



ELECTRIC-POWERED 500HP 964 DRIVEN

Total 911

THE PORSCHE MAGAZINE

THE ULTIMATE 993 ROAD TRIP

South Africa road trip in a 993 Carrera Cabriolet



964 SPECIAL

RS LEGENDS

Halo RS 3.6 takes on unicorn
RS 3.8 in the million-pound
test you've never
seen before



TGE TALKS PORSCHE

YouTuber Tom Exton on
his Porsche passion

RACE TO THE CLOUDS

How to tackle Pikes Peak hillclimb, with
David Donohue and B&B Autosport

992 GTS
REVEALED

PORSCHE 911
TYRE TECH

911 ICON:
TONY LAPINE



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1959 Porsche 356 Convertible D-12569

This sought after 1959 Porsche 356 Convertible D featured here with matching numbers (Kardex included) is available in its factory color code #5702 Ruby Red with a black interior. It comes equipped with a 4-speed manual transmission, 1600 engine, dual Zenith carburetors, soft top, boot, and solid wheels. Also included with this vehicle are service documents and receipts totaling over \$13,000. An excellent opportunity to jump into the ownership of this limited production one of 1,331 Convertible Ds that were built between August 1958 and September 1959. An extremely desirable vehicle which had the same owner since 1985 and is mechanically sound.

For \$189,500



1964 Porsche 356C Cabriolet 11507

The 1964 Porsche 356C Cabriolet featured here has matching numbers (Kardex included) is available in a gorgeous color combination of Champagne Yellow with a green interior. It comes equipped with a 4-speed manual transmission, dual Weber carburetors, soft top, boot, and solid wheels. An extremely sought after 356C Cabriolet which had the same owner for many years and is mechanically sound.

For \$125,000



1964 Porsche 356C Factory Street Coupe 13555

Here is a 1964 Porsche 356C Factory Street Coupe featured with matching numbers (Kardex copy included). Available in its factory color code #6471 Signal Red with a black interior. The vehicle comes equipped with a 4-speed manual transmission, 1600 engine, dual carburetors, manual steering, manual hand shift, chrome wheels, and a full set of factory wheels. This 356C Coupe has a ready to drive and enjoy. This completely sought after Porsche had the same owner since 1980 and is mechanically sound.

For \$119,950



1970 Porsche 914-13470

The 1970 Porsche 914 featured here with matching numbers is available in its factory color code #L13K Chrome Yellow with a black interior. It comes equipped with a manual transmission, 1.7 liter engine, 4-wheel disc brakes, and solid wheels. A well-priced original California car that is mechanically sound.

For \$12,750



1973 Porsche 914-10772

This 1973 Porsche 914 has been upgraded with a 1973 Porsche 911T 2.4-liter and is available in its original color code #L64K Forest Green with a black interior. It comes equipped with a 5-speed manual transmission, roll over, 4-wheel disc brakes, MSD Ignition, and Fuchs wheels. A very clean and desirable Porsche which had the same owner for many years and is mechanically sound.

For \$29,950



1975 Porsche 911S Targa-13639

Here is a 1975 Porsche 911S Targa that is available in its Green Metallic with a black interior. The vehicle comes equipped with a 5-speed manual transmission, air conditioning, 4-wheel disc brakes, and Fuchs wheels. A well-priced 911S Targa that is mechanically sound.

For \$39,950



1977 Porsche Carrera Cabriolet Conversion-12736

This 1977 Porsche Carrera 3.0 Cabriolet Conversion is available in black with a tan interior. It comes equipped with a 5-speed manual transmission, 3.0 liter engine, power windows, soft top, 4-wheel disc brakes, and Fuchs wheels. The Porsche has just come out of long term ownership and is mechanically sound.

For \$34,750



1977 Porsche 911S Targa-13401

Here is a 1977 Porsche 911S Targa that is available in Guards Red with a black interior. It comes equipped with a 5-speed manual transmission, 4-wheel disc brakes, and Fuchs wheels. A well-priced Porsche that is mechanically sound.

For \$36,500



1978 Porsche 911SC Coupe-13888

Here is a 1978 Porsche 911SC Coupe featured with matching numbers is available in its factory color code #B24 Australian Grey Metallic with a black interior. The vehicle comes equipped with a 5-speed manual transmission, power windows, air conditioning, 4-wheel disc brakes, and Fuchs wheels. A highly desirable factory color combination 911SC Coupe that is mechanically sound.

For \$48,500



1986 Porsche Carrera Coupe Turbo look #M911-13574

Here is a brand new 1986 Porsche Carrera Coupe Turbo look. This brand new model features a 4-cylinder turbocharged engine, 5-speed manual transmission, 4-wheel disc brakes, power windows, air conditioning, 4-wheel disc brakes, Fuchs wheels, and a full set of factory wheels. This 911SC Coupe has a ready to drive and enjoy. This completely sought after Porsche had the same owner since 1988. An extremely desirable and sought after Turbo Look Porsche that is mechanically sound.

For \$84,500



1988 Porsche 930 Turbo Coupe-13833

Here is a 1988 Porsche 930 Turbo Coupe featured with matching numbers and with 70,000 miles on the odometer. Available in its special order color code #000 Silver Metallic with a black interior. The vehicle comes with a clean Carfax and is equipped with a 4-speed manual transmission, 3.0 liter engine, power windows, soft top, 4-wheel disc brakes, and Fuchs wheels. The Porsche has just come out of long term ownership and is mechanically sound.

For \$119,950



1990 Porsche 964 Carrera 2 Coupe-13663

Here is a 1990 Porsche 964 Carrera 2 Coupe featured with 21,280 miles on the odometer. Available in its factory color code #000 Guards Red with a well-kept interior. The vehicle comes with a clean Carfax and is equipped with a 5-speed manual transmission, 4-wheel disc brakes, power windows, air conditioning, 4-wheel disc brakes, Porsche OEM wheels, and a full set of factory wheels. This 964 has the original owner's manual and a very nice mileage over 30,000. A well-kept 964 that has the same owner since 1991 and is mechanically sound.

For \$79,950



1996 Porsche 993 Carrera Coupe-13514

Here is a 1996 Porsche 993 Carrera Coupe featured with 21,280 miles on the odometer and is available in its factory color code #000 Guards Red with a well-kept interior. The vehicle comes with a 5-speed manual transmission, 4-wheel disc brakes, power windows, air conditioning, 4-wheel disc brakes, Porsche OEM wheels, and a full set of factory wheels. This 993 has the original owner's manual and a very nice mileage over 30,000. A well-kept 993 that has the same owner since 1991 and is mechanically sound.

For \$92,500

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Welcome

As the saying goes, the Porsche 911 is the do-it-all sports car for all occasions. But is it? Recently I've been tentatively pondering another 911 purchase after deciding my 1998 Carrera with its GT3-spec ride height and damping is ever more at odds with the idea of comfortable daily driving. I've no intention of selling my Carrera, mulling over adding another 911 to the Sibley stable instead. This got me thinking: lots of people I know own more than one 911, with a model for different occasions, let alone lifestyles. So why is the 911 viewed as the ultimate all-rounder when, whisper it, that might not be the case?

We all know Ferry Porsche's famous quote (that the 911 is as adept taking passengers to the cinema in New York as it is on the race track at Le Mans) isn't strictly true, and the fact there

are no less than 21 different iterations available from the current 992 generation suggests even Porsche will concede here also.

That's not to take away from the magic of the 911, however. If anything, a general acceptance that a 911 isn't the do-it-all sports car will be a good thing, as it may persuade even the most diehard enthusiasts of the internal combustion engine (myself included) that a hybrid or even electric 911 of the future might not be such a catastrophe after all. It'll mean that, as part of a minimum two-car 911 garage, the enthusiast will be able to contribute responsibly on our day-to-day environmental impact, while a traditional 911, used at weekends for example, will allow for a rewarding indulgence in this iconic sports car's pure, unfettered origins of design, construction and mechanics. A win-win! In my case, the argument might also persuade my wife that a second 911 on our driveway will be a necessary addition...

"There are no less than 21 different iterations available from the current 992 generation"





Opening Shot

Photograph by
Larry Chen for BBI Autosport

Raphael Astier tastes glory at the famous Pikes Peak International Hillclimb in his BBI Autosport-prepared Porsche 911 Turbo Cup. Astier won the Open Class, finishing 5th overall, for the 99th running of the 'Race to the Clouds', which had to be shortened to only three of the usual four sections due to extreme weather at the mountain's 14,115-foot summit.



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GT2 RS claims new 'Ring record

991 GT2 RS with Manthey Performance Kit is the fastest production road car

Porsche has once again climbed to the top of the tree and set a new record for road-approved production cars at the Nürburgring Nordschleife.

Driven by 'Ring specialist Lars Kern, the 991 GT2 RS with Manthey Performance Kit managed a time of six minutes and 43.300 seconds, beating the previous record held by the Mercedes-AMG GT Black Series by a monumental five seconds. Kern's GT2 RS was fitted with road-legal Michelin Pilot Sport Cup 2 R tyres, averaging 185.87kph around the famous 20.8-kilometre race track.

Porsche says the new Performance Kit was developed as part of a close collaboration between Porsche's engineers in Weissach and Manthey's Nordschleife specialists in Meuspath. The circuit-focused Porsche Tequipment components are sold via Porsche Centres and consists of chassis, aerodynamic and brake components, meaning the GT2 RS retains its 700hp-spec twin-turbocharged flat six. "You feel as if you're in a racing car, especially on faster corners. It is truly breathtaking how the car puts its 700PS down, and how incredibly well it brakes while always remaining easy to control," Lars Kern said in the wake of yet another 'Ring record to add to his collection.

Porsche reveals new generation of PCM

Sixth-generation infotainment system now supports Android Auto



Porsche has unveiled a new generation of Porsche Communication Management for its 911 sports cars. PCM 6.0 supports Android Auto for the first time in a 911, alongside further integration of Apple Music and Apple Podcasts, as well as wireless Apple CarPlay.

In a major upgrade for Porsche's on-board infotainment systems, PCM 6.0 calculates navigation faster, with resulting navigation instructions and information displayed more clearly. Porsche also says PCM 6.0 will ensure software updates in the future will be possible thanks to over-the-air technology, and has promised to deliver adaptive sound to the system in due course, meaning music dynamically adapts to one's driving style.

