Returning to his native Bad Cannstatt on the east side of Stuttgart, Bez applied to Porsche for a placement to carry out the practical part of his thesis. After six months Porsche's research department offered him a permanent position and he settled into a ten-year stint at Weissach. He learned about bodywork and driving dynamics, managed projects on accident research and published papers which enabled him to complete his PhD under the tutelage of Hans Hermann Braess, Porsche's then R&D head.

In the best Porsche tradition, there was also plenty of practical motorsport involvement and as the latest recruit he had the task of operating the valve on the fuel tank in the pits for the Nürburgring 1,000km. Flow was achieved by gravity, which meant Bez was billeted on the pit roof with the tanks. Pit signals at Le Mans also fell to him and gave him the chance to admire the organisational skills of team manager and senior car tester Peter Falk; from Falk, Bez would also learn much about feel for driving a car, how it should brake and how it should shift and corner.

Braess moved on to BMW; his replacement Helmut Flegl, though Bez's contemporary, had joined Porsche some years earlier and had managed Porsche's Can-Am campaign. Flegl was well thought of at Weissach and the ambitious Bez realised this blocked his own advancement. A young man in a hurry, at 29 he decided to follow Braess to BMW.

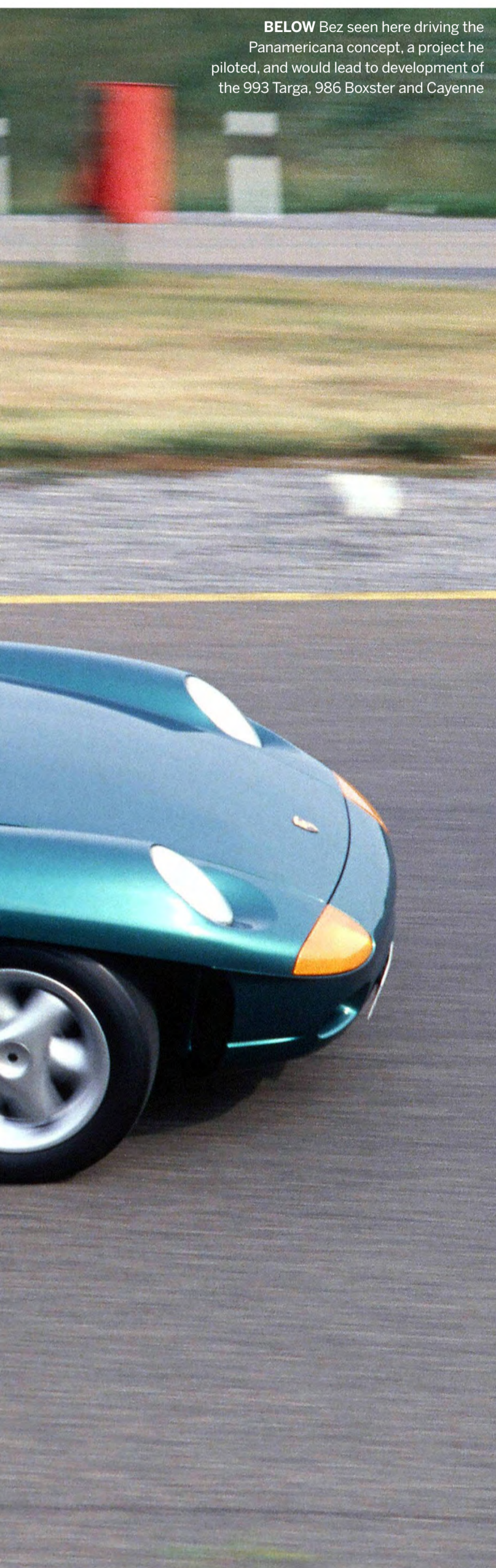
After a couple of years at Munich the company gave him the break he sought, a DM 10m budget to run a blue-sky research operation, BMW Technik. Amongst the talented recruits Bez brought to Technik was a Dutch stylist called Harm Lagaij, who had also begun his career at Weissach at the same time as Bez, before moving to Ford. Their new operation developed a V8 engine to replace BMW's traditional six to compete with the Mercedes S class, and came up with the innovative sliding-door Z1, precursor of BMW's Z series and a car which generated much publicity.

Meanwhile the collapse of the dollar in the mid-1980s was steadily eroding Porsche's profitability: saddled with ever-higher costs and an increasingly dated model range, the company was losing ground. Feelers were put out to Bez as early as May 1988 to see whether he was interested in returning to Stuttgart as engineering director, a board-level appointment. In September long-serving Helmuth Bott, who had directed Porsche engineering since 1972, resigned and Bez took up his new position within a month. He knew it would be a challenge ➡





**BELOW** Bez seen here driving the Panamericana concept, a project he piloted, and would lead to development of the 993 Targa, 986 Boxster and Cayenne



and it was. Speaking in 2014, he defined the problem as one of individuals as well as aging products: "The board consisted of people who just didn't have the right kind of car background. Branitzki (provisional CEO) had been the finance manager, Harbach who was head of sales was ex-Opel, a mass-market man; I had particular problems with Rudi Noppen, production chief. I was from BMW – I knew what parts cost, but he had no feeling for the cars. You never saw him at test sessions. The board was uncertain about what to do with the 911 and some were inclined to develop a different kind of sports car. I pointed out that the 911 was Porsche and there was not enough money or time to start an entirely new car. The 924 had kept Porsche going in the 1970s – that was virtually paid for by VW, and the 944 had sustained it in the 1980s, but it wasn't a 911 and it badly needed replacing."

Bez was also highly critical of the 964: "People love them today, but in 1988 the 964 was the worst 911. It was too unrefined, too tiring on the Autobahn. The 930 Turbo was a nicer car; the 964 C4 was not like a 911 to drive and slower in snow than Mercedes' 4wd manumatic. I broke the gearbox of the 964 C4 I tried in Sweden!"

Bez pressed the board to allow him the funds to redevelop the 964 and the result, conceived in only three years, was the 993. It was intentionally an interim model – still air cooled, still on the original chassis, yet its styling advances, although crimped by budget restraints, moved the 911 on as no previous model had, the fared headlamps a clear signal of the next generation. Bez had to fight hard: the multi-link rear axle, critical to the 993's better ride and handling,

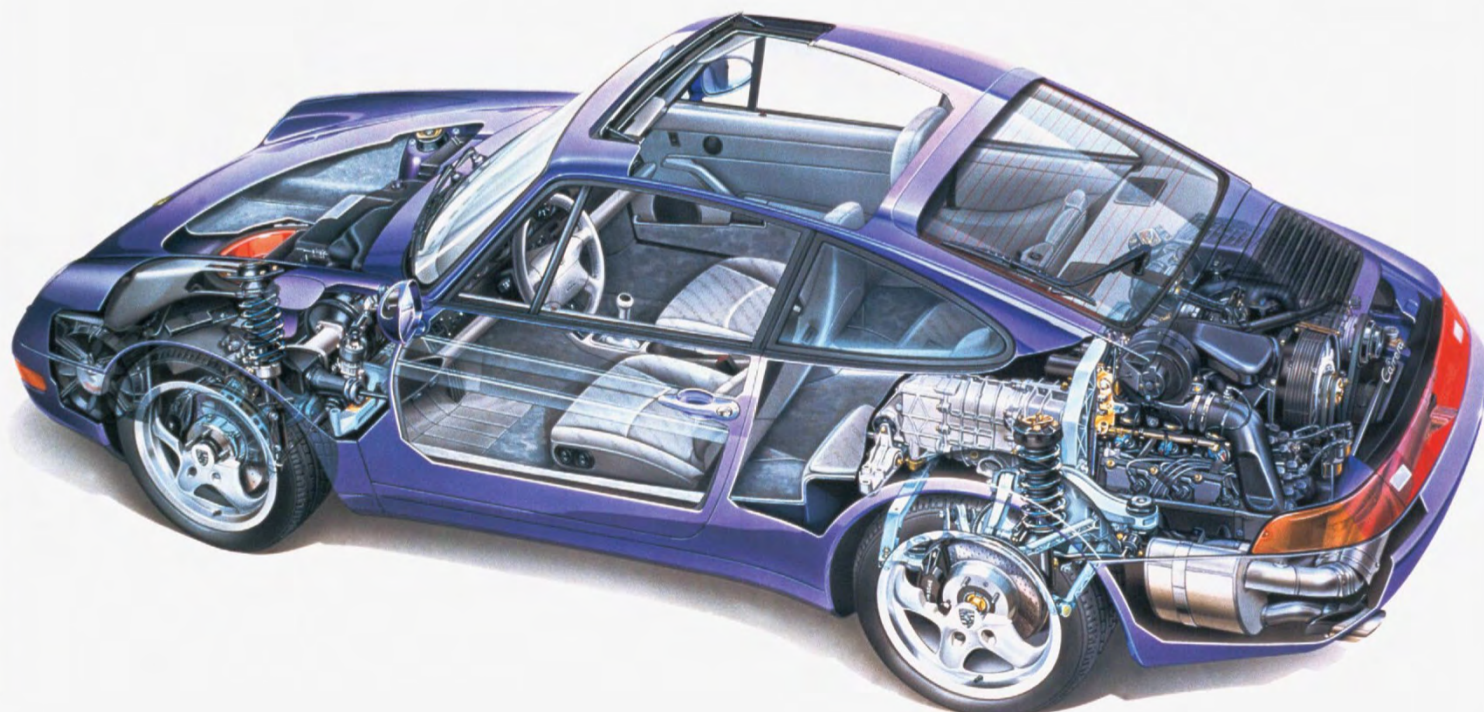
was granted at the expense of a new interior and roof line. He claimed he developed the 993 in light of what he felt was wrong with the 964 and was especially pleased with the 993 C4: "The 964 C4 transmission was absurdly expensive. We got the cost down to 30%, saved 50kg and the car was like the C2 to drive! But the biggest achievement was to be able to sell the 993 at a lower price yet still make a far better margin on it." Weissach also had Japanese work-study consultants to thank for these production cost reductions.



As head of Weissach, Bez inherited Porsche's racing programme. He trimmed budgets, abandoning Group C – Porsche would now leave Le Mans to privateers. More controversial was his decision to withdraw from the CART series just as Porsche's latest American effort seemed at last to be coming good. *Auto Motor & Sport* was one of many critics, charging Bez with ditching everything just to get back into F1.

It was true, but Bez here badly miscalculated: partnership with Honda and the efforts of engine wizard Hans Mezger were not enough to create a repeat of the TAG McLaren successes of 1984-5. After three failed seasons, Porsche once more retired from F1 and frontline motorsport in general, to the disgust and dismay of colleagues and Porsche fans alike. Norbert Singer remarked dryly that new bosses at Porsche always wanted to leap into new high-profile projects. Bez did though have one motorsport success: he turned the 944 Turbo race series into the Porsche Cup which featured the company's flagship 911: "We needed people to be racing those, not the 944," he exclaimed. To his credit though, the ➔

**"Bez pressed the board to allow him the funds to redevelop the 964 and the result, conceived in only three years, was the 993"**





**ABOVE** The 993 is Bez's ultimate Porsche legacy. He still owns the last narrow-bodied 993 ever produced

Porsche Cup became the most successful one-make series in the world.

993 aside, Bez's production decisions were mixed. He rightly capped the stalled 965 Turbo (969) project and had Weissach develop the 3.3-litre engine for the 964 Turbo, a quick job which produced a remarkably profitable model. Ulrich Bez persuaded the Board that Porsche needed a second string, a luxury four-door to compete with the BMW 7 series and Mercedes' S Class. The Porsche 989, the car he liked to call his 'Learjet for the road,' met initial Board approval. Alas the svelte saloon would ultimately prove his downfall as the project foundered; the more its costs went up, the more its potential market shrank, and it was finally abandoned in 1992 after over DM 150m, which Porsche could ill afford, had been spent on it.

Bez's energetic championing of the 989, combined with the dismal flop of Porsche's F1 return, meant the knives were out. Despite having three years of his renewed contract left, he was pressed to resign, leaving Weissach in September 1991. He thought his treatment unfair in the light of what subsequently

happened: within a couple of years Wiedeking had taken over as CEO and introduced the cuts and production changes that Bez claimed he had intended, and would also revisit the four-door concept which became the Panamera.

Leaving Porsche hit him hard, he admitted, but at 48 and as resilient as ever he bounced back as engineering director at unfashionable Daewoo, successfully preparing the Korean car range for launch in Europe. This contract completed, he was hired by Ford as CEO of Aston Martin which he would head until 2013. A controversial figure whose relations with Porsche colleagues were often less than harmonious, to outsiders Ulrich Bez's practised charm and ready smile were beguiling and he readily made light of his ability to damage company property. When he crashed a 964 Cup car at Hockenheim and broke his back, the engineering department made a perfect model of two vertebrae in alloy and mounted it on a wooden base which was inscribed 'genuine Porsche parts.' The same wits took the 928 conrod which shattered when Bez over revved its engine and

turned it into a similarly inscribed desktop feature. Such displays of irreverence always flattered him.

Ultimately, he would spend about the same time at the helm of Aston Martin as he did his several roles at Porsche. With the British marque he undoubtedly flew at higher altitudes and to judge from his autobiography, *Making Aston Martin*, enjoyed a far higher public profile than at Porsche, which clearly suited his character. Nevertheless, those formative years at Porsche would leave an indelible emotional attachment: in 1997 through Porsche Exclusive he managed to buy the very last narrow-body 993, which today sits almost unused in his garage, a car of which he remains understandably proud.

It is hard to disagree with Karl Ludvigsen's assessment that if he was not welcomed by everyone at Weissach, Ulrich Bez's contribution to the excellence of that 993 (and by extension continuity at Porsche) was unquestionable. He battled to give Porsche the "better 911" it needed at a time when few others in the company were able or willing to make a stand on a new direction. **911**



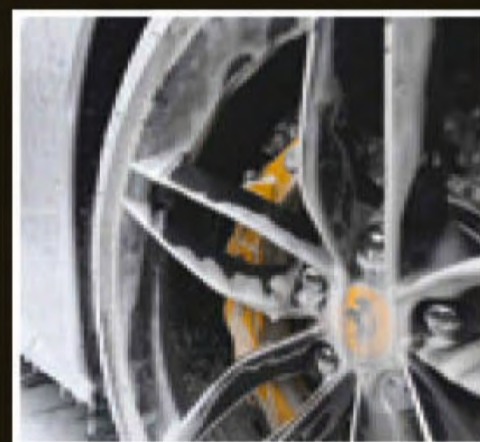
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# 991.2 GTS

The carefully honed 991 GTS is considered the best-value, nearly-new Carrera in terms of performance versus equipment. Here's everything you need to know about both C2 and C4 variants

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



## HISTORY AND TECH

The GTS badge appeared fleetingly in 2011 on the run-out 997 and gave an intriguing preview of what Porsche was intending, but it was with the 991.1 GTS that Zuffenhausen really established 'GTS' as a sub category in its own right. 911 project manager August Achleitner had described the GTS as "corresponding to customer demand for a sporting yet comfortable Porsche." In terms of price and performance the GTS slotted neatly between the Carrera S and GT3, and Porsche made the GTS all the more attractive by endowing it with options which, if all specified on the Carrera S, would have come to significantly more than the list price of the GTS.