The system's Voice Pilot has also been substantially upgraded to become more user-friendly. For example, saying the sentence "I need petrol" results in the navigation system finding a route to the next filling station. The phrase "I am cold" automatically increases the interior temperature. Massage seats and ambient lighting can also be controlled in a similar way. Porsche says Voice Pilot is permanently online and continually learns new phrases, providing more and more support to the driver.

The new, more powerful PCM will come fitted from factory to 2022MY Porsche 911 models built at Zuffenhausen from August this year.

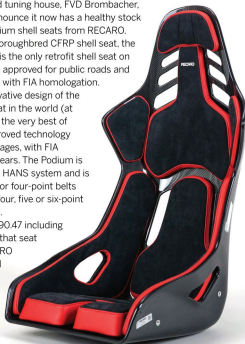
RECARO podiums now in stock at FVD

Pioneering shell seat available for all Porsche models

German parts and tuning house, FVD Brombacher, is delighted to announce it now has a healthy stock of pioneering Podium shell seats from RECARO. Described as a thoroughbred CFRP shell seat, the RECARO Podium is the only retrofit shell seat on the market that is approved for public roads and which also comes with FIA homologation.

The striking, innovative design of the lightest sports seat in the world (at just 5.9kg) brings the very best of modern TÜV-approved technology to Porsches of all ages, with FIA approval for five years. The Podium is compatible with a HANS system and is suitable for three or four-point belts for street use, or four, five or six-point belts for the track.

Priced at €2,990.47 including VAT, FVD advises that seat rails for the RECARO Podiums will need to be ordered separately. For more information visit FVD.net.





GT3 goes Touring

Flat-backed 992 continues new tradition of high-performance, road-focused GT model

Porsche has unveiled the Touring version of its new 992 GT3. Released just four months after the winged 992 GT3, the Touring once again offers a more road-biased GT car with more subtle, flat-back styling, as first seen on the 991.2 Touring of 2018 – a 911 which itself was inspired by the 2016 991 R.

For the first time, Porsche's 7-speed PDK Sport gearbox can be optioned with the Touring package, which otherwise comes with Weissach's 6-speed manual transmission as debuted in the previous generation. The customer's transmission of choice is affixed to the same naturally aspirated, 4.0-litre flat six engine of the standard 992 GT3, producing 510PS. The new Touring's weight, with manual gearbox, is 1,418kg.

The 992 version once again features a revised rear design with a full-width active rear wing which raises to a steeper angle over conventional 992 Carrera Coupes. Aside from an adoption of the 911's traditional 'flat-back' silhouette, the Touring package is identified by high-gloss anodized aluminium trim strips around the side windows, though these can be optioned in matt black. Inside, the GT3 Touring features an extended leather pack, exclusive to the model.

The 992 GT3 with Touring package is available immediately, priced from £127,000 in the UK. **Total 911** understands that Porsche has allocated more build slots for each market for its Touring, unlike the 991.2 Touring, which was merely an option for those who had already secured a GT3 build slot. First deliveries are expected by summer.









992 GTS revealed

Coupe, Cabriolet and Targa 992s get popular GTS treatment including Powerkit

Porsche has rounded off a busy month for new 911 models by announcing the arrival of its much-anticipated GTS to the 992 range.

The GTS sub-brand has become a popular choice among enthusiasts since it debuted on the 997-generation 911 some 12 years ago. Bridging the gap between Carrera S and GT3, Porsche says the Carrera GTS offers greater sportiness while retaining everyday practicality.

The 992 model has stuck with an established agenda of customary GTS-spec upgrades including a 30hp increase over a Carrera S, meaning it's the first 911 Carrera derivative to very nearly touch 500hp, with a 480hp total output. Torque has been upped by 20Nm to a maximum of 570Nm.

Satin black styling is again a feature of the body trim, with Sport Design bumpers once again used to visually distinguish the GTS from its Carrera S sister. The GTS in 992 form once again comes with centre-lock wheels borrowed from the Turbo, riding on a PASM Sport chassis which reduces the GTS's ride height by 10mm over the equivalent Carrera S.

Porsche has taken things a step further for some aspects of the new GTS though. For example, while customers still get a choice between 8-speed PDK or 7-speed manual transmissions, the shifter for manual cars has been shortened, intensifying the throw for the driver. Also for the first time, the GTS rides on what is essentially Turbo-spec suspension, with rear helper springs improving comfort while still offering dynamic driving capabilities. Bigger, Turbo-spec brake discs have also been deployed on each axle to help the 480hp GTS scrub speed more effectively. The 992 GTS does though retain the 911's 1,852mm widebody, as per the rest of the Carrera line-up, rather than utilising the 992 Turbo's super-wide 1,880mm body.

For the first time, a Lightweight Design Package is available on the GTS, which saves approximately 25 kilograms of mass from the latest 911. Porsche has not stated specifically where this weight is saved, but has indicated less sound insulation will be used, which should also exacerbate the shrill of the Porsche Sports Exhaust (PSE), which has long come as standard specification on the GTS range. On-board infotainment comes courtesy of the latest PCM 6.0 with Android Auto.

Available across Coupe and Cabriolet body styles in both rear and all-wheel drive, plus Targa in all-wheel drive, customers may order their GTS immediately, with first deliveries taking place from August. Prices for the GTS Coupe start at £108,920 in the UK.

Simon, firstly I'm terribly sorry to hear of your problems with your 996. You're right in that big end bearing failure isn't discussed in regards to the 996 too often: comments instead tend to point people in the direction of IMS failure or bore scoring when it comes to the big issues surrounding the 996, as you have alluded to. I therefore think there would be good value in you sharing your story with us from this point on: can you please keep us posted? This should help with supplying some useful information the whole community can benefit from. Please do keep us posted on your 996 progress and we'll be delighted to share it in the magazine.

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997 Turbo Gen1.5?

Dear Sir,

I have to say what a great magazine that I only read due to being subscribed to the limited-edition magazines monthly from when in lockdown, and for £52 for 12 months you can't go wrong. At the moment I am playing catch up on reading your magazine so have just read issue 204 featuring the Gen1 997 Turbo, and it's left me a bit confused to say the least.

In a few of the **Total 911** issues I have in my collection I have stumbled on a Gen1 Turbo model but also a Gen1.5 Turbo, so was wondering what the difference is between the two?

I have also been offered a 997 Gen2 Turbo (PDK model) but my question to you is does the Gen1 Turbo come in a PDK model part from the manual gearbox, or was that an extra option from the start? And are there any issues that you've written about? Hope you can help answer my questions.

Matt E S

Though they might look similar, mechanically speaking the 997.1 and 997.2 Turbos are very different cars. The 997.1 Turbo was the last Turbo to use the famed Mezger engine, which was mated to either a manual or Tiptronic transmission. For the 997.2, Porsche switched the Turbo to a new DFI (direct fuel injection) engine with a double-clutch PDK automatic gearbox, or six-speed manual. The Gen1.5 is fairly rare as Porsche only made them for nine months between the Gen1 and Gen2 eras. These cars retained the Mezger engine but came fitted with the Gen2's updated PCM 3.0 unit, offering better mapping and a more user-friendly interface. As for problems to look out for, our comprehensive buyer's guide in issue 204 highlighted everything you need to be aware of, so we'd recommend referring back to it when inspecting any potential purchases.

T911 back issues

Dear Sir,

I'm contacting you regarding issue #120, where the three S's (2.0, 2.2 and 2.4) are compared. I have a very hard time finding this issue; is this back issue available from you folks? Thanks in advance.

Tom Back

Unfortunately it is only spare copies of our previous six issues which are retained by the publishing house at any one time. These can be purchased online and delivered right to your door via maginezdirect.com. For older issues (and I'm afraid issue 120 was from many years ago), it's only possible to download a digital



version via our newsstand app. Alternatively, if it is a paper copy you desire, sites such as eBay are your best bet, unless any of our readers have a copy of issue 120 they may care to give you?

Help locating a Richard Attwood British Legends C4 GTS 1:43 model

Dear Sir,

I'm looking to locate a 1:43 model of the Richard Attwood British Legends Edition 911 Carrera 4 GTS (product number WAX 02020058) for my sons. Porsche had 100 models made of the Attwood

Edition but they got lost in transit to the UK and never arrived. If anyone has one or knows how to get one, I would appreciate any help please. My email is: timeagle1972@gmail.com.

Tim Eagle



Email us with your Porsche opinions and the star correspondence will receive a unique face mask, inspired by iconic Porsche designs, thanks to our friends at Stripe Design. For more information visit stripedesign.com.

Ask the expert

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



Scott Gardner
Job title
Technical Director,
Bahrsport
Porsche
experience
15 years


Dear Sir,

I'm thinking about modifying my 997.1 Carrera S for a few track days a year as well as for weekend road driving. What would you recommend as essential mods to carry out?
Kim Li

Being a track day enthusiast myself, there are a few essentials I would recommend – Porsches are already very capable machines but they can still be refined further, a good example of this being the brakes. A good set of upgraded brake pads that can still operate efficiently at the higher temperatures consistently along with a racing brake fluid are crucial to enjoying your track day without getting a soft pedal.


I would then advise a good, sticky tyre with the pressure set at the correct hot temperatures and full geometry setup tailored for fast road or track. This can transform how the car turns in and behaves through the corners.

Finally I would advise tuition while at the track: unless you are Lewis Hamilton, a car will often be faster and more capable than the driver piloting it, so rather than investing in modifications to make it faster, your money is better spent learning how to drive your car faster (and any other cars you choose!), to help you get the most out of it.



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PORSCHE

964 RENNSPORT LEGENDS

Written by **Kyle Fortune** Photography by **Daniel Pullen**

It's the test you'll never likely see on the public road again: Porsche's halo RS 3.6 takes on the unicorn RS 3.8 in our million-pound 964 clash





The lunacy of the situation isn't lost on me. Following Mark Sumpter of Paragon Porsche, he approaches a roundabout, there's a gap in the traffic and he exploits it. We're on a mission to meet photographer Pullen, and Sumpter's enjoying the drive. Sumpter's got masses of space, and he's through. I'm a few car lengths behind, for good reason, and briefly have to wait for my opportunity to catch up. Not that there'll be any missing him, as the 964 he's in is painted in hellgelb, that's 'pale' yellow apparently, and there's a sizeable wing on the back. A 964 couldn't be more obvious, its tall rear wing joined by Turbo bodywork, some 18-inch Speedline split rim alloy wheels, and a second exhaust pipe that adds some pleasing symmetry under the lightweight, three-piece rear bumper.

The car I'm in isn't exactly retiring in its hue, either. Rubystone is arguably the colour for 964 RSs but in the present company, it's positively understated. And common. Sumpter's car in front might have the same Carrera RS written on its engine cover as the Rubystone example I'm in, but the end plates on the yellow car's sizeable rear wing, and the numbers they wear, underline that it's something even more special. A 38 RS, one of just 55 road cars built, this RS is second only to the Carrera 4 Leichtbau for rarity among 964s. It's only the second I've ever seen, and all the better for being out on the road rather than secreted away, unused, in a collection somewhere. When Sumpter said he wanted to drive it first I wasn't disappointed, not least because for comparison purposes it's always best to

get in the lesser, and I use the term reservedly here, car so as not to do it a disservice, but also because I wanted to see this 964 moving.

I've driven enough 964 RSs to be familiar with them, many on these same roads, but this Rubystone car is a bit special, even in the current company. There are just over 8,000km on the odometer, Mr Sumpter being kind enough to let us wind on some more for the purposes of this comparison. It feels absolutely box fresh, and if you were to tell me it'd been delivered new the day before I'd have no reason to disbelieve you.

Any 964 RS is special, but this car is among the best, if not the finest out there: the 3.6-litre engine is quick and responsive, the steering light and so rich in detail, the suspension, much maligned as too stiff when reviewed on its launch, being taut and controlled rather than corrupted and compromised. There's so much road driving it, every 964 making all 911s that have followed it feel bloated in comparison, that being particularly true when RS refinements are added to the mix. The 964's dimensions make country roads feel like the expansive tarmac of a circuit, the RS's lightness, just 1,230kg (a not insignificant 120kg less than a Carrera 2), meaning the modest 108bhp gain in power it has over that standard Carrera, for a total of 200bhp, brings a degree of alacrity that's more marked than the numbers would suggest.

Power has never been the defining factor with the 964 RS. Instead its agility, the 40mm drop in the suspension and the revised geometry that it brings, plus the reduced unsprung masses thanks to its magnesium Cup wheels, all add up to a greater



ABOVE The 3.6's magnesium rear wheels are as wide as the fronts of the 3.8

RIGHT The narrow-bodied 964 Rennsport enables the driver to make full use of tighter country roads





“The 3.6-litre engine is quick and responsive, the steering light and so rich in detail”



Carrera RS 3.8

1992

Engine

3,746cc

11.6:1

300hp @ 6,500rpm

360Nm @ 5,250rpm

Five-speed manual

Suspension

Independent light alloy lower wishbones; inclined MacPherson struts with adjustable coil springs and anti-roll bar. Independent with light alloy semi-trailing arms; adjustable coil springs encasing telescopic dampers; self-correcting rear axle; anti-roll bar.

Wheels & tyres

9x18-inch: 235/40 ZR18

11x18-inch: 295/35 ZR18

Dimensions

4,250mm

1,775mm

1,210kg

Performance

4.9 seconds

169mph

Model

Year

Capacity

Compression

ratio

Maximum power

Maximum torque

Transmission

Front

Rear

Front

Rear

Length

Width

Weight

0-62mph

Top speed

Carrera RS 3.6

1992

Engine

3,600cc

11.3:1

260hp @ 6,100rpm

310Nm @ 4,800rpm

Five-speed manual

Suspension

Independent light alloy lower wishbones; inclined MacPherson struts with adjustable coil springs and anti-roll bar. Independent with light alloy semi-trailing arms; adjustable coil springs encasing telescopic dampers; self-correcting rear axle; anti-roll bar.

Wheels & tyres

7.5x17-inch: 205/50 R17

9x17-inch: 255/40 R17

Dimensions

4,250mm

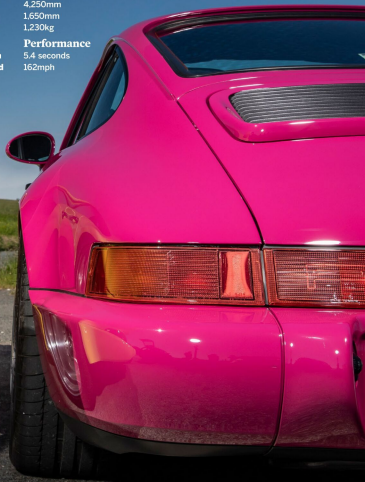
1,650mm

1,230kg

Performance

5.4 seconds

162mph





whole. The RS is precise, accurate and engaging, brilliantly so, it very much the epitome of puristic driving. No other firm does incrementation like Porsche, and this RS demonstrates that perfectly. The changes, modest as they all appear in isolation, just add up to a far more focused whole, shedding any slack evident in the standard Carrera and finessing the minutiae to produce something that has to be experienced to be fully appreciated. Those magnesium wheels cover bigger brakes, these allowing you to stand harder, deeper into corners and for less time on the middle pedal, the RS washing off its speed as easily as it gains it. There's a light deftness to the 'standard' 3.6-litre RS, it being hilarious that there was a time when these cars were relatively unloved for a period, because to drive, they're really special.

I would have happily driven the 300-mile return trip to Paragon just to drive Sumpter's immaculate 3.6-litre car, but the owner of the 3.8 RS is happy for it to be driven, which given its value is hugely generous. That'll have to wait for some time though as we're at Beachy Head, and despite the glorious summer day while following Sumpter here, there's

a mist periodically visiting the coast from the sea. Pullen's justifiably keen to fill his memory card with the detail shots before it stops play, so patience is the name of the game presently. I'll get some proper seat time with the 3.8 RS, though that pause is never really unwelcome, because it presents the perfect opportunity to pore over the differences between the two cars as they sit side by side.

The Turbo body is hugely transformative here as an RS, as indeed it was to the Turbo itself. I like a narrow-bodied 911 usually, but the 964 with the Turbo body is so seductively proportioned. Like virtually all of Porsche's most celebrated drivers' cars it's the product of necessity, born entirely thanks to the company's, and its customers', desire to race – and win. International motorsport is cyclic, and the 3.8 RS was a direct result of the shift in endurance racing categories globally from Group C racers to more recognisable GT car categories. Porsche wasn't exactly abundant with riches at the time, it being a turbulent period for the company financially, but the motorsport department was tasked with producing a 911 that customers could race, and race competitively, in the GT class in competition series like the ADAC

GT in Germany, BPR Championship and IMSA in the USA, among others.

Spun off the Carrera Cup car, the 3.8 RS was immediately successful, the RSR version going on to win its class at Le Mans, giving the road cars Porsche built to homologate the racers immediate pedigree. There were just 55 road cars built in 1993 (some 45 RS racers also constructed); this example, being delivered to French Porsche Club President of the time, Philippe Aunay, has the chassis number WPOZZZ96ZPS497064, suggesting it's the third Porsche made. Like all 3.8 RSs it would run along the production line up to point 6A, before being removed and relocated to the Motorsport department where it was then hand assembled.

The changes over the 3.6 RS are significant, notably the option of the wide Turbo body and a unique, fully homologated rear wing. That engine cover is of composite construction, the wing topping it offering six differing positions, the additional downforce it adds balanced by the spoiler under the front bumper. There's a second oil cooler up front, while another exhaust joins the right-hand one out back. In usual RS manner, it's as much what



"The 3.8 RS is a racer first, with road use a secondary consideration"





ABOVE LEFT Flat six is properly Motorsport derived, with all parts stamped 'R' for Renn. Winged decklid is lighter than the 3.6, largely thanks to being devoid of the latter's active wing motor

BELOW The 3.8 RS's interior is largely the same as the 3.6

Porsche has removed that defines it as has been added to it. There's less weight, incredibly, the 3.8 RS shifting some 140kg over the standard 911 Carrera and managing a 20kg reduction over the already pared-back 3.6 RS, weighing in at 1,210kg (or 1,140kg without fuel in the enlarged 92-litre fuel tank). To manage that while adding the larger Turbo bodywork sees some necessary revisions, the bonnet and doors being made of aluminium, thinner glass, and the removal of comfort equipment is evident throughout. The wheels, three-piece Speedline alloys, of 9x18 inches on the front and 11x18 inches on the back, wear 235/40 ZR18 front and 295/35 ZR18 rear Michelin Pilot Sport tyres, the original factory items being a choice of Pirelli or Dunlops.

There's no power steering here; while customers were given the option of an air-bagged wheel, the majority came fitted with the non air-bagged Sports steering wheel, as this one is. Having had it up on a lift, Sumpter says the suspension is largely carried over from the 3.6 RS, though there are five levels of adjustment on the 24mm front anti-roll bar and three on the 21mm diameter rear one. It's all uniball linked. The spring rates are firmer, as are the dampers, these being gas pressure shock absorbers from Bilstein. Porsche had stated in its press release around the time of the 3.8 RS's introduction that the race department had "invested a great deal of effort in retaining a comfort component at the same time, thus the RS 3.8 proves equally outstanding for long-distance trips or city traffic."

The gear ratios remain as the 3.6 RS, though the shift of the G50.10 gearbox has been shortened in its throw, improving speed and accuracy. There's a single plate reinforced clutch and a 'weight optimised' (lightened) flywheel that allows the engine to rev with greater eagerness, while a locking differential fromZF with 40/40 locking was also fitted. The

engine attached to all that is a type M64/04 flat six, bored to 3.8 litres (3,746cc, in reality), via an increase from 100mm to 102mm, the stroke remaining at 76.4mm, the bigger pistons being lighter, with revised conrods and a dry sump utilising technology that would be later seen in the 993 Carrera. Reduced back pressure via a pair of exhausts (with catalytic converters) helped, as did improvements in intake air via hot film technology, and wider intake manifolds feeding the six individual throttle flaps.