During its short production run, the 991.1 GTS had garnered much praise and the challenge for Porsche was, as ever, to do even better next time round.

Available in 2017, the GTS arrived a year and a half after the launch of the 991.2 and once again it used the same format, this being a widebody 911 offered as a two or four-wheel drive Coupé or Cabriolet and as an all-wheel-drive Targa. There was some speculation it might be fitted with a detuned version of the naturally aspirated 4.0-litre of the GT3, but this was to misunderstand the object of the GTS, which was to amplify the dynamic aspects of the Carrera rather than offer a 'softened' GT3. As it was, the GTS took the Carrera S engine together with the Powerkit (in this instance, bigger turbochargers and boost pressure raised from 16 to 18psi) which gave the GTS a 30bhp

and 50Nm advantage over the S. The seven-speed manual gearbox was standard and PDK a frequently specified option. Externally the GTS was distinguished by its handsome centrelock wheels (which also reduced unsprung weight) and by its Sport exhaust, whose twin outlets were placed centrally about 20cm apart. At the front, a more aggressive treatment of the nose was a sign that this was a special 911. PASM, Sport Chrono and active engine mounts were standard and the car sat 10mm lower than the S. If the Sport chassis option was selected, the GTS sat on shortened springs a further 10mm lower; rear-wheel steering and PDCC could also be ordered, as could the (arguably more useful) front axle lift. In a cabin generously accoutred with Alcantara were Porsche's Sport Plus seats and the GT Sport steering wheel; rear seat delete was a no-cost option. ➡



## THE VALUES STORY

The 991.2 GTS was on the UK market for two years from 2017 and a search of the classifieds reveals plenty of used examples: a dozen in the OPC network, a handful with specialists and many more in general trade. Prices vary between £75,000 for 30,000-mile, three-year-old examples to £95,000+ for 2019 Targas and highly optioned Cabriolets. Depreciation has been mild even by Porsche standards: in late 2018 Ashgood Porsche sold a year-old GTS 4 with rear steer for £100,000, a model which should still fetch £83,000 in 2021. Mark Sumpter of Paragon, currently offering a similar specification at £82,900, is a fan of the GTS sub brand and thinks Porsche got its GTS marketing absolutely right: "When you see that customers are prepared to pay considerably more for the Touring than the GT3 because basically they don't want the spoilers, you see where the GTS sweet spot is. Buyers want a sporty but grown-up looking 911, a Porsche you can park without attracting lots of attention, but which is refined and also good to drive." This factor, combined with a reluctance he perceives among certain older buyers to adapt to the touch-screen control systems of the 992, should help to ensure 991.2 GTS values remain strong.

## WHAT'S IT LIKE TO DRIVE?

Despite its corporate move to turbocharging, Porsche managed to retain much of the naturally aspirated flat six's high-revving character: maximum power for the 991.2 GTS came at 6,500rpm and the engine would spin on to 7,200rpm, only 300rpm below the relatively high-revving 3.8 of the 991.1. Gains in torque meant that in terms of response the latest GTS, even with the manual gearbox, was rarely left wanting. The magazines were unanimous in their admiration of both the new engine and the 991.2 GTS's handling. In *Autocar* Andrew Frankel commented, "This is the lightest and most engaging GTS. Broadly speaking standard Carreras are best enjoyed in corners and Turbos in straight lines. This GTS finds the balance between the two, something that not even the previous GTS had been able to achieve." Correspondents otherwise found the GTS's handling so resolved that it was difficult to discern what difference four-wheel drive made on dry roads. On the other hand, Jeremy Clarkson complained that when the differentials were cold, manoeuvring in a tight space caused the front axle to plough straight on. ➡





**ABOVE** Lavish standard spec included Sport Chrono pack and smaller-diameter Sport wheel. PDK transmission was optional

## MARKET RIVALS

The £75,000-100,000 bracket offers a broad range of other 911 possibilities. We take a look at the modern examples which, like the Carrera GTS, could be used every day.

### 991 Carrera T

At around £75,000, a 'less is more' 911 from the classic Porsche mould, the Carrera T appeared in MY 2018. It had the standard 370bhp 991.2 engine and its own cloth seats, but still cost about £8,000 more than a Carrera, yet its relative simplicity seemed to confer it with a distinct identity.



### 991.1 Turbo S

£85,000 nets a handsomely specified 26,000-mile 2013 model for the buyer who might prefer the 'Turbo' to the merely turbocharged GTS. The S always gave the Porsche Turbo a cachet, but these lack the finesse of the 991.2 Carrera GTS's dynamic abilities.



### 992 Carrera

£95,000 buys a virtually new 992 and an altogether more advanced and technologically challenging Porsche than the 991.2, which may not be entirely to older tastes. It's likely to depreciate more quickly than a GTS.



### 997.1 GT3

No GT3 is for the faint-hearted: £98,000 is the asking price for an early 9,000-mile Comfort example with a very detailed history. A brilliant, wonderfully analogue car, but for most people an uncompromised 911 for enjoying in short bursts rather than for crossing continents.



**RIGHT** All GTS 911s incorporate the C4's widebody, whether all-wheel drive or not. The AWD cars are identifiable by their full-width rear light bar

## BUYING ONE

An intelligent package, the GTS cleverly manages to be more than the sum of its parts and this applies equally to the used market. A discerning buyer can acquire a faster 911 with many of the most desirable options for the same price as a Carrera S. In terms of transmissions, most GTSs were sold with the by now unimpeachable PDK, although this was a £2,500 extra when new, but for the traditionalist there are plenty of manual gearbox examples. The minority models, the Cabrio and the Targa were almost invariably specified with the double clutch, and the Cabrio very often as all-wheel drive.

Whether 4x4 is necessary is a moot point. Bernd Kahnau, 911 project director from 1989 to 2001, used to joke that Porsche offered 4x4 only because the Swiss insisted on it. At the launch of the 991.2 GTS his successor, August Achleitner, put it a little more thoughtfully: "Advances in traction management have yielded improvements in [the Carrera 4's] driving behaviour that until recently we would not have thought possible. Every all-wheel-drive 911 is now a dyed-in-the-wool Porsche in terms of responsiveness. Should you buy one? If you live in an area with harsh winters, definitely. Otherwise, not necessarily. I'd put it this way: the Carrera 4 is a more complete car."

By any standards, the GTS was a very well resolved 911. Few examples have covered more than 40,000 miles – it tends to be the base Carrera which clock up the higher mileages. Buyer caveats really only apply to the usual checks – provenance, veracity of service record and of course condition. But a 911, especially a GTS, is a specialist car and your correspondent's first recourse would always be to a recognised Porsche Independent, because knowledgeable and committed aftersales service is part of owning a Porsche. Mechanically, water pumps can fail, but otherwise the 991.2's 9A2 engine is considered pretty faultless.

Some examples will come with extended Porsche warranty, and buying with a trusted OPC or specialist usually offers the possibility of looking underneath the car, which is especially worthwhile on the Sports chassis with its limited ground clearance. One more note on the centre-lock wheels: they require special tools and technique to remove, which is not possible at the roadside. This is a point to be borne in mind for any GTS owner before visiting a tyre fitter; again a Porsche specialist is to be preferred here. ➡



**BELOW** GTS interior package is a sought-after option, and PDLs+ is a handy lighting addition too



#### DESIRABLE OPTIONS

The beauty of the GTS was that with the exception of PDK, most equipment was standard. Some buyers opted for Bose upgrades to the sound system, which are tempting today. Mark Sumpter believes that one of the most worthwhile extras is leather upholstery: "The Alcantara looks nice and it feels good, but it does seem to show wear in places such as the squab of the driver's seat where it goes flat. That's why over the long term, I prefer leather, which is harder wearing." The leather option does no harm to the GTS's residual value either.

An owner contemplating track use might hunt out the occasionally specified Sports chassis, often fitted in conjunction with PDCC and sometimes rear-steer too. The drawback is the noticeably firmer ride due to the shorter springs and active anti-roll bars. If the bucket seat option is also included, the GTS may start to feel a shade harsh, especially on the rough asphalt of the UK's broken roads. Still in the chassis department, the lifting front axle is certainly worth seeking with the lowered suspension, though none of these competition-type modifications is likely to help resale value. Mark Sumpter also suggests colour type can affect resale value and he would recommend looking out for the rare special metallics in particular.



**ABOVE** Carbon interior trim was a popular choice for the 991.2 GTS; carbon mirrors were only available as an option on later cars



## INVESTMENT POTENTIAL &amp; OWNERSHIP EXPERIENCE

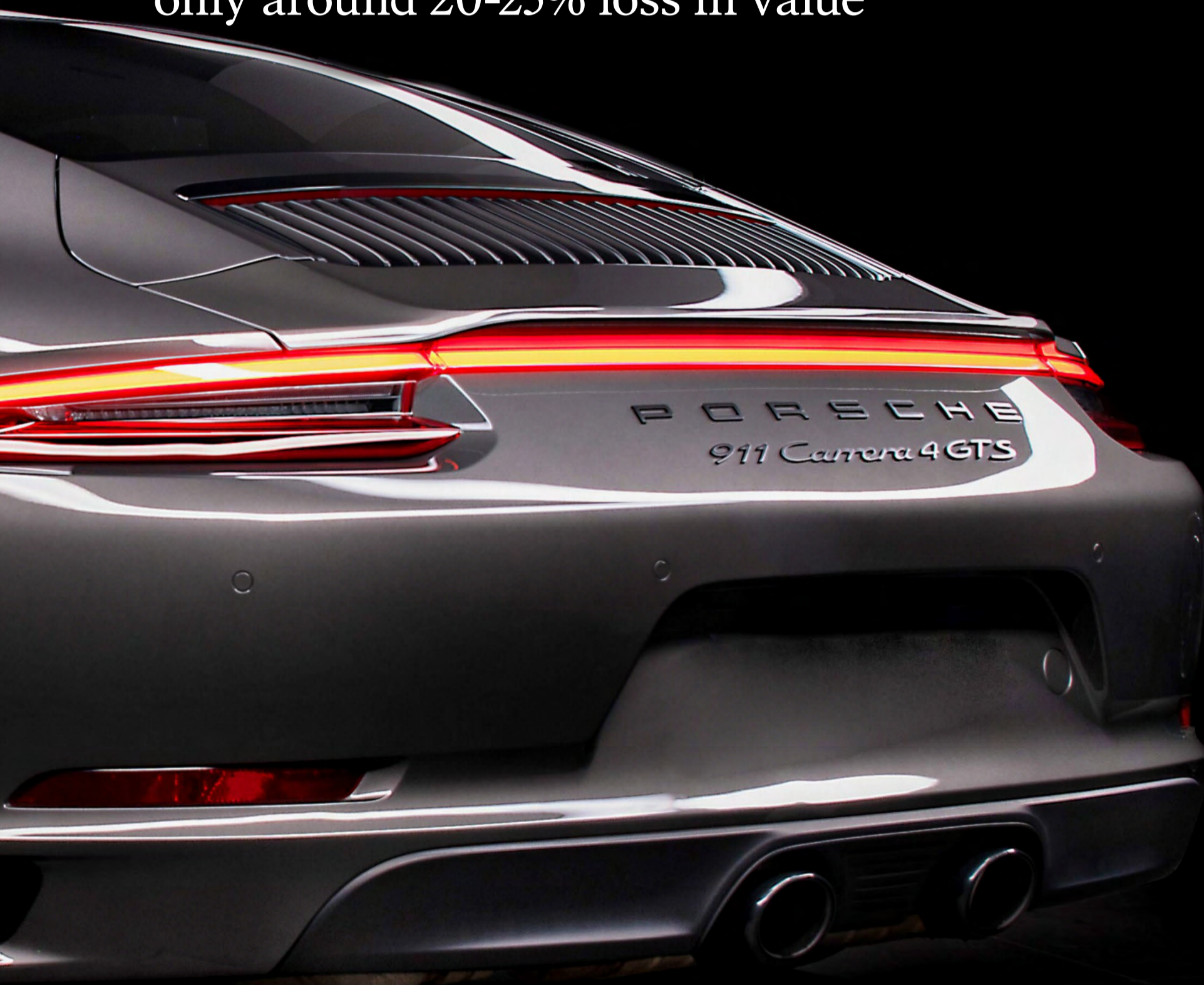
**A**ttractive though it is, the GTS is still a mass production car made in far larger numbers than the various iterations of the GT3, and no specialist would suggest it will appreciate in value in the foreseeable future. On the other hand, its depreciation has so far been limited, the worst already past as demonstrated by Ashgood's highly specified C4 Coupé which lost only about 12% in its first 18 months; three-year-old GTs are now showing only

around 20-25% loss in value and this is probably continuing to slow. Mark Sumpter believes that when the 992 GTS appears, possibly in late 2021, it will be priced significantly higher – the base 992 Carrera is effectively already a £100,000 car with a few options. The price implications for the GTS suggest at least £110,000 for the rear-drive Coupé, and this could well have a hardening effect on 991.2 GTS values. **911**

“Three-year-old GTs are now showing only around 20-25% loss in value”

## TOTAL 911 VERDICT

The 991 GTS is exactly what Porsche intended, an enticing combination of high spec and sharpened performance. The two-wheel-drive Coupé should more than satisfy the buyer for whom the GT3 is not only beyond his or her budget, but too demanding a 911 for everyday use. The 4x4 and Cabrio versions widen the choice (at a price) and the AWD Targa is a striking car. All behave impeccably but for the keen driver, as is often the case with Porsche, less is more, and the default GTS choice will be the rear-drive Coupé with manual transmission.