All this meant the 3.8 RS in road trim had a quoted output of 300hp at 6,500rpm, torque too increasing over the 3.6 RS to 360Nm at 5,250rpm, the redline for the 3.8-litre increasing to 7,100rpm over 6,700rpm for the 3.6. All that is controlled by Bosch Motronic Type 2.10 engine management. Racers upped that to 350hp thanks to more detailed internal and intake engine revisions, but the road car's engine components all come stamped with the R for Renn (racing), underlining their closeness to their track RSR relatives.

This M004 car does without the Clubsport equipment of the M003 cars, the M004 models accounting for 40 of the 55 road cars built, there being no tubes to clamber over to slip into the snugly fitting bucket seat. The interior is, largely, identical to the 3.6 RS I drove down in, with only the radio delete void being an immediate differentiator in the middle of the dashboard. It's simple inside, devoid of clutter and clear in its purpose, the three-spoke sports wheel arguably one of Porsche's finest designs, giving a superb view of the large rev counter with its 7,100rpm redline. Firing up the 3.8-litre engine immediately reveals its Motorsport leanings, it flaring purposefully before settling into a smooth idle, the chatter from the clutch release bearing being clear, with that sound always signifying something special and pure. 🏁



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The clutch is notably heavier than that of the 3.6 RS, but it's not a workout, it just needs a firmer push. That's true of the gearbox, it needing more force to shift it across its shorter throw. Add the steering that's heavier at slow speeds, thanks to the loss of the power steering, and greater tyre contact patch, and the change in character over the 3.6-litre RS is immediate. It feels more physical, not brutally so, but more force is required to operate it. There's a muscularity to its controls which, given its purpose of lasting and winning in endurance racing is entirely understandable. If the 3.6 RS feels like a road car that's been track enabled, the 3.8 RS feels the opposite, being a racer first, with road use a secondary consideration.

That's not to say it's a mass of compromise. Quite the contrary: it drives remarkably well for a car that you could have conceivably put some stickers on the doors, changed the tyres for slicks and rocked up to a race meet and driven home with some silverware. The engine is at its best when it's above 3500rpm, it not recalcitrant below it, but lacking a little bit in immediacy; the smaller 3.6-litre in comparison being a bit more civilised. There's plentiful reward to keep the revs high in the 3.8 though, not least the

sound it makes, the mix of rousing intake and blaring exhaust sounds underpinned by the characteristic flat six – greater heard thanks to the removal of significant amounts of sound deadening. It's loud, but not obnoxiously so; while there are no overt pops, crackles and bangs that modern performance cars spit out, the 964 3.8 RS, despite its more overt looks (which today seem relatively restrained) is surprisingly couth.

While the engine's unquestionably central to the changes, the chassis allows you to really enjoy them. Like the controls, it just feels more purposeful, from the way the front axle responds to inputs at the wheel, to the surprisingly compliant suspension. Yes, it's firm, but on roads with sub-optimal tarmac, for a car with such focus it's not overly busy. The brakes, a mix of front discs from the Turbo and rears from the 3.6 RS, are easily modulated and there's ABS should you need it, too.

The fact that 300hp feels plenty reasserts everything that's wrong with modern performance cars, which feel leaden in comparison. The 3.8 RS, despite its change in character over the more delicate 3.6 RS, is still a car that engages and rewards enormously; its speed easily carried. Its dimensions,

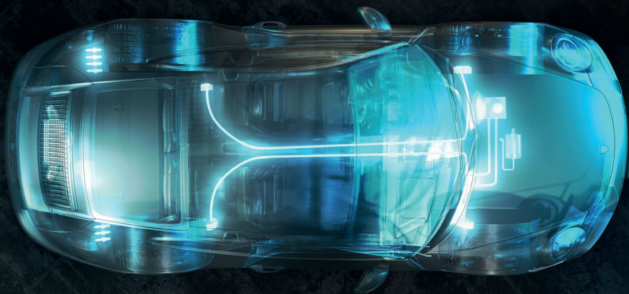
even with the wider Turbo bodywork, allow it to make the most of the road you're on, with speed not the determining factor, though not insignificant, but rather the precision and response it delivers when looking for it.

It elevates the already brilliant driving experience of the 3.6 RS to another level altogether, one that builds on the 3.6's deftness and agility, with a more assertive, forthright purposefulness about it, which feels inextricably linked to its racing relations. To see a 3.8 RS is a joy, to have the opportunity to follow one equally unbelievable, but to experience it from behind the wheel justifies exactly why they're held in such high regard and are coveted so much by wealthy brand aficionados.

That the current owner has allowed this car to be driven is to be celebrated and respected, given that's exactly what the first owner did – Mr Aunay having driven it around 60,000km during his tenure. The fact that the car feels like it's done only a tenth of that is testament to what it's built for, Sumpter saying that the new custodian plans on using it as intended, and we salute them for doing so. Because why wouldn't you, when driving is as good as this? The 3.8 RS is every bit as good as you'd hope, and more... **911**

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FUTURE SHOCK

A beloved 964 has been converted to e-power, but can it offer the same excitement as an original factory-spec 911 with a flat six engine?

Written by **Tim Pitt** Photography by **Alex Penfold**





“With full torque from zero rpm,
the sudden shove hits you straight
in the solar plexus”





BELOW Charge connection is housed under the 964's traditional fuel filler

Air or water cooled, naturally aspirated or turbocharged, a flat six engine has been the beating heart of our favourite sports car since 1964. Transplant it for an electric motor and do you still have a 911? More pertinently, perhaps, can it excite petrolheads like you and me?

Justin Lunny thinks so. The CEO of Everrati prefers the term 'motorhead', but his passion for cars isn't confined to EVs. "I've owned plenty of 911s over the years, most recently a 991 Carrera S and 991.2 GT3 RS," he reveals. "My daily driver is a Taycan Turbo S, but this car is lighter, more agile and simply more fun."

Lunny's lightbulb moments both happened close to home. "I saw how worried my daughter was about climate change," he says. "It forced me to confront the issue." Also, in 2018, the family lived opposite Windsor Castle and watched as the newly wed Prince Harry and Meghan Markle left the chapel in the Jaguar E-Type Concept Zero. The electrified classic never made production, but Lunny had sensed a gap in the market. "Unless you were able to spend £2 million on an electric hypercar, there weren't any EVs aimed at drivers."

The tech entrepreneur assembled a small but talented team. Co-founder Nick Williams, who Lunny met at Le Mans, is a marketing specialist who raised the profile of AMG in the UK. Director of engineering Mike Kerr, meanwhile, has an enviable CV that includes stints at McLaren, Lotus, Cosworth Racing and transmission maker Xtrac. He also happens to have a left-hand-drive 964 Carrera 2, bought while supporting the DTM championship in Germany. "I'm the second owner from new," he says. "It's a car for special occasions."

Like many companies that 'reimagine' Porsches, Everrati looked to the 964 as its starting point. "Other 911 models are certainly possible – and the 993 is an

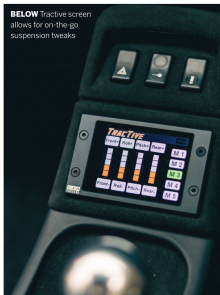
obvious evolution," explains Kerr. "Its multi-link rear suspension is the limiting factor, though. Packaging all the batteries is one of the main challenges with electric cars."

Kerr's first prototype was a C2 Taycan fitted with the Lange Drive Unit from a Tesla Model S. Outputs of 446hp and 460Nm meant 0-62mph in 4.5 seconds – quicker than a 964 Turbo S. This second Everrati takes things a stage further, with the drivetrain from the Model S Performance. The numbers quoted are 507hp, 500Nm and 62mph in less than four seconds. "The best I've managed is 3.85 seconds," Kerr grins. "No factory-built 964 comes close."

Still, excrement-off-a-shovel acceleration is nothing new when it comes to EVs: the Taycan already offers that in, well, spades. Yet while the modern Porsche weighs upwards of 2.1 tonnes, the Everrati tips the scales at a sprightly 1,400kg: exactly half-way between a 964 C2 and C4. The placement of the lithium-ion battery modules, with eight in the front boot (leaving space for a couple of shopping bags) and 16 beneath the engine lid, also means 40:60 front:rear weight distribution – almost identical to the original car.

That bodes well for the driving experience, as does the involvement of BTCC and Carrera Cup champion Tim Harvey in honing the handling. "He helped determine the settings for the electronic dampers," says Lunny. "They're made by Tractive, a Dutch brand popular as a retro-fit for newer 911s with PASM." Harvey is also developing a work-in-progress Race mode, which will make the car keener to go sideways. It's in addition to existing Sport and Eco settings, the latter designed to eke out more range.

Ah yes, range: the issue most cited by owners of ICE cars as their greatest deterrent to going electric. As with the 2,000hp Lotus Evija – Kerr's final project before joining Everrati – the 964 strikes a balance that errs towards light weight rather than more mileage. Its 53kWh battery capacity (50kWh



BELOW Tractive screen allows for on-the-go suspension tweaks



of which is usable) equates to a 'real world' range of 180 miles, or 150 miles for the Performance Pack car driven here. Using CCS fast charging, you can top up from 10 per cent to 100 per cent in less than an hour. "This is an A-to-A car," reckons Williams, "so most people will charge it at home. And when the technology improves, we can upgrade it."

Whatever lies beneath, the emotional sucker-punch of the classic 964 shape hasn't diminished – particularly in brawny widebody guise. This is Everatti's 'Signature' specification, with a carbon fibre roof, bonnet, wings, doors and ducktail that collectively save an extra 65kg. The bumpers are genuine 964 Turbo items, with the addition of RS Cup vents at the front. Neat details include LED headlights with 'angel eye' DRLs and Audi-style strobing indicators in the Cup door mirrors. Oh, and you also can't miss the centre-exit exhaust – which is fake, obviously.

Don't like the idea of pretend tailpipes? I'm not sure I do either, but they aren't compulsory. Indeed, every aspect of the car can be tailored to your taste. Options include matt and pearl-effect paints, custom interior trim, 18-inch alloys, bigger brakes, upgraded audio and a reversing camera. There's also an RSR Pack with a stripped-out cabin and rear roll cage, plus an officially licensed – and hand-painted – Gulf Racing livery for the full motorsport look.

One further option worth mentioning is (oh yes) the missing flat six engine, supplied in a Perspex display case for the ultimate in coffee table one-upmanship. Lunny points out that the EV conversion is fully reversible, with no structural changes to the chassis, so owners can retain the 'matching numbers' originality of their 911 if desired. "The cars we're working on are already icons, so we need to be respectful of that," he adds.

Climb inside and the electric 911 feels familiar but different. The standard seats have bigger bolsters and embossed Porsche crests, while the ball-topped gear

lever offers a simple choice between forward, neutral and reverse. The central rev counter is now a power gauge, fuel and oil level are replaced by charge and voltage, and oil temperature and pressure readouts are swapped for battery and motor temperature. The speedo incorporates an OLED display that shows the percentage of charge remaining.

Everatti's interior trimmer previously worked for McLaren's bespoke MSO division and the quality of his work can't be faulted. The dashboard is covered in supple leather with contrast red stitching, while the door cards and touch-points are swathed in tactile Alcantara. Infotainment comes courtesy of Porsche's DIN-sized PCCM head unit, offering DAB radio and smartphone connectivity via Bluetooth, Apple CarPlay and Android Auto. There's also a touchscreen controller for the Tractive suspension on the centre console.

Turn the key and... nothing happens. But the electric motor is primed and when I press the throttle the 911 steps away smartly. With full torque from zero rpm, the sudden shove hits you straight in the solar plexus. And with no gears to shift, acceleration just keeps on building: relentless and totally linear. A greater contrast to the all-or-nothing power delivery of a 964 Turbo is hard to imagine.

It all feels almost too easy, but Kerr's team are working on ways to intensify the drive, such as the possibility of artificial gear changes (essentially limiting the motor's speed in a series of pre-set ratios) and even introducing a conventional H-pattern gear. Switching on the acoustic generator – based on tech used to augment engine noise in ICE cars – also offers a more 'traditional' experience, including over-run pops and crackles via internal and external speakers, although it sounds more like a Detroit V8 than a Stuttgart six.

Frankly, I rather like the warp-speed whoosh of electric cars, so I soon turn off the artificial enhancement. Now the loudest noise is the rumble ➡

BELOW Tachometer is replaced with a power gauge, with retro-styled needles



Model	Everatti 911 Signature Edition
Year	2021
Engine	
Battery pack	53kWh
Maximum charging speed	100kW
Maximum power	507hp
Maximum torque	500Nm
Transmission	Single-speed manual
Suspension	
Front	MacPherson struts; transverse arms; coil springs
Rear	Semi-trailing arms, coil springs
Wheels & tyres	
Front	9x18-inch 245/35/ZR18
Rear	11.5x18-inch 295/30/ZR18
Dimensions	
Length	4.250mm
Width	1.775mm
Weight	1,400kg
Performance	
0-62mph	3.85sec
Top speed	130mph
Electric range	150 miles



RIGHT Inside the 964, it's not immediately obvious this is powered by an electric motor, with a manual gear shifter and transmission tunnel present





of the 964's steamroller 295/30ZR18 rear tyres – track-focused Michelin Pilot Sport Cup 2s with a natural aversion to the fine drizzle which has started peppering the road. At times like this, one might wish for a Carrera 4 – “not currently an option,” says Kerr – but traction isn’t an issue, despite the Tesla drivetrain’s monstrous torque. The 911 slingshots out of corners like it’s attached to stretched elastic.

The way the Evrrati slows down feels alien at first, too. Regenerative braking, which harvests friction to charge the batteries, allows ‘one-pedal’ driving around town. Back off the throttle sharply and deceleration can be swift enough to activate the brake lights. Think of a dodgem, but hopefully with fewer impacts...

On faster roads, particularly when following other traffic, I quickly find a rhythm, lifting off to slow the car for bends and hardly using the brake pedal at all. Thinking ahead and managing this smooth flow adds an element of involvement to the EV experience that you wouldn’t initially expect. Crucially, when you do need them, there is no link between the mechanical brakes and the regen system, which helps maintain a progressive and uncorrupted pedal feel.

With the Tractive suspension in its middle setting, ride quality feels similar to a standard 964: firmly damped and always busy, but rarely harsh or crashy. Dialling up the stiffness to full ‘Tim Harvey mode’ feels too much for the crumbling B-roads of Oxfordshire, or indeed the humps and potholes of inner cities, where the electric 911 is exempt from

charges for congestion and low emission zones. It would be well suited to a track day, though.

If the notion of an ‘electric track day’ seems underwhelming, don’t be so sure. Aside from side-stepping any worries about decibel limits, the Evrrati drives, well, very much like a 964. Its hydraulic power steering needs an electric pump to compensate for the lack of engine vacuum, but the smaller Cup wheel jostles with constant feedback.

The car’s balance feels as you’d hope, too: lively at the front end and squat at the rear, with a Quattro differential to keep the monstrous torque in check. Unlike a Taycan, however, there isn’t an arsenal of stability systems to mitigate a clumsy right foot. As with any classic 911 on damp roads, the Evrrati rewards commitment and requires a healthy dose of respect. I tell Kerr this is the most ‘analogue’ EV I’ve driven, and he seems happy with that.

With the notable exception of Singer, prices for the Evrrati are broadly comparable to rival 964 restomods. The range starts at £240,000, rising to £300,000 for the widebody Signature Edition. This particular car, with Tractive dampers and several bespoke options, costs £336,000. None of the above includes the cost of a donor 911, though. “Customers can supply their own car or we can source one,” explains Lunny.

Electrified classics seem like a small niche, but Evrrati has ambitious plans. It hopes to convert 50 911s a year by 2025, plus around 50 additional cars. Other models currently in development include a

Land Rover Series II (“not with 500hp this time,” stresses Kerr) and a Mercedes-Benz SL ‘Pagoda’. There’s also a limited-run supercar due later this year, which “won’t be Porsche-based”. The company’s brochure briefly mentions the Ford GT40, which may be a clue.

Further ahead, Evrrati also wants to move away from Tesla motors and batteries and develop its own one-size-fits-all EV hardware kits. “We’ll be able to offer front-, rear- or four-wheel drive,” explains Lunny. “This won’t be a skateboard-style platform, but a package of components to convert any classic.”

Will that make classic cars more homogenous? No doubt. Yet if they can still be driven, seen and enjoyed, especially beyond 2030, maybe it’s not such a bad thing. And the Evrrati 911 truly can be enjoyed, not least on roads where typical white-goods EVs feel out of their depth. I won’t pretend I didn’t miss the howl of a flat six, but many virtues fill that void, such as instant torque and effortless speed, plus near-silent serenity and one-pedal convenience when you’re not in the mood. The cleaner conscience and lower tax bill that come with owning an EV certainly help, too.

If Porsche gets its way, the future may not be entirely electric. Zuffenhausen plans to start producing cleaner synthetic fuels for use in existing ICE cars from 2022. So you may, hopefully, be able to carry on driving your 964 for decades to come. I rather like the idea of an Evrrati for weekdays and a flat six original for weekends. Maybe this versatile electric 911 is more of an A to B car after all. **911**



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993^{to} the Mountains

Total 911 lowers the roof of a 993 Cabriolet and heads for the mountains to drive three passes in three hours among South Africa's Winelands district

Written by **Wilhelm Lutjeharms** Photography by **Peet Mocke**



Sundays are made for driving. The winter in South Africa's Western Cape is, compared to Europe, not that long or cold, but it is wet. As is also the case in Europe, the winter is our rainy season here and it can rain continuously for days. But you are guaranteed that after a cold front, it will clear up and the sky will be perfectly blue again. It is for those days that you need to plan your drive and, in this case, take the roof down and head for the mountains.

The owner of this 993 Carrera 4 Cabriolet has known about this car for a good five years, and several of the previous owners he also knows through the local Porsche Club. He explains: "This car was delivered to its first owner in South Africa on 29 May 1996. It has its regular service stamps in the booklet, mostly at official Porsche dealerships and a few at specialists. My neighbour at our flying club has owned it for a while and when he started talking about selling it, I sat up and took notice. It is truly a fantastic car on the open road, roof up or down. This is the first 993 I've owned, but owning a mint SC and having owned a 997 GT3, this 993 feels like a more modern interpretation of my SC."

I'd seen the car in pictures, but pictures never do a car justice. Only upon closer inspection I realise how well cared for this example is. As I page through the

service booklet, I note the usual service stamps, but more interesting is the fact that the car has had ten owners. Usually if a car has had that many owners, somewhere along the line one or two of these custodians will have not cared for the car particularly well. Thankfully this is not the case here – which is quite remarkable.

The university town of Stellenbosch is in the centre of what is South Africa's Winelands district, and from here you have access to a number of mountain passes, depending on how long a drive you want to take. First up is Hellschoogte Mountain Pass, a dual carriageway that has ten corners, all of them fairly fast – if the mood takes you. It is not a long pass, but one with beautiful views and a favourite for all who like to experience their performance machines over weekends.

First though, we take the roof down, an electronic system that initially lowers it, but then the black cover has to be pulled over manually. Once this is done, it looks much neater and we can hit the road. As the owner is rather tall, he admits that he would have liked it if the driver's seat could have been moved another click or two rearwards. Being right-hand drive, the pedals are off-set to the left, but the moment you start driving the car you forget about it.