**THANKS** The stunning example in our pictures was kindly provided by First Choice Detailing. For more information visit [firstchoicedetailing.co.uk](http://firstchoicedetailing.co.uk)



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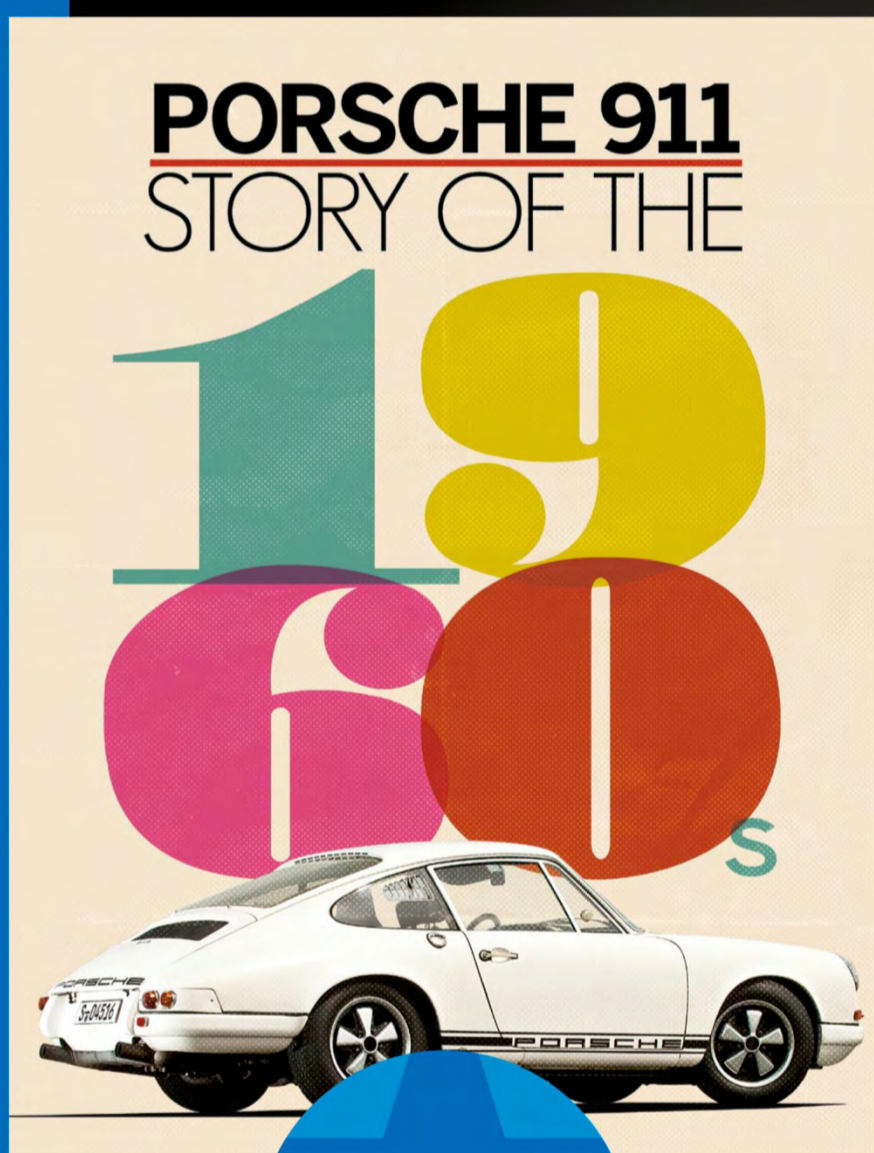
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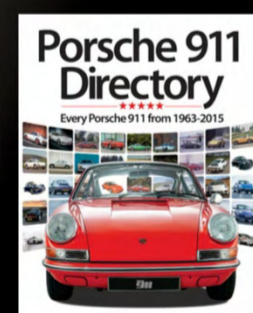
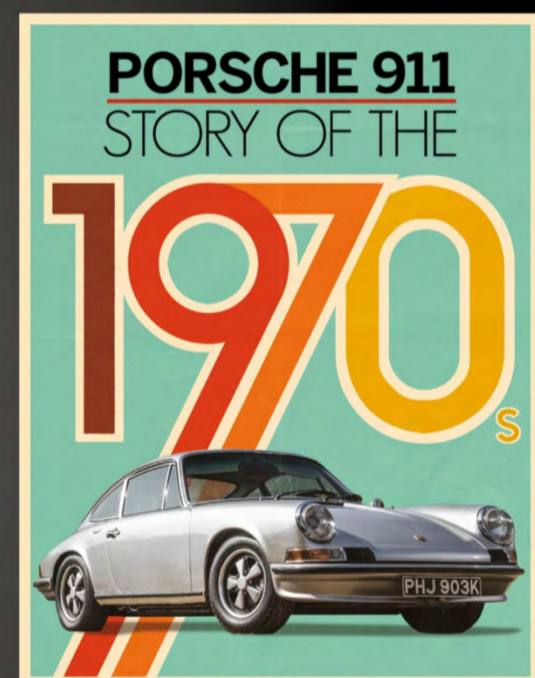
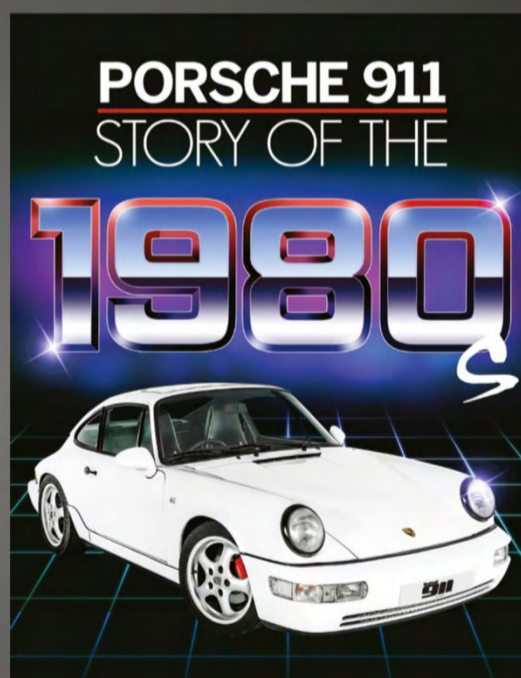
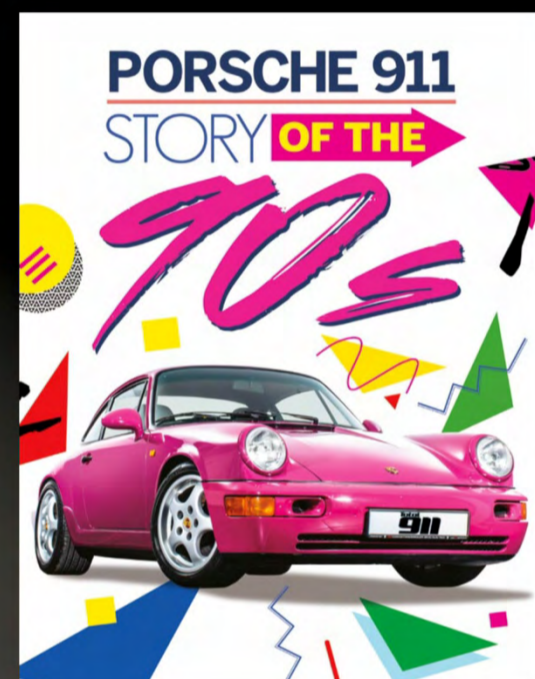
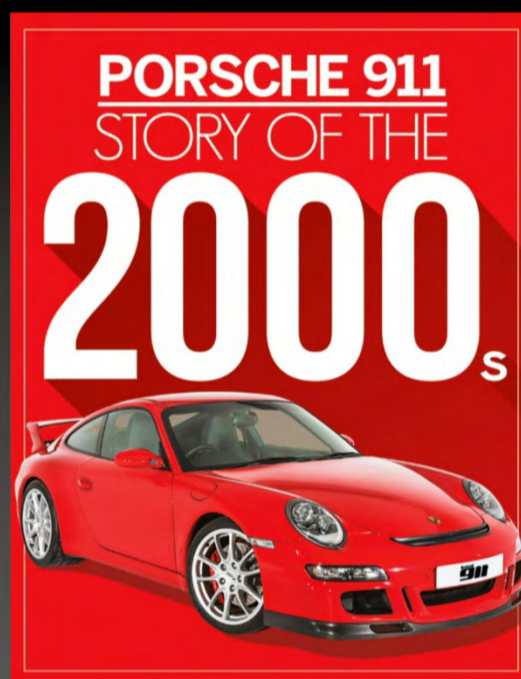


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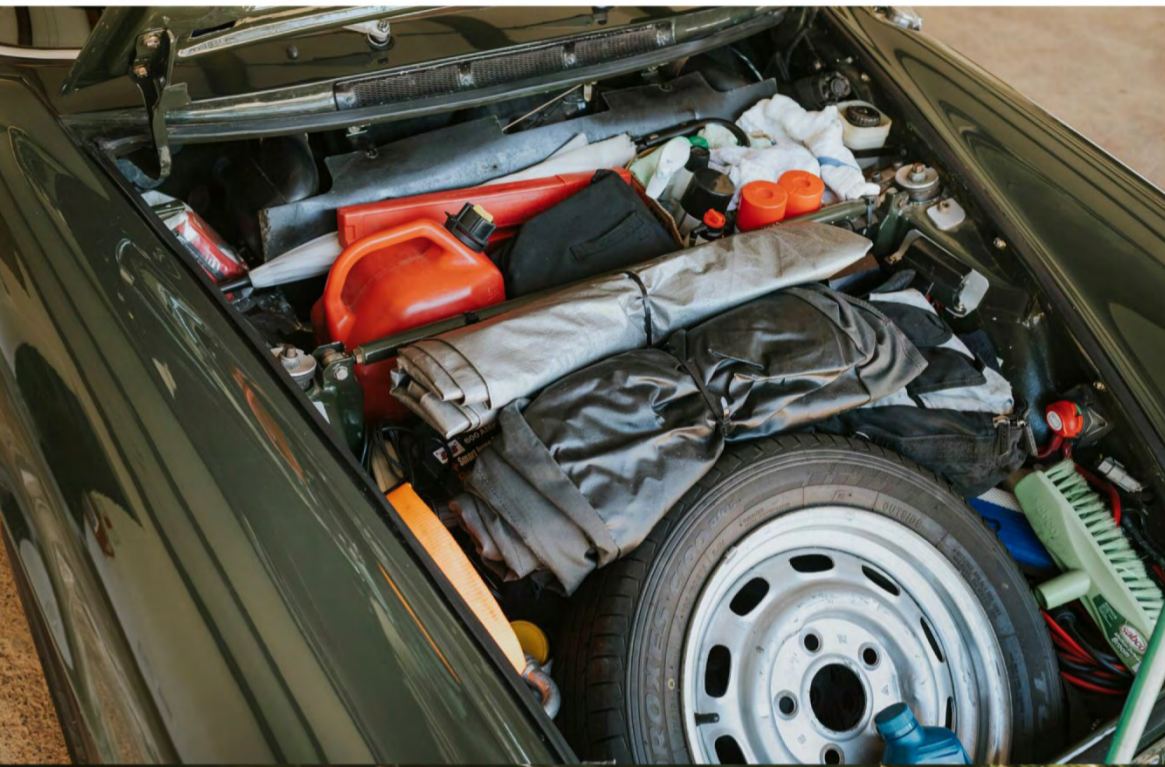
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# The Globe Trotting

Written by Wilhelm Lutjeharms Photography by Peet Mocke

André Bezuidenhout's exploits with his 911T were short-lived on track, but a chance reconnection 20 years later led to an enthralling family adventure on roads right around planet Earth





Our story begins in the 1990s. André Bezuidenhout had dipped his toes in the world of amateur motor racing, and was soon advised to buy a Porsche 911 for competition use. With little experience at the time, he crashed a converted 911T in spectacular fashion at the old Kyalami Circuit in Johannesburg, South Africa. Bezuidenhout however is a fast learner, and today he has successfully peddled many a special 911, both for road and race. At the 2020 Kyalami 9-Hour he won the Pro-Am category in a Porsche 991.2 GT3 R, in the process achieving one of his lifelong dreams: competing in the storied 9-Hour of his homeland. It's been quite a journey, for both man and machine.

Going back to his early career, Bezuidenhout explains his adventures in that 911T: "This was the first 911 I ever raced. It all started in the 1990/1991 season and by 1992 I just knew I had to race a 911. But in 1994 I wrote the car off in a very serious accident at the old Kyalami racetrack." Bezuidenhout explains how he took the lead from early on in the race, after passing several competitors. Into the second lap, he made a rookie mistake by trying to make space for a more experienced competitor, with disastrous consequences. "I put the car into the wall at approximately 180km/h and broke the engine from the car. The car was repaired for road use, but I sold it in 1995." It wouldn't be the last time Bezuidenhout would come across the T.

"In 2015, by pure coincidence, I found the car again. It was parked at the back of a storage facility owned by a collector who bought a 964 RS from me. I walked to the car, opened the driver's door and the resulting squeak told me it was my car." Today the squeak is still there and will remain – a reminder of how the two met up again after 20 years.

"The car was in a terrible condition when I found it in 2015. Rapid Motors in Johannesburg rebuilt

the car completely – the bodywork alone took six months. When the car was put on the rig, there were still signs of my original crash. So, the chassis was straightened and where panels had to be cut out they did and the car was completely repaired."

Years ago Bezuidenhout joined a friend to tackle the London-to-Sydney Rally in an air-cooled 911. "That event is where the long-distance bug truly bit me." However, the decision to take a 911, restore it and start driving it across the globe is not a decision made overnight. I was curious as to what triggered this monumental plan in Bezuidenhout's head. "During 2015, I became quite ill and was forced to spend almost a month in hospital. I realised that I am a complete workaholic and I needed to take a break at some point. It was then that I decided to travel with my wife throughout the world, so I converted the 911T to a touring car for this purpose. I call it my 911TR, plainly because of our racing history. However, it should never be confused with the original and very rare T/R from the late-60s."

Bezuidenhout takes me around the car. Things are cleverly thought out, however some of the ideas only took shape as the trip progressed. These include a number of things that you would not have thought about if you only drove your 911 on the regular breakfast run.