We settle into a cruise and at first, I admire the diminutive size of the 993. Adding to that, the solid

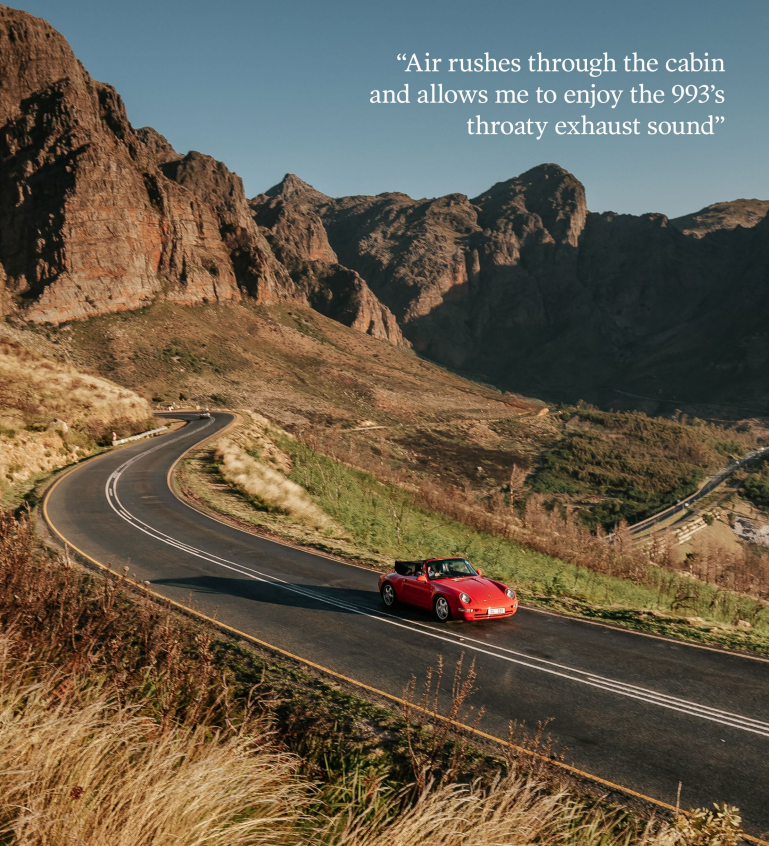
ABOVE Black leather interior wears its age beautifully

LEFT The 993's additional sixth gear plays into its touring credentials

RIGHT At sensible road speeds, the 993's AWD system isn't prone to understeer, its extra traction only inspiring confidence



“Air rushes through the cabin
and allows me to enjoy the 993’s
throaty exhaust sound”





Model 993 Carrera 4 Cabriolet

Year 1996

Engine

Capacity 3,600cc

Compression 11.5:1

ratio

Maximum power 285bhp at 6,100rpm

Maximum torque 340Nm at 5,250rpm

Transmission 6-speed manual

Suspension

Front Independent, lower wishbones; MacPherson struts with coil springs and dampers; anti-roll bar

Rear Independent, multi-link with parallel wishbones; coil springs with dampers; 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 1,495kg

Performance

0-62mph 5.3 seconds

Top speed 171mph



BELOW Heading out of town to the mountains to enjoy evening views, above



feel of the car as a whole is immensely impressive. Yes, the roof is down (it will be for the entire trip, it is a convertible after all), and I'm sure there will be a few sounds when the roof is up, but there are no rattles or squeaks – impressive for a 25-year-old car. The cabin feels more like a car that has done only 20,000 miles.

This Carrera 4 was bought in February with just over 89,000km (55,300 miles) on the odometer. The owner hasn't held back though, and he and his wife have been on a number of trips since the purchase. This included a trip of more than 600 miles through South Africa's Western and Southern Cape, along with 17 other cars.

Studying the sticker on the inside of the luggage lid, this 911 was indeed originally earmarked for South Africa with the country code C26. Options that the first owner selected, and some which the importer probably specced on all the cars coming to South Africa, include air conditioning (£73), a six-disc CD changer (£92), wind deflector (£51) and code number 150, which means it will run on leaded gas and no catalyst is fitted.

It seems fellow enthusiasts and motorcyclists have already headed home, as the roads are fairly quiet. We make our way towards Franschhoek, known for its wine farms and restaurants, but for us petrolheads, you head there to tackle the mountain pass. The pass

is blessed with two tight hairpins and a few straights in which to stretch the engine's legs. With the wind deflector stowed away and windows down, air rushes through the cabin and allows me to enjoy the 993's throaty exhaust sound, neatly finished off with its two chromed tips.

As I gather speed, the wind noise overpowers the exhaust note though, but every time I brake for a corner and shift down, the mechanical symphony returns as the wind noise dies down.

Despite being on the heavier side of the 993 range (compared to a Coupé or RS), the Carrera 4 Cabriolet still offers that true 993 experience. The gearshift is slick and direct, with relatively long throws in the fore-aft direction, but with the engine offering decent amounts of torque, shifting is mostly done for the joy of it. Even at 2,000 to 3,000rpm in a high gear you can expect the tractable engine to accelerate the car purposefully down the road.

With six gears on offer, it is the perfect cruiser and the owner proudly admits that on the open road during his trips he has been able to achieve fuel consumption averages of more than 28mpg. With the wind deflector in place and the windows up, aerodynamics improve along with fuel consumption of course, wind buffeting will be minimised and you will probably be able to listen to a few '90s era CDs while still enjoying the beautiful vistas around you. ➔



993 Cabriolet or Targa?

As with other 911 generations, the Coupe is the most desirable body style of 993. But when it comes to fresh air motoring, which is the better 993 buy: the Cabriolet or Targa? Jamie Tyler at Paragon offers us his thoughts: "The Targa is rarer than the Cabriolet, and it also gave you the best of both worlds: you have the look, feel and security of the Coupe with the roof closed, and with the roof open it gave you the convertible feel without all the wind buffeting."

"The downside with the Cabriolet is that when you put the roof down you need to put the tonneau cover on to make it look tidy – a bit of a chore when you maybe only want to head out for a few minutes."

"One doesn't really need more maintenance than the other. Generally, the Targa roofs are pretty reliable. I can't really think of many times when we had to do any serious work on this roof system. The Cabriolets are slightly more temperamental with their mechanisms."

"In terms of values, I would say a Targa is equivalent in price to that of a Coupe, while a Convertible is on average priced around £5,000 less. The market though is in an interesting phase at the moment where owners are holding on to their cars, so finding a good example of either could prove difficult currently."

Franschhoek Mountain Pass, or Lambrechts Road to give it its official name, heads over the mountain into the Overberg region, home to deciduous farmlands, small towns and a beautiful landscape. However, we blast to the top and turn around, since there is still an hour and a half left before the sun sets and another mountain pass awaits.

Heading back through Franschhoek, we only have 20 miles to go before we find ourselves at the bottom of Du Toitskloof Pass, which is now our third mountain pass for the afternoon. As with so many other passes in other parts of the world, this pass was the original road that carved its way up and across the mountain and connected Cape Town with the Northern parts of the country. Today, it is still being used, although most of the traffic makes use of the more convenient tunnel that opened in 1988 and runs through the mountain.

This pass is slightly bumpier than the smooth surfaces of Helshoogte and Franschhoek, but the 993's suspension does a sterling job. It is here that I notice the scuttle shake, but it is no more than I expected it to be. Even shod with relatively narrow tyres (255/40 rear, 205/50 front) on those classic 993 17-inch, five-spokes, the car still encourages you to push on a bit, but the subconscious knowledge that

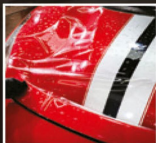
a four-wheel-drive system is keeping you glued to terra firma definitely also helps instil confidence. Having said that, I'm not going to drive the car that hard to experience the difference between this car and one fitted with rear-wheel drive. I always find it interesting that owners spec a 911 (Turbo excluded) with all-wheel drive in a country as dry as South Africa, when rear-wheel-drive 911s already offer such impressive levels of grip.

Nevertheless, it is here where I let the rev needle run a bit higher. Mid-range punch is perfect, but let the engine run past 5000rpm and it comes alive – and then there is still several hundred rpms left after 6000. With the car being so compact and you sitting so close to the door, that al fresco feeling is distilled compared to modern Cabriolets. With the entire nose of the car being in perfect view, I know exactly where the front extremities of the car are, and threading it through corners is a cinch.

At the same time, I feel like I'm doing the car a slight injustice. It takes all this enthusiastic driving in its stride, but at the same time, as I park it close to the top of the pass for our final photographs, I realise it is meant to be enjoyed at a more sedate pace. More than ever before I understand the merits of a classic 911 Cabriolet. **911**



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TALKS PORSCHE

The Editor grabs a chat with YouTuber Tom Exton to discuss his burgeoning Porsche collection, the sweet spot of all 911 generations, and his passion for the 996

Written by **Lee Sibley** Photography by **Daniel Pullen**



Tom George Exton, better known at TGE, is a YouTuber with over 54 million views since he joined the platform in 2016. Exton has amassed a loyal following of nearly 225,000 subscribers in that time, centred mostly around his passion for cars. Now a leading figure in the world of online car personalities (we loathe to use the term 'influencer'), Tom's voice is one that many who frequent YouTube have heard, an accolade far removed from Exton's sights when starting his channel. "Being honest, I just wanted to faff around with cars and call it a business – five years ago there was no plan," he says with a smile as we take a seat outside his rural Oxfordshire home.

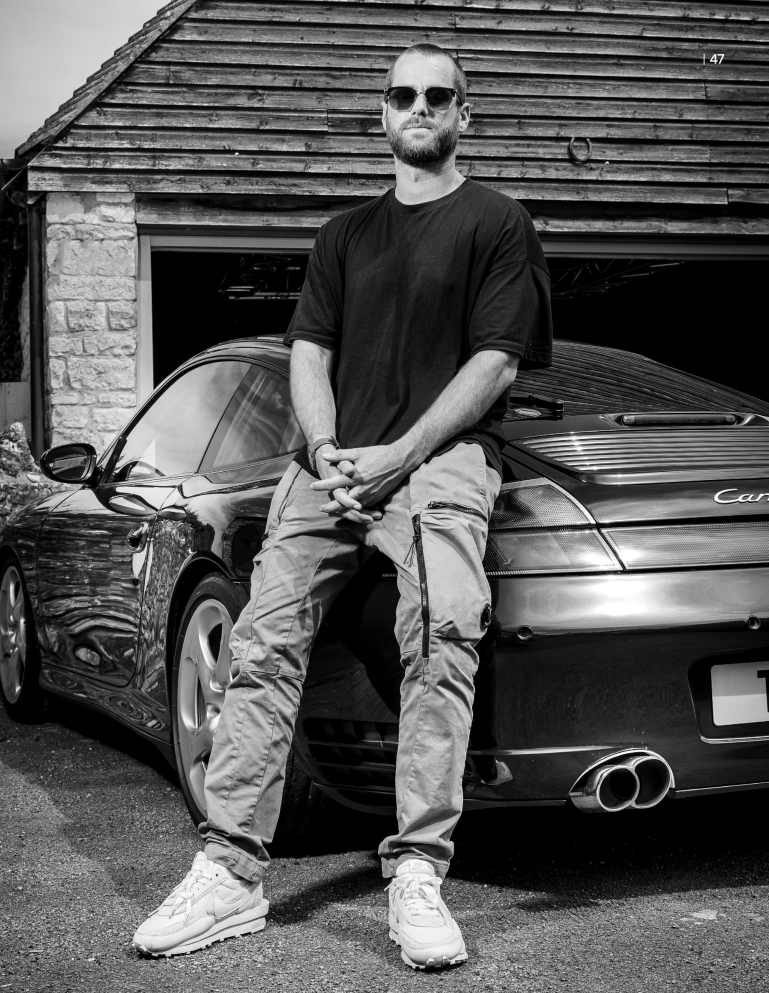
An affable bloke, Tom is an entrepreneur and former financial worker who co-founded the fitness empire, LDN Muscle, garnering a healthy online audience in the meantime. Largely made up of millennial males, Tom used his audience as a springboard to immerse himself in another of his life passions, cars, and his journey has evolved inextricably since then. Today, Tom has a sizeable collection of classic and modern sports

and supercars, of which Porsche has a large and noticeable presence. "My first proper car was a 2005 987 Boxster, this was before my days of YouTube," Tom says. "That's what got me hooked on the Porsche brand. Growing up I had a model car of the original Boxster Studie, so that 987 is actually one of my favourite cars I've ever owned."

The Boxster came and went, Tom's collection of cars growing exponentially in tandem with his audience. In line with what seems to be convention in the world of YouTube, first came the fleet of supercars, which for Tom meant a 991L GT3 RS among others. Views racked up, though Tom would be the first to admit that didn't always come with wider credibility from genuine journalistic outlets who ultimately were vying for the same audience.

In recent years Tom has been cute with his content, transitioning his audience to something that's quality-centric, rather than focusing on the numbers. He explains in detail: "If you just wanted views on YouTube, you'd just go and buy say an Audi RS3, wrap it chrome and map it to a million horsepower. However, I want to be true to my own interests and that of my audience, so these days my thought process is along the lines of 'where is this





taking my channel, what content can I get out of it, and what do my audience like as well? That's what I ask myself before I buy my next car."

It's a set of questions Tom must ask himself a lot, as his rate of sports car acquisition is enviable if barely quantifiable. Conservatively, at least ten sports cars reside in the TGE collection, all amassed within the past three years. That Porsche presence I mentioned? 912, G50 Targa, 996 Carrera 4S, Carrera GT, 944 Turbo, 991 Carrera T, with a 992 Turbo S recently departed in order to make way for an incoming 992 GT3.

Sizeable indeed, so are the cars there to drive passion, or content? "It is content, but there's passion in this too. Everything I do is run as a business, so there is a commercial element to it, but passion and content are not mutually exclusive. You can combine the two."

The recent additions of classic Porsches to Tom's collection are a case in point. It's been a new experience for Tom restoring these old cars rather than just driving about in new metal, but it's come with a slight penalty: "The classic content has dipped my viewership quite a lot: the young guys want to see straight-pipe Lambos, not a sill being replaced on an '89 Targa with another sill that looks exactly the same but with no rust on it. I however am interested

in that and think it's amazing what can be done with old cars, so while it's been painful to see the views dip, the core of my audience are good eggs and that's where I'm choosing to build my community."

As you can see, what's striking about Tom is his honesty in his approach to business. Whereas others in the game tend to employ a helping of smoke and mirrors, Tom appears relaxed and offers transparency when discussing how YouTube works for him. It makes Tom likeable, both to viewers but also to commercial enterprises who wish to work with him.

The jewel in the crown of Tom's Porsche collection is undoubtedly his Basalt black Carrera GT, but to remain strictly in sync with the USP of our magazine he's brought along his Lapis blue 996 Carrera 4S for today's interview. It shows the breadth of his Porsche interest (we're not sure there's too many other 996 C4S owners out there also in possession of a Carrera GT!) but, tellingly, it also highlights Tom's genuine affection for the merits of the entry-level 911. "I just think it's cracking," he says as we take a look around the C4S's restored Turbo Twist wheels and immaculate paintwork. "There can't be many cars, bang for buck, which gets you into classic 911 ownership, is that much of a laugh to drive, and has usable power. I love it, and it puts a smile on my face. Also, in comparison to the

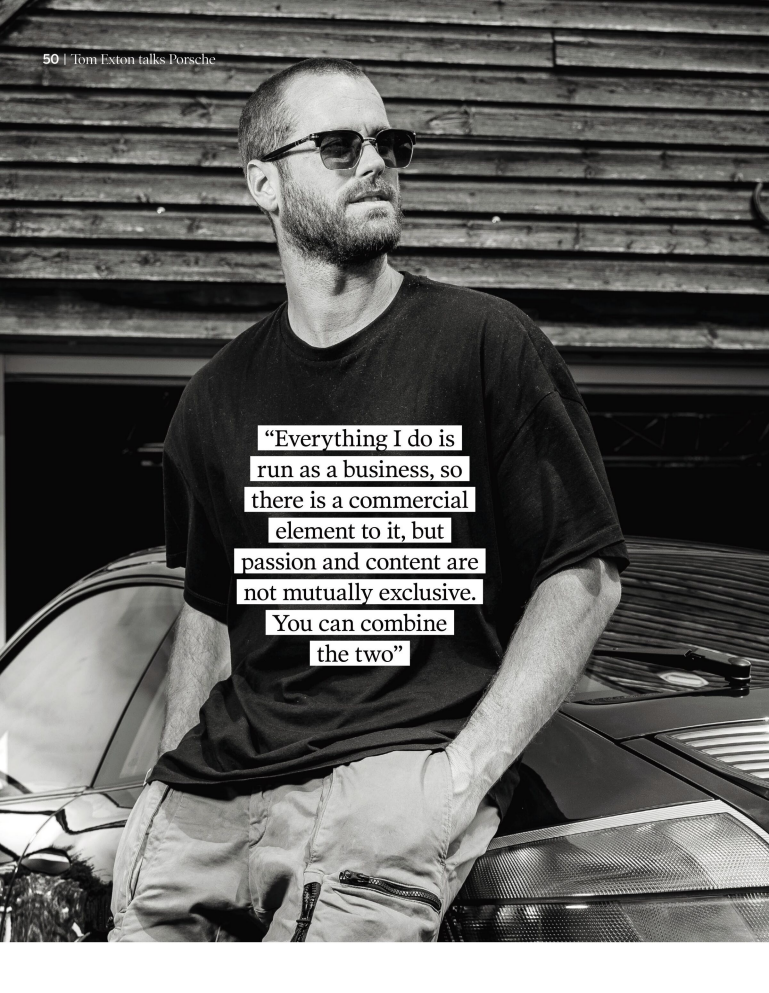




“There can’t be many cars, bang for buck, which gets you into classic 911 ownership, is that much of a laugh to drive, and has usable power”



ABOVE Tom's 912 has been a work in progress, as has a 1989 Targa, left

A black and white photograph of Tom Exton, a man with a beard and sunglasses, leaning against the hood of a dark-colored sports car. He is wearing a dark t-shirt and light-colored cargo pants. The background consists of horizontal wooden planks.

“Everything I do is
run as a business, so
there is a commercial
element to it, but
passion and content are
not mutually exclusive.
You can combine
the two”



BELOW Tom shows the Editor the finer details of his C4S, including new Tequipment exhaust tips



ABOVE A Carrera GT is perhaps the ultimate supercar in Tom's current Porsche collection

modern stuff, yes the bills are big, but they're not as big as the newer cars." So why did he decide on a C4S over other models from the 996 era? "The usable power for one, but also its all-weather capabilities in being all-wheel drive, plus you can leave it anywhere without attracting a crowd. Superficially too, the rear end is amazing, and it's possibly the best rear end of all 911s."

Tom's passion for the 996 is evident, particularly when he considers its impact on the commercial aspect of his YouTube work. "It probably wasn't the wisest business decision in that a 996 hawks in neither the classic enthusiast nor the simpletons who want the chrome wrap stuff. But, what it does give, is a sweet spot of guys and girls who might consider a 996 as a 911 over say a BMW M2 or similar."

Back to Tom's P-car collection. His 1967 912 and 1992 Turbo S bookend the Porsche story rather nicely, which means he's well placed as a serial owner to answer an oft-debated question in Porschedom: which era does he think represents the sweet spot of 911 lineage? "I know it's controversial, but I quite like the 991.2," he says, explaining, "I think that little turbocharged engine is great."

Tom has particular praise for the Carrera T here, of which he has owned two, having sold his first one last year and regretted it since. "I got into my second one at what a Ferrari dealer was giving in part-ex to a chap that's buying an F12. It wasn't a lot for what the car is," he's happy to admit – and there's that honesty again. I ask him about his willingness to be so open about what is ultimately his own

personal endeavours. "I don't want it to look like I'm just throwing cash around willy-nilly. I want people to know I'm thinking about what I'm buying and, to be honest, the exit on these cars often isn't as painful as what people think." Tom goes on: "The first thing people ask when they look at my channel is 'where does the money come from?' People start talking about trust funds and the like. Actually though, if you explain the mechanics of it and the fact that you can often come out of these cars up [in value], then it starts to make sense to people. If you're just burning through money via depreciation of cars then it is a stupid move and people will rightly ask questions. I try to buy cleverly, and the recent addition of my Carrera T is an example of that. Although I missed my first one, which I bought new, I had no intention of buying another Carrera T so soon, but the right car came up at the right time."

It's hard to argue with both Tom's approach to business, or his mentality: this is somebody who's clearly working hard, doing well, and enjoying every minute of it. The life of a prominent YouTube is not all plain sailing, though. Online audiences favour a speedy delivery of content over something more polished, and Tom has spoken on his videos about having to 'churn' out content, with up to three videos a week necessary to keep the YouTube wheel spinning. Then there are obligations to third-party companies Tom has entered into sponsorship agreements with, and all this while still maintaining something of a day job in the City: "It can be hard, but it's all content, and I love producing content," Tom says, still smiling.