The luggage compartment is packed to the brim: "Here is a heavyweight jack, to lift it in soft sand, a spade, broomstick to clean the car... and two umbrellas. We have just about everything in here except a crankshaft! We have piston rings, extra rockers, an extra starter – which we've needed. There are specific tools needed to work on the car as well as a full-size spare wheel. Then everything under the sun to clean it and to jump start it, to tow it, as well as equipment for medical emergencies. If you unpack everything now, it will take you more than an hour to re-pack. Then there is an additional fuel pump fitted in the engine bay which you can



**BELOW** The colour of this 911T is custom, but is closely related to that of a Jeep Wrangler



**BELOW** The engine on André's T might be tuned for better performance, but all other mods have been executed strictly with practicality in mind



simply connect if necessary.” There are LED lights fitted not only throughout the cabin, but also in the luggage compartment as well as the engine bay. Clever, since you wouldn’t want to be stranded next to a road at night and have to walk around the car with a flashlight!

“It started life as a 2.2-litre which was later fitted with new barrels. It now features a 2.7-litre engine but still the original 915 gearbox. It has also been fitted with 911 S camshafts and high-compression pistons. But the most significant improvements we’ve made were to adapt the car for long-distance touring,” explains Bezuidenhout. Electronics were upgraded to rally specification. He kept the standard fuel tank, because if one opts for the larger tank you won’t have any luggage space. Additionally, the front has been stripped out to cater for all the equipment.

“In a touring car, you try and double up on everything. It has the aforementioned two fuel pumps plus I have another spare one in the front. It has two fuel filters, etc. Then, on the inside, you need to make it comfortable for you and your passenger. The bucket seats are a tight fit, but wonderfully supportive for long-distance driving.”

Bezuidenhout takes me through all the toggle switches below the dashboard. Here are all the additional light switches for the units in and around

the car, as well as the fan for the ventilation system and spare fuel pump, for example. In the small glove compartment are USB ports for music, but more importantly, to charge devices. You would be right to think the gear lever doesn’t look original. This is an aftermarket WEVO Shifter and I’m to soon find out what a joyous upgrade this is.

Look closer and the silver colour of the side script with the silver window frames and silver Fuchs wheels tie in perfectly with each other. The dark green and orange lettering also complement the silver beautifully. The green was mixed to Bezuidenhout’s specific requirements after weeks of testing, surprisingly starting out as a standard Jeep Wrangler colour! Not much has been changed on the suspension. It has been lifted though, but not by much – around just 25mm at the rear and 20mm at the front.

To lower the weight a little, some panels are made from fibreglass. Much of this work was done by Anton Dekker from Exclusive Conversion, a motoring specialist who Bezuidenhout has known for more than 25 years.

Other neat touches added lately are thick leather dresses around the gear lever, in the doors are leather hinges and even neat leather upholstered rear pews for their daughter Marnella. This adds a touch of

civility to the cabin, as does the U-shaped neck cushion, ideal for those hours in the cabin to make the passenger(s) more comfortable. This is a compact car so the cabin becomes an intimate, personal space. “For me, the drive in this ‘T’ is as close to what one can find in a 1973 RS. But this car can also cruise comfortably on the open road.

“Although I’ve travelled across Australia before during the London-to-Sydney event, this time I did it again but the other way around. We started in Sydney and drove to Bathurst, Canberra, Melbourne and then to Adelaide. We then headed to Ayers Rock. Time caught us and we had to return to South Africa. We were well on our way to Darwin, but unfortunately, the return meant that the car had to be shipped back to Melbourne, where an experienced eye was cast over it. Darren Bell of Auto Coupe is a gem of a man. Australia should be proud of his Porsche centre. Nobody believed me when I said we are going to do it with this car, because when cars break down on these roads people often abandon them. At times it was 48 degrees Celsius!

“That is the beauty of it. To take part in a sprint race and do well is fantastic, but long-distance touring is a completely different kettle of fish. It takes a unique mindset to tour the world in a car like this. You need to realise that the car might well break ➡

Model **911T**

Year **1969**

### Engine

**Capacity** Upgraded to 2.7-litre air-cooled flat six with Weber 42 carburettors

**Compression ratio** 11.5:1

**Maximum power** 210bhp at 6,300rpm

**Maximum torque** 250Nm at 5,100rpm

**Transmission** Five-speed manual

### Suspension

**Front** MacPherson struts, lower A-arms, torsion bars, shock absorbers, anti-roll bar

**Rear** Semi-trailing arms, torsion bars, shock absorbers, anti-roll bar

### Wheels & tyres

**Front** 7x15-inch Fuchs; 195/65 R15

**Rear** 8x15-inch Fuchs; 205/65 R15

### Dimensions

**Length** 4,163mm

**Width** 1,610mm

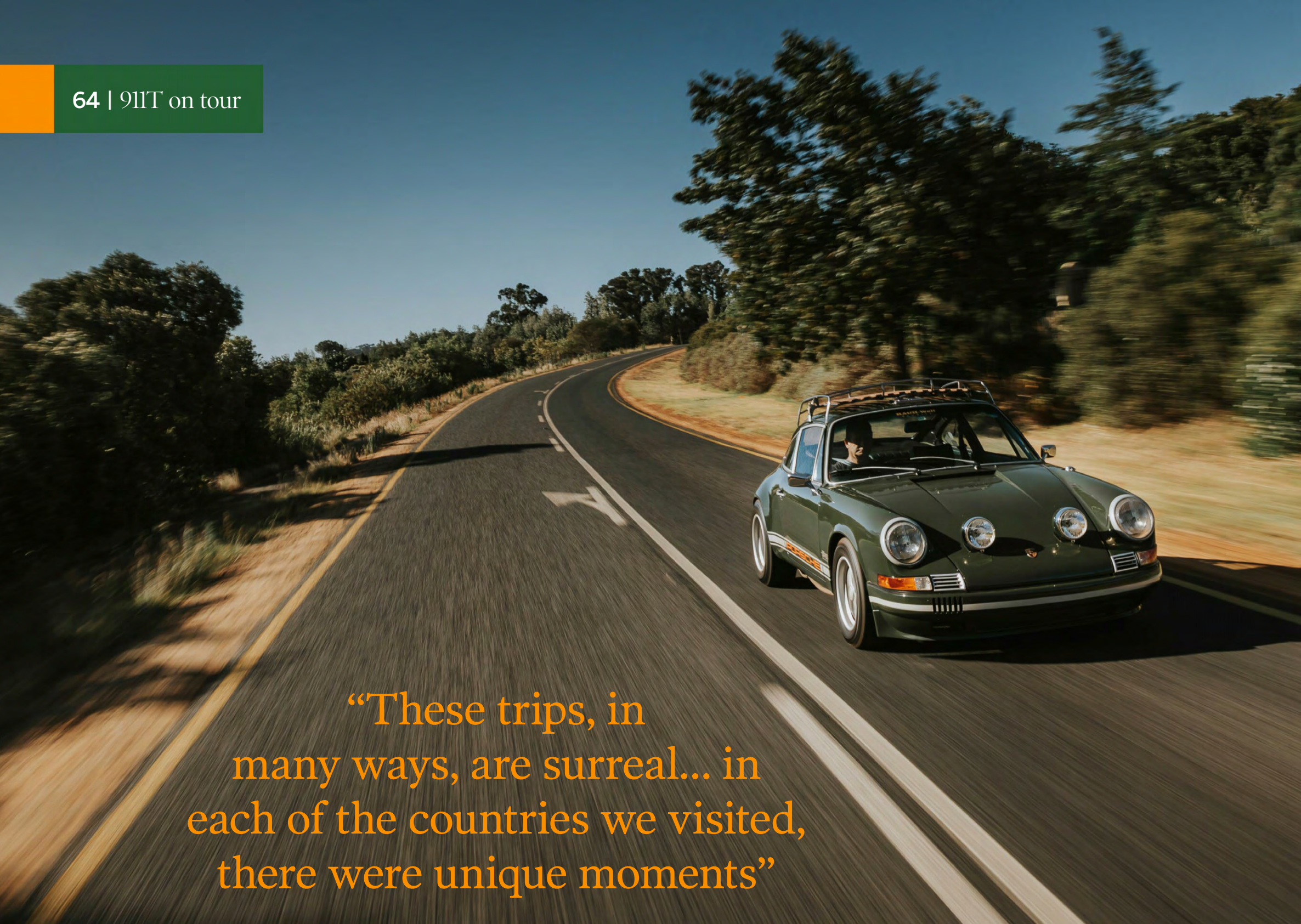
**Weight** 1,050kg

### Performance

**0-62mph** Not tested

**Top speed** Not tested





“These trips, in many ways, are surreal... in each of the countries we visited, there were unique moments”

down and that things will need to be repaired. For example, in Melbourne, in peak traffic the car just died. I knew it was not serious, but we had to wait for some assistance. The Australian road service is outstanding. Their system does not allow you to get out of the car. A recovery truck came along with a type of safety bra fixed to the front. The driver asked if we were okay and then the truck gently pushed us along the highway.

“I knew I only needed to get to the slope of an off-ramp and the car would start again. That is exactly what happened after he pushed me along at 10 to 15mph. The moment the engine started again (fuel starvation was the problem) he moved in next to me and shouted, ‘Good luck mate, this is the coolest rescue I’ve ever done!’ A clip of this hilarious moment was broadcast on a television network in Australia to great entertainment.”

Australia was the first country Bezuidenhout shipped the car to from South Africa. After a couple of visits to Australia the car was sent to New Zealand. Two trips to New Zealand covered both the North and South Islands, with the car then being shipped to Japan thereafter.

“A low point was during one of our trips to New Zealand. Somewhere during the car’s life the wiring harness had been incorrectly installed. While driving I started smelling this peculiar electrical burning scent in the cabin. The system shorted and it burnt

out. So, I basically had to park the car as we couldn’t drive it and rent a Holden V8 – one of the worst cars in the world!” No disrespect to the owners of these cars, he adds.

I wondered if it was at all possible to point out only one or two highlights. “Look, these trips, in many ways, are surreal. They only really hit you when you return. Now, during COVID, it seems so far away. A place like the majestic Milford Sound waterfalls takes your breath away. Ayers Rock was extremely special. So was Japan when the 911 was branded with support slogans for the Springboks who were playing in the Rugby World Cup and brought the Cup home! We parked the car right next to the Yokohama Stadium and all the Springbok rugby supporters wanted a picture next to the car.”

“In each of the countries we visited, there were unique moments,” Bezuidenhout continues. “Even now when the car arrived back home from Japan, we drove it over a few days from Johannesburg to Cape Town. We drove through Madikwe Game Reserve with elephants and giraffes all around the car. We even drove past a public riot and had to make a quick plan to circumvent it!”

Bezuidenhout hands me the key for a quick drive. Excitedly I get behind the wheel and quickly realise that on the road this 911T really feels unlike any other 911. I appreciate the seat and how comfortable it is, but also supportive on my lower back. There is no

doubt that you are in a classic 911, but also a 911 that has been customised for the specific task of long-distance travelling.

The engine is rev happy and as willing to rev as a 1973 RS. More importantly, even though the car has been lifted, it still drives like a 911 and thus a sports car. The WEVO Shifter is an absolute delight to use and lifts the shoddy shift quality of a 915 gearbox to that of a direct and shorter shift action. Within minutes I also want to pack my bags and plan a trip! In total, the car that Bezuidenhout calls Frisco\_911 on Instagram, has covered around 22,500 miles in the last few years, his wife having joined him for 18,500 of those miles, despite being pregnant(!) at one point with their now three-year-old daughter, who later joined them as well.

Even with all the challenges and obstacles tossed at them on their journeys, when you look back it has to be such an all-consuming, memorable experience, driving an air-cooled 911 across the globe. André Bezuidenhout perfectly sums it up as our afternoon comes to an end, “The story of Frisco is on-going. People are recreating it and Porsche is even painting modern 992s in this attractive colour. In the end, this is a story about a car. We get to use it, drive it and then pass it on to others. It is true that they actually never belong to you. You are only the custodian for a brief time, as most Porsche should continue to live beyond mortal human beings.” **911**



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# Living the Legend

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



**Ron Lang**  
Ashland, Oregon

@ronlangsport

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

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

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

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

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

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

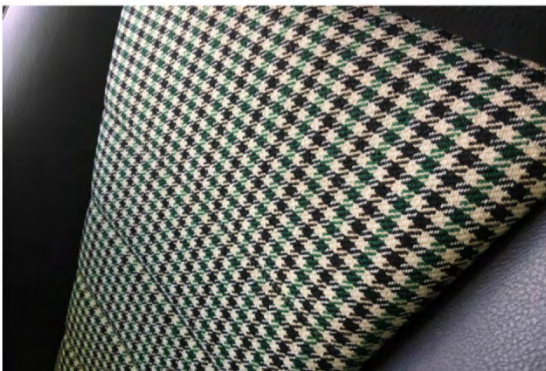
Model **997.2 GT3 RS 3.8**  
Year **2011**  
Acquired **2016**

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



Now I think I finally 'get it' about classic 911s. Ignorance about the classic 911 experience has been a gaping hole in my rear-engined Porsche fantasies. I mistakenly thought that these older cars were primarily about their looks and the nostalgia of their history. I thought that they needed to be modified to provide some thrills behind the wheel.

The modifying to get a fun drive in an air-cooled 911 led me to ultimately order a 1991 964 reimagined by Singer Vehicle Design. And absolutely no regrets on that decision, the Singer-built car is a thrill to drive and its execution remains top-notch. It has the long-hood look with plenty



of RSR-type shape and style. But it left the question of whether the real deal, a true long-hood 1973 or earlier 911, could provide enough dynamic athleticism to draw me behind the wheel when choosing what to pilot on any given day.

Well, I think I now understand. After enduring the three-year wait during a full bare metal restoration, the 1972 911S is in my hands and on the road. Being in the midst of winter, I've only enjoyed a couple of drives so far. But wow, what drives those have been.

The car was built to stock 1972 specs with respect to chassis, suspension and brakes. I caved to just one meaningful modification, which was that since the engine was being fully rebuilt (this remains a numbers matching car), I might as well get a little more power, especially since I was installing factory air conditioning and figured that the load placed on the engine by the belt driving the a/c compressor justified putting some more power in there.

So I had the engine built to full 1973 2.7 RS spec, which included the larger displacement, RS cams, and modifications to the mechanical fuel

injection. Though almost 50 years old, this car accelerates very nicely. I'm pleasantly surprised by its mid-range torque in addition to how it pulls from 5,000rpm to the nominal 7,200rpm redline. It is easy to have fun on the back roads just riding the torque curve, though the top-end power is always saying to me, 'Don't you really want to play up here?'. The engine dynamics are total pleasure.

The stock chassis and suspension is accurate though a bit 'soft', but slow-in, fast-out through the corners works just fine. The ride as a result is very comfortable, though I would never attack apexes at the level that is no-brainer speed in the more modern 911s. And the stock brakes, so far anyway, are just okay. They feel a bit wooden, but I'm hoping that they will come alive as I get more miles on the car.

The steering is sublime, totally alive as one would expect from an early non-power-assisted 911 rack. Accurate, talkative, just what I hoped for. So the overall experience behind the wheel is a pleasant surprise. This car is FUN!

Then there are the ancillary experiences. Most onlookers want to



**Peter Wilson**  
Adelaide, Australia  
@peterwilson\_oz  
Model 930 3.3  
Year 1980  
Acquired 2011



As highlighted last month by the quest to find temporary accommodation for the 930, my summer has been thoroughly interrupted by selling the family home and relocating to our new house. Fortunately, that is all behind us now and we are living in a sea of cardboard boxes in our new abode. The Porsche has been repatriated from my friend John's mega-shed and is now garaged at the new home, although as already described, the new garage is much more squeezey than the old one. This has necessitated some creative storage solutions and a massive game of Tetris as I was manoeuvring all of my tools and storage plus dismantled hoist/lift/ramp into the locations I had pre-planned via a CAD layout.

Everything is now in place and I can finally explore the practicality of a hoist with only 2.4m ceiling height. As you can see in the picture (where the car is not quite raised to the maximum), I can get some elevation off the floor for axle/brake work but will certainly be struggling

know about the flap on the right rear quarter panel. Popping it open when the engine is running, opening the screw-down cap, and seeing oil flowing into the oil tank beneath is fun every time. The look of the 'deep-six' Fuchs wheels on Pirelli Cinturato CN36s is just right and the stance is as I had hoped, the wheels filling the fender wells just right.

Much of the fun is in the details. For example, I had the interior redone in full German black leather, replacing the original vinyl. The smell and feel of the leather is complemented by another decision I made during the build: to fit Pepita centres to the seats. The interior restorer was able to find through one of his German suppliers enough material in the colour combo I wanted. The material is typically composed of white/black/grey. He was able to source white/black/green.

There are plenty more details to discover and enjoy. It was a long wait, but a longhood done to one's own desires makes me now fully appreciate what Living the Legend can be. If you're able, try to get your hands on one of these early cars and discover why the 911 from its earliest years is so revered.




to get under the car without grovelling on the floor. The next step is to seriously consider raising the ceiling up to the pitched roof height.

The other great thing about having the move completed and the car on-site is that I can finally get out for a drive. The BW (Beautiful Wife) and I headed out last Friday evening after work with the intention of a quick meal and then driving along the coast looking for some photography sites. However, we ended up being delayed by a family visit along the way and then dinner took much longer than expected, meaning that we didn't get to the coast until after dark. Not good for sunset photography, but not really a problem as it was a beautiful balmy evening after the day had reached the high 30s earlier. Cruising along with the windows and moon roof open was delightful but we were soon in a stop/start traffic jam of cars as many others had the same idea. As we drove through the popular Henley Beach Square in the heat of that evening, I was very glad to be in a Porsche rather than a highly strung Italian supercar whose clutch would not have survived the night. The Turbo would much rather have been cruising an Autobahn at 200kph than crawling through traffic, but it did the job without fuss or bother. The car was finally rewarded on the way home when we returned to the cool and dense air of the Adelaide Hills and some gratuitous point and squirt between the twisty bits. The contrast in performance of the car is amazing as ambient temperature changes. There may be some CIS component to this, but it is mainly due to the ability of the turbocharger and intercooler to cram in much more air when it is colder and denser. It feels like a different engine on really cold days.

In other recent news, I was involved in a nasty accident before Christmas in my daily driver (a Megane RS 265) when another driver parked in my boot at high speed and pushed me into the car in front. I was so grateful not to be driving the Porsche that day! The car was initially declared an economical write-off, but after sourcing some second-hand parts, repair was entrusted to Les and Ray Khabbaz at Finishline Autobody Repairs. They did a fantastic job, especially with stitching in the new rear panels and matching the difficult multi-layer paint colour of the Renault. In their shop at the same time was a 1984 911 Targa getting a full body makeover and respray in black. It looked great even during reassembly and I'll make sure that I drop in again to see the finished article.



**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**



2021 in Southern California has started off with absolutely gorgeous weather – perfect for driving a GT3, a GT3 RS or any 911 for that matter.

With so many limitations on what one can do for enjoyment (due to COVID restrictions), every weekend I've been making sure to get my GT3 and my GT3 RS out on to the many wonderful roads in San Diego County. As I have mentioned over the years, the back roads of East San Diego County seem like they were designed specifically for a 911. As many of you will know, Southern California is an extremely important market for Porsche. The area has more dealers than any other state along, with the Porsche Experience Centre Los Angeles.

If you have been following my column, you will know that during the pandemic, myself along with three other 911 owners take our cars out for drives, all while socially distancing in our 911s. We either drive along the beautiful California coast or into the back hills and mountains of San Diego County and often into nearby Riverside County. Every Sunday morning the four of us meet for a planned drive on some of the most challenging and thrilling roads between San Diego and Mexico.

I usually take either my 997.2 GT3 RS or my 991.1 GT3. The three other cars



always along for the drive are two 991.2 GT3s and the King of the Nürburgring, a 991 GT2 RS Weissach Package 911. On a recent weekend the four of us met in a town called Fallbrook at 6:30am and headed to the nearby historical mining town of Julian.

Depending on the route taken, it can take anywhere between one hour to one hour and thirty minutes. Sometimes it is easy to get stuck behind a lumbering big truck or a slow-moving car; one of the interesting things about driving in California is when you are behind a slow-moving vehicle, they hardly ever use turnout areas or move to the right to allow you to pass. It isn't a courtesy that is normally observed. When a vehicle does

move over, it is quite the surprise. This weekend, I kitted out my GT3 with three GoPro cameras to capture the other GT3s and the GT2 RS in action with some of the most beautiful scenery in the world as the background. In normal times, we would have stopped and sampled Julian's famous apple pie and coffee before returning home, but instead, I changed the batteries in the GoPros and we headed back down the mountain over to North San Diego County. It was a great way to take our mind off the pandemic and think about something good, like our 911s. Very shortly I'm getting my GT3 RS California Smog Certificated. It's sort of like an MOT, for you British folk, but not! I will keep everyone posted on the results.





**James McGrath**  
Minneapolis, USA

@auto.amateur

Auto Amateur

autoamateur.  
buzzsprout.com

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

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

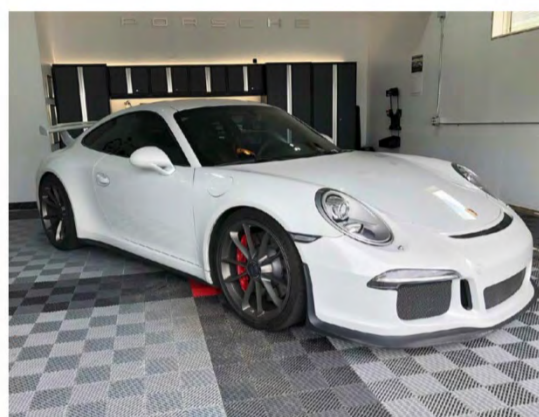


Despite some of the geopolitical and cultural struggles following us into 2021, I'm excited for the summer ahead. I always try to make a

fresh start every year, at least mentally if not practically. A fresh outlook with a fresh perspective.

This year I'm just as focused on enjoying my cars as I am working on them, or even more so. With the socially limiting implications of the global pandemic continuing to impact day-to-day life, I feel it's more important than ever to take care of myself as well as the loved ones around me who depend on me – my wife, two boys and now daughter whom arrives in May. If I'm not in a good place, I can't be the best husband or father I need to be. So while it might appear self-serving to the casual bystander, making time for my 911 and Porsche culture is good for me and therefore good for those in my immediate proximity.

So what does this mean? Well, in addition to continuing to make YouTube videos, podcasts and publishing other content, I'm going to get out of the garage and drive my 911 as much as possible. Solo road trips around the mid-west, group drives with my friends, even just running out around the block for a few minutes with my two boys in the back seats for a quick rip before bedtime. Bigger picture though, this might also mean a change in what I



drive this year... yes, maybe it's time to move on from my 991.1 C2 Coupe and look for something new.

In 2020 I was lucky enough to get my hands on several GT3s. They were all even more incredible than I had imagined and they have left a lasting impression. The first, a white 991.1 GT3. The second, a Lava orange 991.2 GT3. The third, a white 991.1 GT3 RS. Now, while the ultimate dream car for many Porsche lovers might be one of the RS-spec cars such as the GT3 RS or GT2 RS, my realistic dream car is a GTS or a GT3. I think I can quickly take the GTS off the table for the moment because, although it has a few options and more power than my current C2 991.1, with my interior red accents, carbon fibre trim and Sports exhaust upgrades, I feel like I have a GTS-like experience already. For me it's close enough for the sake of what would be a major price uplift from my C2. So let's just consider the GT3... why not?!

The GT3, a 911 favourite of many a Porsche lover. Its naturally aspirated



3.8 flat six engine, the epic delivery of power and torque a little lower in the rev range than its Carrera counterparts. The upper rev range that extends upwards to a 9k redline, with its power up 40bhp from the 997.2 GT3, to a peak of 475bhp at 8,250rpm. 0-60 in 3.5 seconds... I'm drooling. That's also before you consider the body styling (more drooling) and its rather lavish interior for what is intended to be a relatively bare-bones track car designed for the street.

It's quite remarkable just how many white 991.1 GT3s are available on the market (many of them without a lot of options unfortunately, but then that's a good thing for someone like me who likes to mod and tailor their 911s). It's like Porsche had some kind of special leasing deal for a 'Bobby basic' GT3 at some point and everyone decided to snap up the most entry-level GT3 going, in white, and promptly put anywhere from 10k to 30k miles on the clock in a couple of years before moving on. I might be a mile wide off the mark with that suggestion, but there are enough white GT3s out there to suggest something was going on to influence that choice for so many.

For the entire Porsche range, the GT3 and perhaps the Turbo are the 'every man's' entry-level supercars. They're more expensive new than a well-optioned Carrera S, but they're not at the other end of the spectrum when you start looking at optioning a GT3 RS or indeed a GT2 RS. So for many it's potentially just within reach, particularly if you're looking at the used market and don't mind the first owner breaking it in for you. I often come across GT3s with 25k+ miles here in the US for around the \$100k-110k mark. For a relatively young, 'entry-level' supercar, I think that's quite the bargain. In fact, the white GT3 I drove last year just went up for sale for around the same price point... is it time to pull the trigger? Maybe! Let the Googling of the used GT3 market continue...





**Phil Farrell**  
Cheshire, UK

@mllx8pjf

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



It's been a roller coaster of a year with more ups and downs and twists than the 'Ring. No sooner were we planning new

motoring adventures and excitedly writing about them were we once again forced to all fall in behind the safety car that is lockdown. As a result there's not been much going on from a motoring point of view, and I've been struggling somewhat for interesting content.

And then the other day a Car Guys YouTube video came out with one half of the dynamic duo having what could fairly be called a bit of an online rant about a couple of local dealers. The basic premise of Damian's view was that it's not asking a lot to be made to feel like a valued customer and part of the brand. Go into any OPC and sales people throw 'the brand' around like it's some sort of family and they are the guardians of your experience, there to help you make the best decisions.

I must admit that the video hit home with me because I have experience of those specific dealers. Damian was so on the money with his views and it's such a shame. It's just about common decency and taking a bit of care with your customers – something my local dealers just don't understand from a sales point of view at least. So much so that I've bought my last two Porsche more than 200 miles north of where I'm living.

As much as both were fantastic experiences, and exactly what I expect of the brand, it's not something I want to do. I'd rather spend my money

locally. It's much easier if you do have an issue down the road to go and sit down and work it out. Distance buying presents little opportunity to build that relationship because it's difficult to justify taking the car on a 400-mile round trip for a service. Nor can those dealers reasonably get me involved in local events they're arranging. To his credit, Tris at Solihull arranged to meet up at Goodwood and we had a good chat around the new GT4 (still waiting for that phone call regards getting an allocation on the second round though, Tris!). That should be the job of my local dealer. Yet, like Damian, I clearly don't ever register with them. In the time since I bought my last car there's been a new Macan, Cayenne Coupe, 911 and the Taycan. Not once has anyone picked up the phone to see if I'd be interested.

I tried keeping the relationship going. Before I bought the GTS from PC Leeds I did go looking at a 991.1 C4S at Bournemouth. I explained to the sales guy that I wanted the Gen1 because I preferred the naturally aspirated noise. Apparently what I really wanted was the Gen2 car they had in the showroom that he could knock £10k off, even though it was some £40k over the budget I'd told him I had. Taken seriously I did not feel. Off to Leeds I went, never to return.

I do wonder how I've made myself so unpopular with them? I can only presume it was because when they offered me a good £10k less than other dealers were offering on my first trade-in, I told them I didn't think they were playing ball and were failing to see the big picture. It was the second Porsche I'd bought from them in six months and

I'd stated at that point that I wanted to build a relationship with them as my local dealer. It started off promisingly. I bought the cars. Took the Porsche finance. Came along to the new launch events. But when it came to swapping the cars out for the next thing it wasn't a two-way street. I'm probably seen as a problem by the sales department. I'm a customer that expects a reasonable trade-in and I don't want to pay 12% APR on Porsche finance. And when my car goes in for service I expect them not to play dodgems with it in the car park and then not tell me about it. And yes, I'm still waiting for a phone call from the service manager at Bournemouth to check that I was happy with the repair.

Is it any wonder that time again the owners of cars in this column are singing the praises of the multitude of independent Porsche dealers up and down the country, doing very well for themselves sucking in the business of those that are fast becoming disenfranchised with the Brand? The brand to me is starting to stand for businesses that just want it all their own way and really don't mind so much if you go elsewhere.

Does anyone at Porsche GB ask my local dealer why dealers 200 miles away are getting my business? Maybe the Porsche Passion surveys are just a tick-box exercise and the cars are flying off the shelves so readily that it doesn't matter, because every OPC customer that goes to Paragon, RPM or Redline is replaced by the next new customer hoping to sample the joys of the brand. All I can say to them is good luck, but watch your back.





### Max Newman

Aylesbury, UK

 @maxripcor

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

Model **991.1 CARRERA S**  
Year **2013**  
Acquired **SEPTEMBER 2020**



The 991 arrived in early October and slipped straight into family life replacing the Golf R, a role at which it is superbly capable given its

usability, relative modernity and the excellent PDK gearbox. Unfortunately that was pretty much all it did at first due to the combination of some dreadful weather and the circumstances we're living in. So much so that I began to question whether I'd bought the right car – should I have stuck with what I had, or bought a 911 more uncompromising, or classic even?

What I realised is that I certainly have bought the right car, just at a difficult time. Consistently grotty weather and a period of restricted movement and socialising is clearly not the ideal time to get to know a car like this – especially when you're anxious about keeping the light interior clean! And the 991's ability to deliver as a second family car is one of the key reasons that I chose it, and was able to buy it at all. Just not the main reason.

The 964 was the first 'new' 911 launch I remember reading about in my weekly *Autocar & Motor* magazine – before it reverted to *Autocar* in 1994 – and I hoovered up every word written about it, and every 911 generation and iteration launch since then. It has undoubtedly fired my imagination and informed my views on 911s. The opportunity to have a 991 on the driveway alongside my 997 is a really interesting one, and I made sure I drove both cars frequently before the 997 went into winter storage, so I could play the generation game for myself.



The interior of the 991 is streets ahead for a start, both in terms of quality and cabin architecture. The tech is a quantum leap ahead for now, but Porsche PCCM Plus will redress that balance when it arrives for the 997, as it has for the 996. The 991 platform is streets ahead in terms of stability and the way you can get it to the apex, and this I think is the crux of it; depending on how you spin it. These are my early impressions in relation to some of the common themes:

"The 991 feels less like a 911" – I don't agree with this. Have you seen where the engine is? What the shorter wheelbase of the 997 does do though is reveal the 911 idiosyncrasies we all love in the way it goes down the road and through the bends, at lower speed. There's charm, satisfaction, and a real joy in that, but in the 991 you're travelling a bit more briskly, which is

really quite exciting. Adding more speed brings a greater challenge.

"The 991 is more of a GT, less of a sports car" – I'd say the 991 has a broader range of abilities which encompasses being a better tourer, but is no less a sports car. They aren't so different in this respect. I've comfortably done 800-mile days across Europe in my 997, but I think it'll be less tiring in the 991. Conversely I've enjoyed Sunday mornings and track days in the 997 too and can't wait to do the same in the 991. I think it will be more capable, but no less exciting.

"The electric steering on the 991 isn't a patch on the hydraulic rack in the 997" – the steering of the 997 is wonderful and very talkative, albeit numb compared to an earlier car. When you're using the 991 as a 'normal car' it's very relaxed, more so than the chatty 997, but at speed you can tell exactly what's going on and place the car with pinpoint accuracy.

Manual versus PDK – A big debate. For this car, a seven-days-a-week car, I definitely wanted PDK, and it's brilliant. Pottering in auto it's nice and smooth, but when you're pressing on in 'Sport' and using the paddles it's engaging and completely intoxicating. Six days out of seven I think that will do me. But on the seventh day the clichés come flowing with the manual 'box in the 997. There is a greater sense of connection and control with the car, and when you execute a perfect heel and toe downshift there's nothing quite as satisfying.

If you only use your 911 on the seventh day you should probably get a five or six-speed manual car, but don't worry too much about how far apart the wheels are.





**Nick Jeffery**  
Surrey, UK

@npjeffery  
 @npjeffery

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



Since my last column, our household moved through Tiers 2, 3 and 4 in a 48-hour period, and now we all find ourselves in Lockdown 3.0. It is therefore proving somewhat difficult to keep the wheels turning given we are only supposed to be going out for essential journeys. And yet those necessary journeys naturally exist and I cannot imagine popping to our local farm shop or dropping my wife off at the dental surgery for an appointment in a Ferrari or a McLaren! Porsches really are practical, all year round, everyday sports cars.

Our son has returned to his accommodation in Guildford as he is in his second year at the University of Surrey, so I often need to pop supplies (or things he has left behind at our place) down to him. This is a 42-mile round trip so provides a welcome opportunity to thoroughly warm up one of the cars and keep things 'supple'. This brings me to something I notice more on the GT3, a bit like my old 996 Carrera 4S, than my other Porsches. The longer I leave it sitting idle, the longer it takes to warm up and to connect with the car. It takes roughly 30 mins or so for the GT3 to properly warm up and 'settle down'. What I mean by this is the gearbox is obstinate when cold, the suspension feels tight and the whole car tends to take time to come to you and fully engage you in the way it so obviously does when it's thoroughly up to temperature. That said, if you only leave it a couple of days between



use (as opposed to a few weeks) it really is noticeable how it responds so much more quickly. This trait is far less obvious on the Carrera 4 GTS or my 981 Cayman S. Perhaps it's because the GT3 is so absolutely focused and far more analogue than the later cars? Driving at this time of year on standard road tyres, as opposed to winter rubber, presents obvious challenges. My wife was none too impressed with a recent 'sideways in a straight line' moment coming back from our local butchers where the rear of the Cayman S just stepped out unexpectedly on half throttle. Having said that, the car is running Pirelli P Zeros which do not seem to offer the same level of cold/wet weather grip as the Michelin Pilot Sports on my GT3. The Bridgestone Potenza on the Carrera 4 GTS are nearly as unpredictable. And when they're all due for replacement, I won't hesitate to shod the rims with Michelin Pilot Sport 4Ss, which a

number of friends are running and seem excellent in all driving conditions. With more time stuck in front of my laptop, I'm constantly challenging myself on whether I should consider dropping down from three Porsches to two, but can't decide on what should go to make way for the new car, or what model that should even be! We have had plenty of discussions around later-generation Carrera GTs, 981/718 Cayman GT4s, plus I'm really drawn to the latest 718 Spyder. Then there's the recently launched 718 Boxster/Cayman GTS 4.0 models, which are getting rave reviews. Having said all of that, I think I still yearn for a more modern GT3 driving experience, like a 991.2 GT3 4.0 to sit alongside its older, manually equipped sibling in the garage. That would make PDK the obvious transmission choice, leaving only two questions – exterior colour and Clubsport or Comfort spec? The real challenge I would then face is which one would be the 'daily'?





### Ian Harris

Shoreham, UK

@harrisclassics

Model **3.2 CARRERA  
COMMEMORATIVE EDITION**  
Year **1988**  
Acquired **DEC 2020**

Model **911 SC**  
Year **1980**  
Acquired **JUNE 2020**

Model **991 CARRERA T**  
Year **2017**  
Acquired **OCTOBER 2020**

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



At last I've got my 964 RS back. I bought this car at the tail end of 2020 and as it had been stored for a number of years I decided

to put it into my local independent Porsche specialist for a full check over. Once the mechanics were all sorted with new geometry and Michelin PS4 tyres I wanted to get the paint taken care of; the car presented very well but on closer inspection it had small stone chips and a few blemishes under the lacquer, so a full front-end repaint was in order with Riviera Autobody, who I cannot recommend enough. They started the work as planned and all was going well until we started to discuss the colour blending. After a few spray outs of the Polar silver metallic paint I didn't want a two-tone or blended 964 RS, so the whole car was repainted with the glass being removed to ensure a showroom finish. I'm glad I had it done as the car is absolutely spotless with perfect paint finish, and I'm very happy with it.

However this now brings me onto my next issue, I don't want to damage the new paintwork so I've been looking

at PPF options like I had done on my 991.2 Carrera T. In talking with lots of companies the templates on 964s are pretty old and basic and I won't get the seamless perfect finish I have on the Carrera T, so I was recommended invisible PPF or PPS as it's known (Paint Protection Spray). With lots of phone calls I found a company called Crystal Coating ([crystalcoating.co.uk](http://crystalcoating.co.uk)). Jay was great in telling me the advantages of the spray and arranged to get the 964 RS for him to inspect.

I must say I'm really impressed – it combines all the benefits of paint protection film but with a seamless paint-like finish that can be cut and polished to get a show-standard finish. In terms of durability PPF is 180-22 microns and the PPS is 200-350, so it's actually thicker and has the same self-healing properties of PPF.

After the front of my car had been covered in the spray-on film Jay baked the car in his oven, colour sanded it and then had the whole car ceramic coated. This is going to give me the show finish I want but with the peace of mind that my car is protected from stone chips. I really think this could be the future of protecting your pride and joy.



### Lee Sibley

Poole, UK

@lee\_sibs

That Nine Eleven Guy

Road to Redline

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



My 996 is my only car and therefore my daily steer, however with the UK's hard lockdown, my opportunities to drive it are limited. I

don't have a CTEK battery conditioner to effectively lay the car up, so my highlight currently is a long drive (albeit in my local area) to the supermarket once every ten days to keep the battery topped up and fluids moving.

Admittedly, it doesn't offer much in the way of thrilling 'Living The Legend' content,

so instead this issue I'm going to use my column to discuss the growing wave of positivity towards the plucky 996.

When I started this job, the 996 was the undoubted poor relation of the 911 family. There was plenty of editorial in magazines (never this one, I might add) dedicated to the 996's mechanical shortcomings and why, basically, it was the 911 to avoid.

Slowly though, the tide has turned. Focus has shifted to the fact it's a great-value 911, helped by the fact more scrupulous owners have been happy to spend good money maintaining them, which has simultaneously improved the stock. Also, with even the youngest 996s now approaching 20 years of age, buyers are clearly more confident that any of the 996's foibles will have long been dealt with previously. As I say, it's paved the way for a rise in popularity of the 996, highlighted by the many new videos appearing on YouTube every week with titles along the lines of 'Why the 996 is the 911 to buy'. It seems anyone with a video camera and a YouTube account currently is on to it! It's refreshing: I've genuinely not seen or heard a single negative comment about the 996 for months, whereas I used to hear it nearly every day. Time really has been the 996's best friend.

This infectious enthusiasm for the 996 has also spread to dealers. While many reputable dealers still won't sell them due to the potential for engine issues, they are at last talking up the 996 as a great buy – so long as you can find a good example. I personally know one dealer who chastised the generation in years gone by but has now bought three for his own private use.

Don't get me wrong, it's still at the bottom of the 911 pile, but there's no question the general consensus towards the 996 is changing. And it's great to see.

It chimes of the 964's story, which not so long ago was absolutely the unloved 911 from the air-cooled generation. Now, ironically, it's the most revered – so will the 996 follow suit? It's difficult to say, but you can't rule it out: it's the last 911 to just give you three pedals and a steering wheel, doing without Sport and PASM buttons and such like. I don't however believe the 996 Carrera will ever surge in value to the extent of the 964. Porsche made 175,000 996s, which is far more than the comparatively limited 964s. This is a good thing, as it means the 996 will continue to serve the enthusiast as an excellent first step on the 911 ladder, and arguably the best-value Neunelfer going. Not bad for the 'plucky' 996!



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# PREMIERPORSCHE

## EVERYTHING YOU NEED FOR YOUR 911

### Data file

Full specs, ratings and market values of every Porsche 911 model, including the water-cooled GT3 range, can be found beginning on **page 76**



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# Data file

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



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



## General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 2021 Q2 will be April. The review for 2021 Q1 was January.



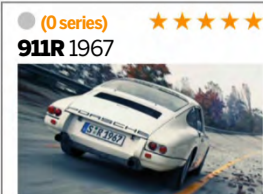
## Ratings

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



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

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



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

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



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

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



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

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



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

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



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

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



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

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



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

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

● (O & A series) ★★★★★

### 911S 1967-1968



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

<b>Production numbers</b>	5,807 (plus '78 to '79 Cali cars)
<b>Issue featured</b>	116
<b>Engine capacity</b>	3,299cc
<b>Compression ratio</b>	7.0:1
<b>Maximum power</b>	300hp @ 5,500rpm
<b>Maximum torque</b>	412Nm @ 4,800rpm
<b>0-62mph</b>	5.4 sec
<b>Top speed</b>	160mph
<b>Length</b>	4,291mm
<b>Width</b>	1,775mm
<b>Weight</b>	1,300kg
<b>Wheels &amp; tyres</b>	<b>F</b> 7x16 inch; 205/55/VR16 <b>R</b> 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.

<b>Production numbers</b>	11,135
<b>Issue featured</b>	144
<b>Engine capacity</b>	3,299cc
<b>Compression ratio</b>	7.0:1
<b>Max power</b>	300hp @ 5,500rpm
<b>Max torque</b>	432Nm @ 4,000rpm
<b>0-62mph</b>	5.4 sec
<b>Top speed</b>	161mph</



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



### 930 LE 1989

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

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



### 964 Carrera 2 1990-1993

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

### 964 Carrera 2 1990-1993



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

Production numbers	19,484
Issue featured	119
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.6 sec
Top speed	162mph
Length	4,250mm
Width	1,652mm
Weight	1,350kg
Wheels & tyres	
F	6x16-inch, 205/55/VR16
R	8x16-inch, 225/50/VR16



### 964 3.8 RS 1993

Identifiable by lightweight Turbo 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, 205/50/VR18
R	11x18-inch, 285/35/VR18

### 964 Anniversary 1993-94



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

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



### 964 RS America 1993

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

Production numbers	701
Issue featured	157
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.5 sec
Top speed	164mph
Length	4,250mm
Width	1,650mm
Weight	1,340kg
Wheels & tyres	
F	7x17-inch, 205/50/VR17
R	8x17-inch, 255/40/VR17



### 964 C2 Speedster 93-94

Combined the 964 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/VR17
R	9x17-inch, 255/40/VR17

### 993 Carrera RS 1995-1996



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

Production numbers	1,014
Issue featured	119
Engine capacity	3,746cc
Compression ratio	11.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	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, 225/40/VR18
R	10x18-inch, 265/35/VR18



### 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/VR18
R	10x18-inch, 285/30/VR18



### 993 Turbo 1996-1998

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

Production numbers	5,937
Issue featured	147
Engine capacity	3,600cc
Compression ratio	8.0:1
Maximum power	408hp @ 5,750rpm
Maximum torque	540Nm @ 4,500rpm
0-62mph	4.3 sec
Top speed	180mph
Length	4,245mm
Width	1,795mm
Weight	1,500kg
Wheels & tyres	
F	8x18-inch, 225/40/VR18
R	10x18-inch, 285/30/VR18



### 993 Carrera S 1997-1998

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

Production numbers	3,714
Issue featured	118
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	285hp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
0-62mph	5.4 sec
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,450kg
Wheels & tyres	
F	8x18-inch, 225/40/VR18
R	10x18-inch, 285/30/VR18

### 996 Turbo 2001-2005



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

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



### 996 Carrera 4S 2001-2005

Basically a C4 featuring a Turbo 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 bodysell, extended arches and 'teatray' wing. The engine was essentially the 3.3-litre unit from the previous model, but updated.

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



### 964 RS 1991-1992

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

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

### 964 Turbo S 1992-1993



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

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



### 964 Turbo 3.6 1993-1994

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

Production numbers	1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	75:1
Maximum power	360hp @ 5,500rpm
Maximum torque	520Nm @ 4,200rpm
0-62mph	4.8 sec
Top speed	174mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F	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	80:1
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	80:1
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/R18
R	10x18-inch; 285/30/R18



### 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

## Is the 3.2 Carrera Clubsport misunderstood?



It's one of the great conundrums of the air-cooled world: why isn't the 3.2 Carrera Clubsport widely revered as one of the most collectible classics? It certainly seems to have all the makings of a collector's dream: a competition road car that's lighter than standard, just 340 examples were produced for worldwide markets (only 53 of which were right-hand drive). That's nearly five times rarer than the 2.7 Carrera RS, for reference, and the 3.2 Clubsport also knocks off seven tenths of a second in the 0-62mph sprint compared to Porsche's iconic performance classic.

Sure, it might not have the fabled 'Rennsport' moniker attached to it, but the fact remains the Clubsport was the Leichtbau 911 of the 1980s, the car built especially for those who wanted to take their G-bodied 911 into competition. So why do values continue to hover around the same money as a 911S?

"It's an interesting enigma," so says Jonathan Ostroff at Hexagon Classics. "There's only 53 UK C16 cars, but is it different enough to justify two-to-three times the value of a standard 231bhp Carrera Sport? Is it a case of one-upmanship? Most certainly, the rarity takes care of that. Looks-wise as an RS homage, most buyers like it. Is it a run out model? In truth it probably was, but it's much more than an edition car. I'd like to see real proof from rumours of subtle power gains not officially registered, but the 40kg weight saving, short shift G50 box and increased rev limit are all positives! We have collectors on our waiting list for low mileage examples, so whatever the general consensus, people are definitely prepared to pay for Porsche rarity," he says.

Anthony Pozner at Hendon Way Motors reckons its numbers as well as name might work against it. He told us: "With such low numbers made, some fans might never have even heard of the car, which might make them dubious. Everybody knows about the RS but the Clubsport is a little more under the radar."

Both specialists though are quick to lavish praise on the Clubsport, but do they think its stock will ever rise? "I certainly hope so," Ostroff says." Pozner though thinks differently: "Unless Porsche releases a new model with the same name, which will then pique interest for the original among a larger audience, I can't see it happening. It says more about us enthusiasts than it does about the car!"

It looks like the 3.2 Clubsport could be set to remain a hidden gem in the automotive world – until now...



### 996 Turbo S 2004-2005

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

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



### 997.1 GT3 RS 2006-2007

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

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

### 997.2 GT3 RS 2009-2012



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

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



### 997 Speedster 2010

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

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



### 997 Turbo S 2011-2013

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

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



### 997.1 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 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 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



### 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



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★★★★★

**997.1 Carrera S**  
2004-2008

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

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



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★★★★★

**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

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★★★★★

**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

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★★★★★

**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	8x18 inch; 235/35/ZR19
R	11x19 inch; 295/30/ZR19



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★★★★★

**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

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★★★★★

**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



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★★★★★

**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



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★★★★★

**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

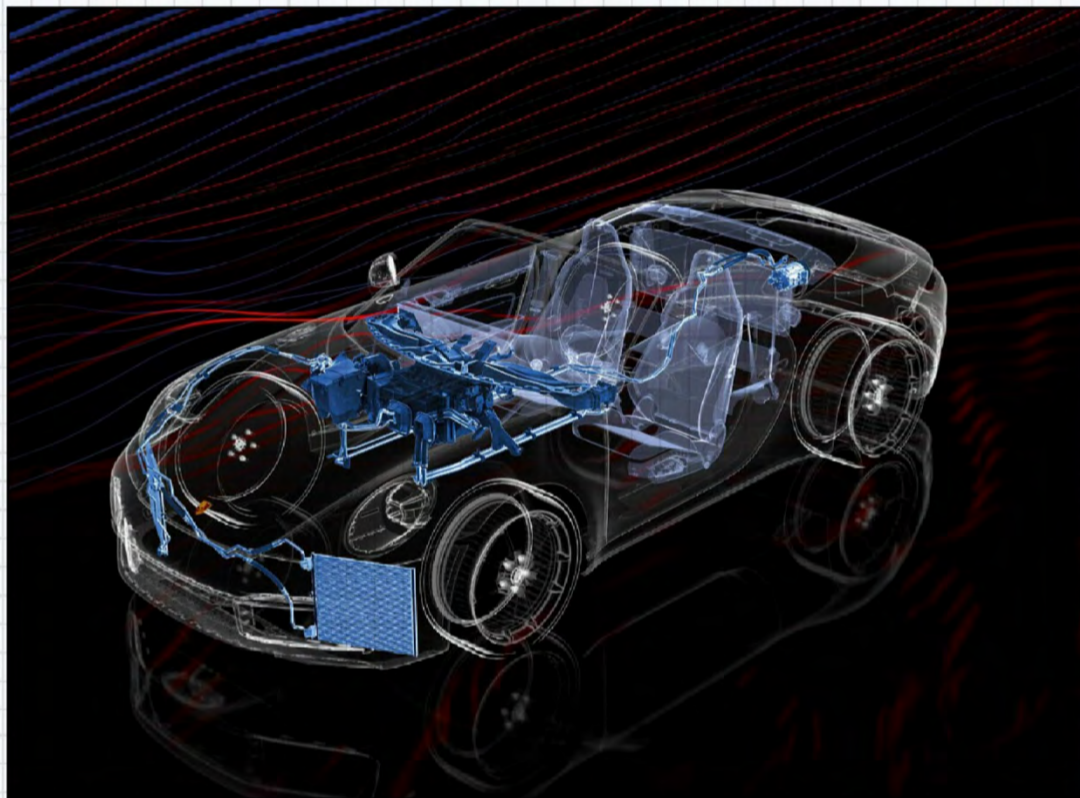
Wide body from 991 Carrera 4 was used for the first time. Mezger engine from previous GT3s replaced with revamped DFI version of Carrera S engine. PDK only.

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

## 046 OPEN-AIR CLIMATE CONTROL

Porsche engineers have developed a clever system to ensure effective onboard temperature regulation for its new open-topped 911s



One of the benefits in switching from air to water-cooling on the 911 was a quick advance in onboard temperature regulation. No longer having to rely on heat exchangers to warm the cabin, the 911's temperature regulation system became more powerful and effective, though it's still to this day managed by interior temperature sensors, a very basic example of which debuted way back on the 911SC (you'll find it between both sun visors).

In a Coupe (or, indeed, a Targa or Cabriolet with the roof up) the interior temperature sensor remains what Porsche describes as the "central control variable", today's advanced systems ensuring effective temperature regulation inside the vehicle. However in an outside environment, there are many new factors which come into play.

Porsche has thus developed its climate control system for open-topped 992s so that, as the car's roof is stowed, its interior temperature sensor is suppressed. This is replaced by a complex system which Porsche says processes circa 350 signals in half-second intervals, in co-ordination with 20 external and 20 internal interfaces (including the car's soft-top, doors and seats). This is paired with data from sensors monitoring engine speed, vehicle speed, as well as outside and outlet temperatures, which is fed back to a control unit that calculates optimum air temperature, volume, and distribution throughout the exposed interior. Constantly monitored, Porsche says the system responds accordingly to minimal changes in both temperatures and speeds, "reacting to practically every cloud in the sky."

It means you should technically be able to drive your 992 Cabriolet in comfort with the roof stowed all year round (providing it's not raining!), instead of freezing in winter and sweltering in summer. This intelligent yet hugely beneficial climate control system adds another layer of everyday practicality to the open-topped 911 range, allowing you as the driver to remain fully concentrated on the task at hand, and that's driving.



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

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

★★★★★  
**991.1 Turbo S** 2013-2015



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

Production numbers	Unknown
Issue featured	115
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	560hp @ 6,500rpm
Maximum torque	700Nm @ 2,100-4,250
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 @ 2,500rpm
0-62mph	3.5 sec
Top speed	191mph
Length	4,519mm
Width	1,852mm
Weight	1,515kg
Wheels & tyres	
F	8.5x20 inch; 245/35/ZR20
R	11.5x21 inch; 305/30/ZR21



## 991 Anniversary 2013-2014

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

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

## 991.1 Carrera GTS 2014-16



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

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

## 991.1 C4 GTS 2014-2016



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

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



## 991.1 GT3 RS 2015-2017

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

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

## 991.2 Carrera 2015-2018



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

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

## 991.2 Carrera 4S 2016-18



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

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



## 991.2 Turbo 2016-2018

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

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



## 991.2 Turbo S 2016-2018

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

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



## 991 R 2016

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

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



## 991.2 GT3 2017-2019

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

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

## 991 GT2 RS 2017-2019



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

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



## 991 Turbo S Exclusive Edition

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

Production numbers	500
Issue featured	170
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	607hp
Maximum torque	750Nm @ 2,250-4,000rpm
0-62mph	2.9 sec
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	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 @ 2,500rpm
0-62mph	3.4 sec
Top speed	190mph
Length	4,519mm
Width	1,852mm
Weight	1,565kg
Wheels & tyres	
F	8.5x20-inch; 245/35/ZR20
R	11.5x21-inch; 305/30/ZR21

## 992 Carrera 2020-



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

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

## 992 Carrera 4 2020-



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

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



## 992 Turbo S 2020-

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

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

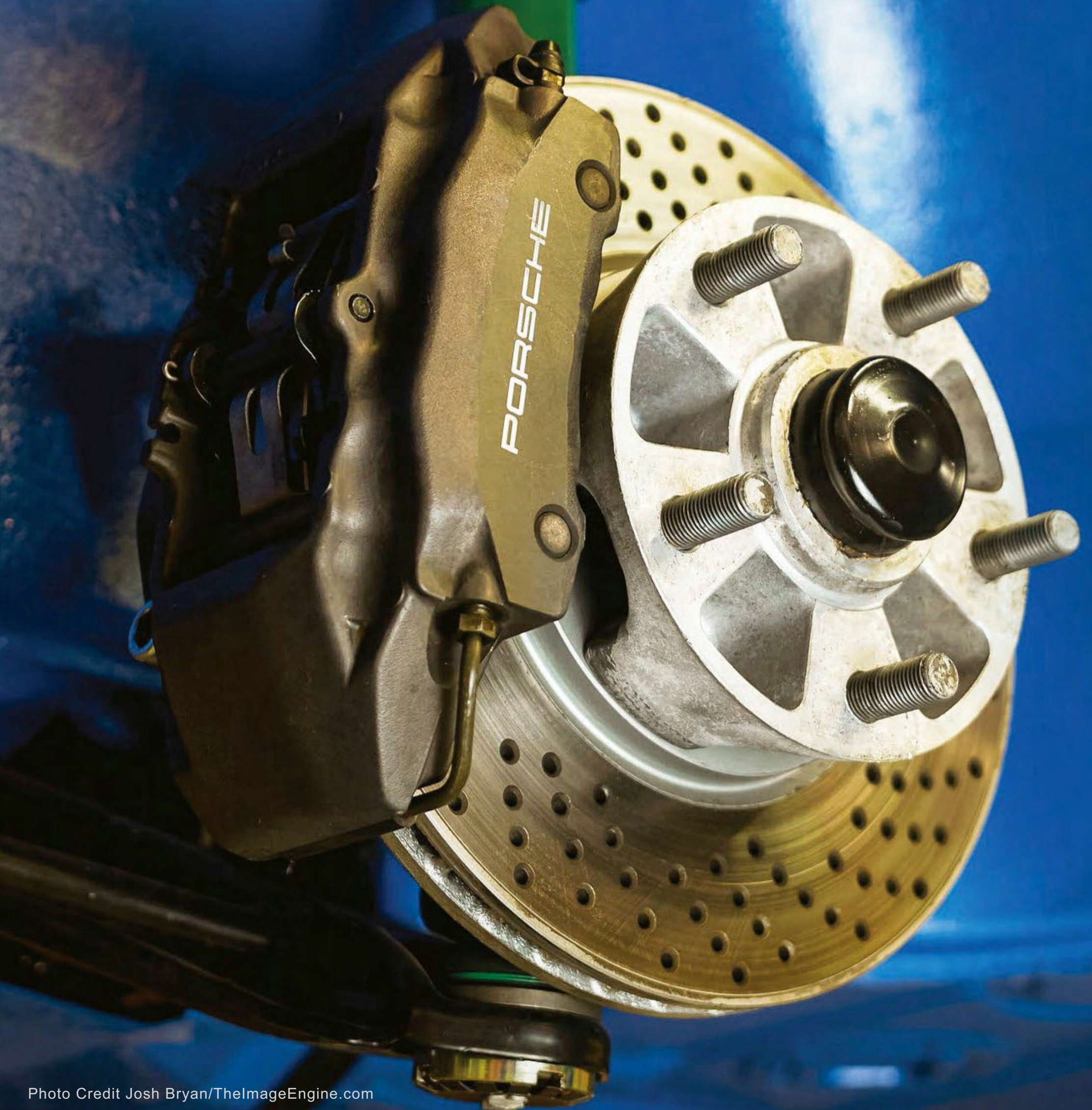


## 992 Targa Heritage Design Edition 2020-

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

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

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£94,995



### 911 GT3 (996)

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

£79,995



### 911 Carrera 2 GTS (991)

Carmine Red • Black Leather Sports Seats • PDK Gearbox with Paddles • 20" Centre Lock Wheels • Sport Chrono • Front & Rear Parking Sensors • 32,228 miles • 2015 (15)

£74,995



### 911 Turbo (997 GEN II)

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

£67,995



### 911 GT3 Clubsport (996)

Guards Red • Black Nomex Bucket Seats • One of just 28 UK-Supplied Clubsports • Air Conditioning • Rear Roll Cage • Previously Sold & Serviced by Paragon • 74,398 miles • 2000 (W)

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### 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 GTS (997)

Basalt Black • Black Leather Adaptive Sports Seats • PDK Gearbox with Paddles • 19" Centre Lock Wheels • Sport Chrono • Previously Supplied & Serviced by Paragon • 24,905 miles • 2012 (62)

£59,995



### 911 Turbo GEN 1.5

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### 911 Carrera 2 (991)

Carrara White • Black Leather Seats • PDK Gearbox • Switchable Sports Exhaust • 20" Carrera Classic Wheels • Previously Sold & Serviced by Paragon • 37,285 miles • 2012 (12)

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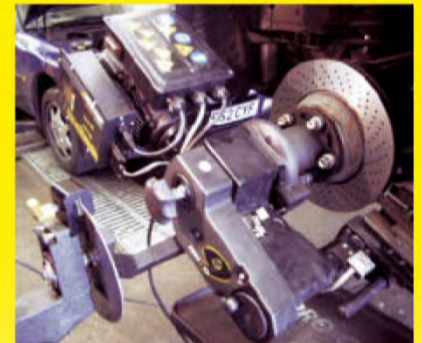
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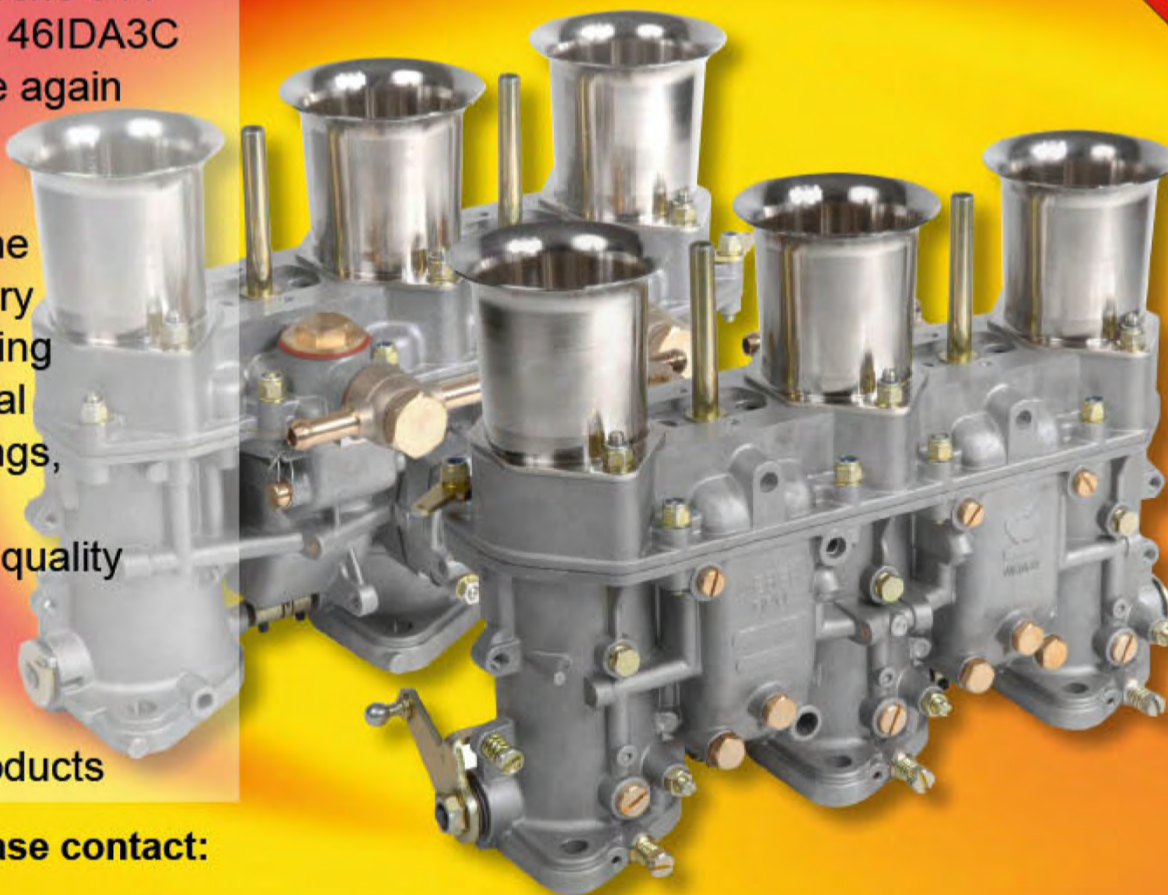
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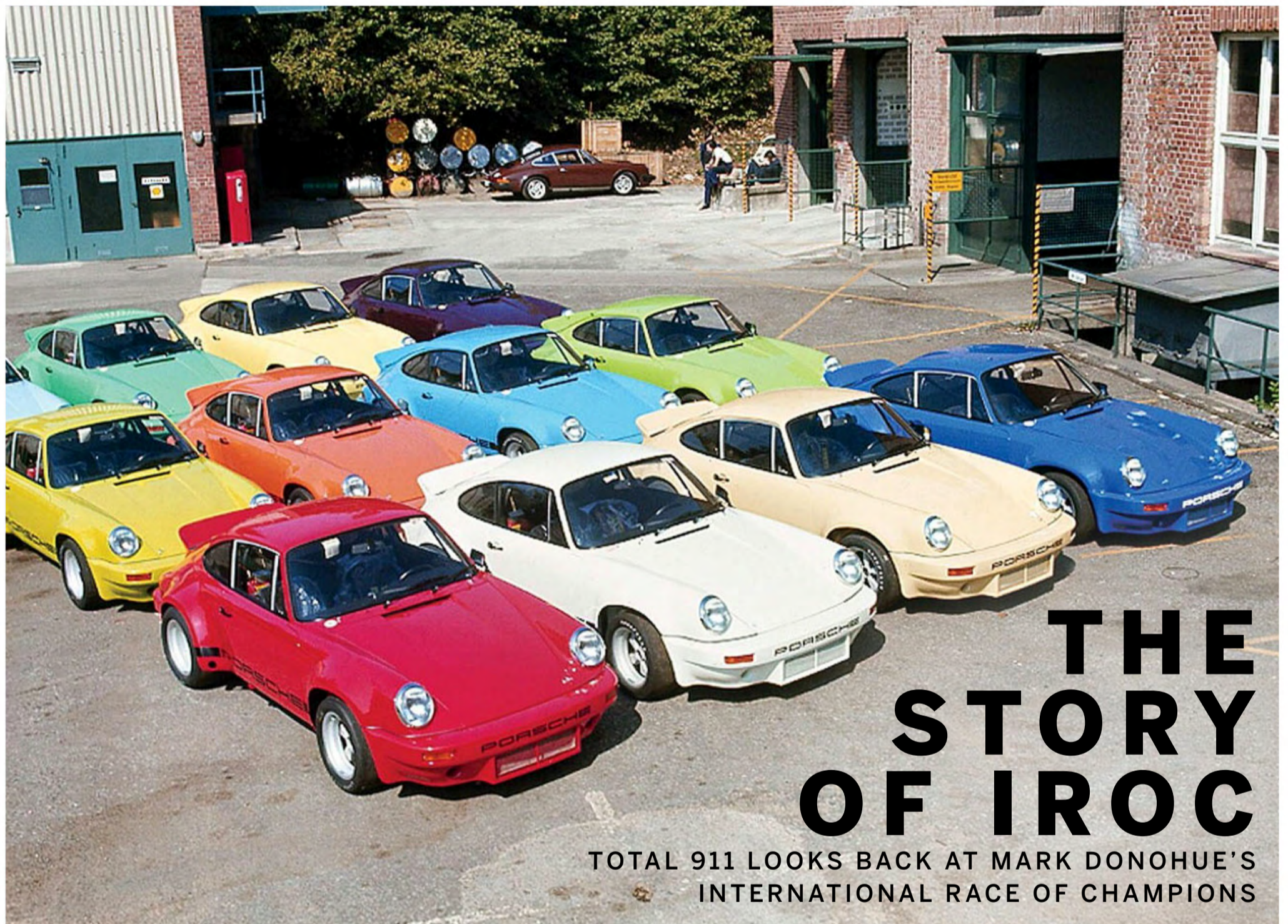
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### 996 V 997

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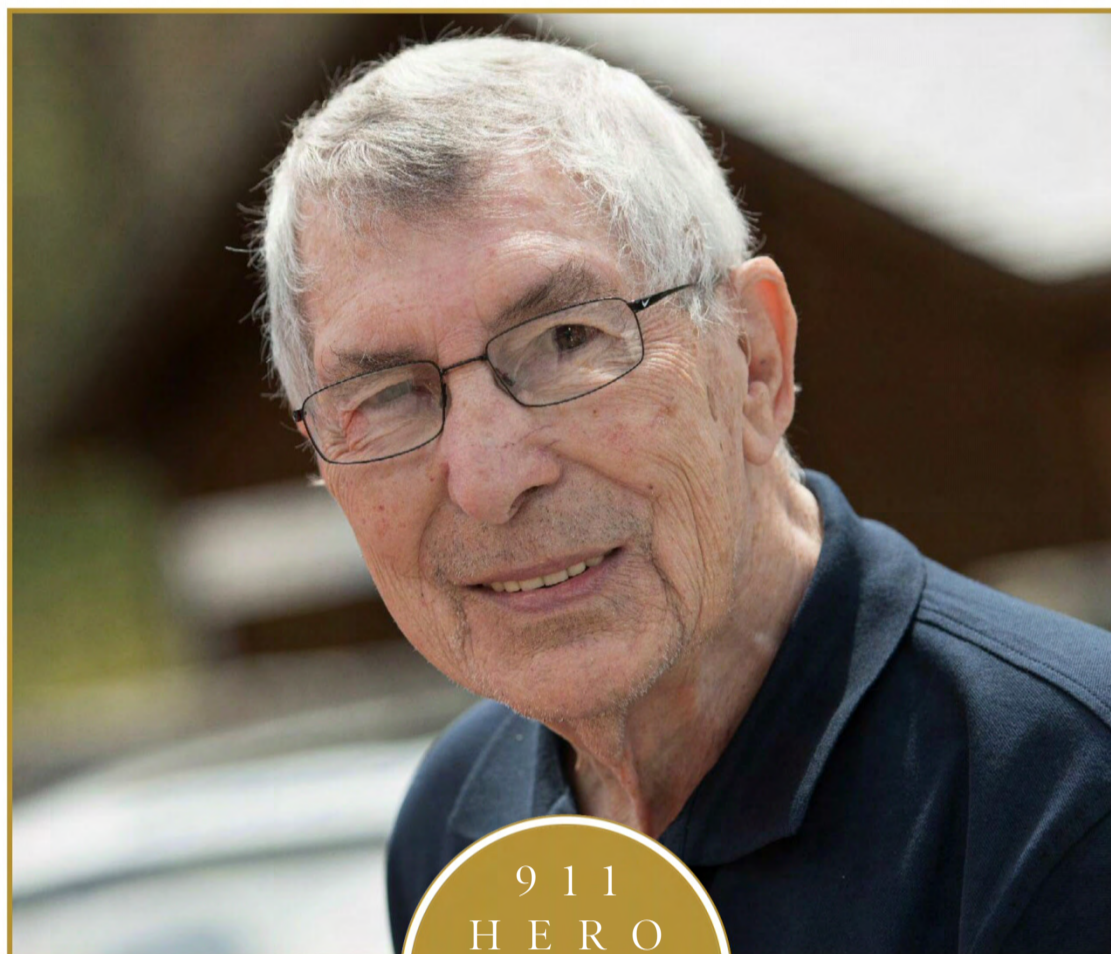
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9 1 1  
H E R O  
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E L F O R D

‘Quick Vic’ was one of the first to take the 911 racing, bringing early success for the Neunelfer across a variety of races and disciplines

Victor Henry Elford is one of the greatest British racing drivers of all time, his list of career highlights long, his antics legendary across both sports car and single seater racing, having had spells in rallying, endurance racing, and even Formula One.

His career would have a profound impact on the fortunes of a small sports car manufacturer in Stuttgart, their combined success parachuting Porsche – and its new 911 in particular – into the upper echelons of sporting repute, a lofty position in motordom where it remains to this day.

Nicknamed ‘Quick Vic’ (you hardly need to guess why), it was Elford who ignited his own Porsche career in 1966 by approaching motorsport manager, Huschke von Hanstein, and asking to run a 911 for an upcoming rally. Von Hanstein was reluctant, but a deal was eventually agreed whereby Elford could borrow AFN’s (now Porsche GB’s) demonstrator. Porsche and Elford would be rewarded with the 1967 European Rally Championship and British two-litre Saloon Car title.

In the midst of that campaign, Elford also took the 911R – equipped with a Sportomatic gearbox – to victory in the 84-hour Marathon de la Route alongside co-drivers Jochen Neerpasch and

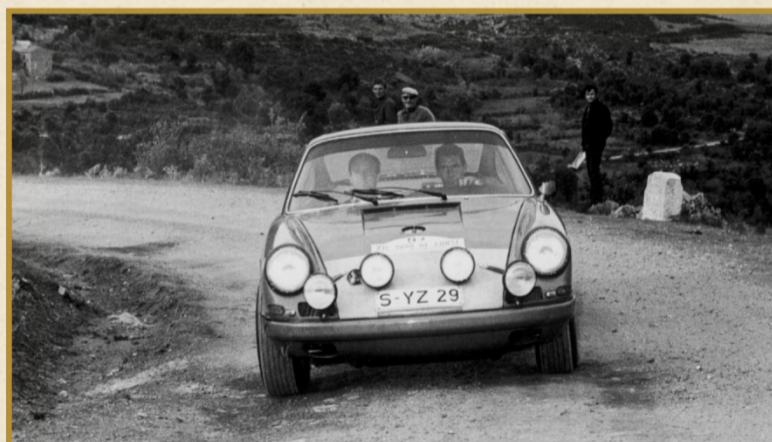
Hans Herrmann, though it was Vic who took on all three 7.5-hour night shifts along both the North- and Südschleife.

1968 was arguably Elford’s best year: he started by winning the Monte Carlo rally outright in a 911T before claiming victory for Porsche at Daytona less than a fortnight later. It was a race of firsts: for Porsche, it was the manufacturer’s first ever outright

win in a 24-hour event – for Vic, it was the first time ever he’d seen the Daytona track! Vic would also claim victory at the Targa Florio and Nürburgring 1,000km that year in a 907 and 908 respectively. Quick, yes, but also versatile, he was arguably Porsche’s greatest asset in racing at the time.

Victory at Le Mans is pretty much the only omission from Vic’s scintillating racing CV, much to his chagrin. He came close of course,

the 917 he shared with fellow Brit, Richard Attwood, retiring after 21 hours of the gruelling race in 1969 when it was miles ahead of the rest. To **Total 911**, it matters little: much before Porsche was even dreaming about outright Le Mans success, Elford was leading the charge for its plucky 911 sports car as it took on and usurped bigger rivals in competition. The 911 might be able to claim more than 30,000 race victories today, but it was Quick Vic who got the ball rolling and set Stuttgart’s little sports car on a path to eternal glory. **911**



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