And with that, we elect to get out of the sweltering sun and head onto the Oxfordshire roads for a drive, my own narrow-bodied 996 Carrera joining Tom and his wide-bodied C4S. Our chat has been a revelation. As alluded to earlier, the term 'influencer' – often given to those who have a large following or presence on YouTube and other platforms – often carries negative connotations, possibly for its attachment to what is a pretty vague job description at best. This hasn't been helped by the unscrupulous actions of some at the very top of the tree in recent months, but today's conversation has reaffirmed there are also good people in the game. Tom is one of them, and we'll be watching his TGF endeavours develop with interest. **911**





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911 Tyre Tech

Total 911 looks at the development of the rubber compound connecting your Porsche to terra firma

Written by **Kieron Fennelly**

The 911 has always packed three times as much horsepower as (what we used to call) the average family car. Keeping that power safely on the road is naturally a constant concern of Porsche, and the company has long been at the forefront of tyre development as a result. It was in response to lobbying from Porsche in the early 1970s that the German traffic authorities allowed the fitting of wider tyres on the rear axle than the front, of particular benefit to the rear-engined 911.

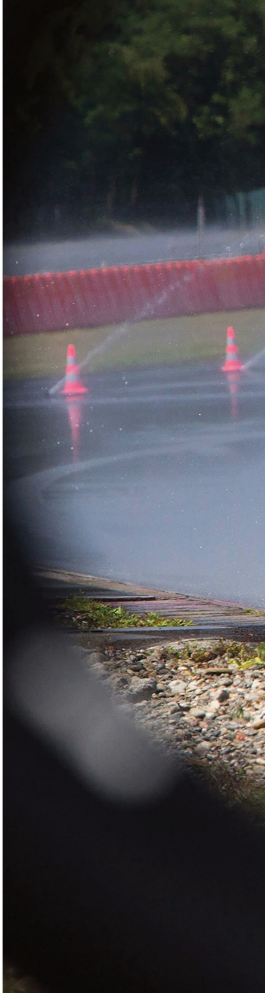
The arrival of the 911 largely coincided with the wholesale availability of radial ply tyres and while the principle of their design remains much as 50 years ago, what has changed is the rate of advance in the compounds used, particularly in the last decade. This is not simply to improve grip and handling in all conditions, but also to reduce rolling resistance, which has a significant bearing on fuel consumption. Incidentally, this is also the main reason that electric cars run on noticeably thin tyres, so that their as yet limited range is not compromised further.

A radial ply tyre has a thin synthetic rubber inner layer which retains air pressure and is surrounded by a casing comprised of thousands of tightly wound strands of fabric. Their edges are folded over thick steel cords which form the bead of the tyre that sits on the wheel rim. A combination of steel belts and layers of rubber are wound around the casing, endowing the tyre with the stability necessary to keep as large an area as possible in contact with

the road. The height, thickness and composition of the sidewall are what influence tyre response and steering feel. For a Porsche N-rated tyre, the sidewall compounds and structure are a critical part of the manufacturing specification. The tyre's outer layer, approximately 65% synthetic rubber, largely defines its behavioural characteristics. The black colour comes from carbon black, a product of petroleum production, which greatly enhances the tyre's wear life. Additives such as silica improve wet road behaviour and reduce rolling resistance.

Once the casing is complete it goes into a mould which forms the tyre with the desired tread pattern and sidewall lettering. High-pressure steam forces the tyre into the mould and vulcanises the rubber compound. This process also allows the addition of chemicals such as zinc oxide to enhance the molecular structure and reinforce the tyre's tensile strength, durability and capacity to withstand heat.

Although the manufacturers will not talk about it specifically, it is clear that continual advances in the science of elastomers are reducing the age-old trade-off between dry and wet grip and rolling resistance. Much of this progress is the result of newly developed rubber compounds and improved simulation software, which means much quicker and more comprehensive virtual development, less time required for road testing, and a faster time to market. Michelin, which has been Porsche's most favoured tyre firm in the last 20 years, might almost have developed its (N-rated) Sport Pilot with the





911 in mind. Ten years on this was an evolution of a special tyre it had made for the Carrera GT which significantly improved the GGT's Nürburgring lap time and fuel consumption. The Pilot Sport 4S was claimed to have 12% lower rolling resistance than its predecessor, the Pilot Super Sport, and made much use of new materials such as synthetic aramid fibres, more familiar under their brand names Kevlar or Nomex, notable for their use in bullet-proof vests or in the case of Nomex, heat-resistant materials. Aramids have now largely displaced steel in high-performance tyres: besides being lighter (reducing both unsprung weight and the tendency to get excessively hot under stress) these developments have also led to hybrid compounds of simpler and cheaper nylon (both elastic and fatigue-resistant) and aramid. Porsche would specify a particular rate of twist to define tyre behaviour characteristics for a specialist model like the GT3 RS, whose suspension to some extent is developed around that tyre specification.

What was until recently a motorsport application is now appearing in high-performance road tyres such as Michelin's latest Pilots. Such is the lateral force generated by the latest generation of high-performance tyres that software modelling rather than thousands of track miles is now the key to retaining the optimal contact patch with the road. Yokohama, long known to enthusiasts for its 'sticky'

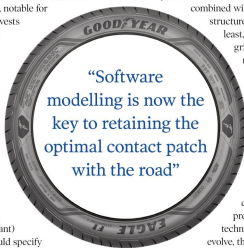
compounds, has said that 90% of rolling resistance is attributable to molecular friction between the tyre and the contact patch, which causes energy to be turned into heat: until recently, the high lateral grip afforded for example by Yokohama's softer compounds was compromised by greater straight line rolling resistance. However, the top performance

tyres now tend to have lower profile sidewalls combined with stiffer casing and ply structures which, in theory at least, offer the same lateral grip with lower rolling resistance. Of course,

lower sidewalls tend to mean more vulnerable rims and a firmer ride, perhaps of more concern to the Carrera buyer than the GT3 driver whose focus is the track.

So what does the future hold? While compounds of rubber and precise construction techniques will continue to evolve, the other area ripe for progress is the 'connected tyre'. The

bigger commercial vehicle operators have been using RFID (radio frequency identity) chips in tyres for some time to monitor wear, but in any case, through telemetry HGVs have long been subject to real-time tracking. In 2018 Michelin devised its 'track-connect' system designed to work with (N-rated) Pilot Sport 2 tyres: this relays real-time temperature and pressure via an app, essentially for circuit users. This is likely to see an extension for ordinary road use for 992 drivers, perhaps available as a standard Porsche option at purchase. **911**



Porsche N-rated tyres

The N classification first appeared in 1986 and it defines a tyre specifically approved by Porsche, a seal of approval which almost all the first-tier tyre brands think is worth attaining for at least some of their high-performance tyres. To become an original equipment tyre supplier for Porsche, the maker has to work closely with Weissach specialists from the outset of development.

Porsche has no fewer than 33 criteria which must be met, starting with dry-weather handling followed by wet-weather grip. Compared with its competitors the 911 is especially tail-heavy and when cornering, the pendulum effect means a tendency to spin on wet surfaces if all the electronic safeguards are off. OE tyres for Porsches must also pass lab tests to prove that they are capable of remaining stable on the 911 at well over 300kph (186mph). Cabin comfort and intrusion of tyre noise are also factors – British magazines have often criticised water-cooled 911s in this respect, although it must be said that the UK tends to have uniquely rough highway surfaces, in particular the notorious concrete sections of the M25 and M20.

Once the lab tests are completed, extensive circuit testing takes place, sometimes at a flat-out track such as Nardo or at a specialist tyre facility such as the Contidrom between Bremen and Hannover. Here prototype tyres are evaluated by Weissach engineers for high-speed durability, uniformity and serviceability. If the tyres meet all of Porsche's benchmarks, the manufacturer can now make and market them with the prestigious N rating on the sidewall.

N-ratings go from 0 (zero) to 4, the numeral designating the revision of the design. On a new design, the first approved version of it will be N-0. As the design undergoes incremental improvement, paralleling sometimes the evolution of the 911, say from 964 to 993, the tyre is rated as an N-1 or N-2 if this is its second upgrade. A fresh tyre design will take this back to N-0.

Separate N-ratings apply for the Porsche SUVs and front-engine models. In recent years, under the aegis of Porsche Classic, Porsche has earned out its own, slightly less rigorous tyre testing for older Porsches (and the 996 is now classed as 'classic') to enable companies such as Pirelli to introduce period-correct tyres for historic racing series. These N-rated tyres benefit from contemporary materials and construction techniques and enable competitors in the important 2.0-litre championship, for example, to start on an equal footing. Walter Röhrl is one of the test drivers for these trials.



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Tackling Pikes Peak

At 12.42 miles long, it's one of the shortest yet most challenging races in the world. So what does it take to truly climb to the top in the 'Race to the Clouds'? Total 911 talks to BBI's Betim Berisha and driver David Donohue to find out...

Written by **Joe Williams** Photography courtesy **BBI Autosport**



Pikes Peak is written into history as one of the world's most iconic races. It is to the art of hillclimbing what Le Mans is to endurance racing: every driver wants to win it, every team wants to conquer the competition and be crowned king of the hill.

This year, **Total 911** followed the fortunes of B8i Autosport, the Los Angeles-based independent Porsche specialist founded by Betim Berisha. In a true David v Goliath story, Berisha and his B8i team once again took on manufacturer efforts in the top 'Time Attack' class for the 99th running of Pikes Peak, after the team and star driver, David Donohue, suffered heartbreak in the 2020 event as a punctured tyre curtailed efforts to win the competition outright.

In the run-up to this year's race, held on 27 June, **Total 911** spoke to Berisha and Donohue to find out what makes the 'Race to the Clouds' so special, for both driver and team...

T911: Pikes Peak is a renowned event in motorsport. What makes it so special?

David Donohue: It's a unique event. It is really pure because it's you against the mountain. Yes you are up against competitors, but it's not like they can

have it off on a corner so it's really down to you. I have always liked single-driver races and one-lap qualifying and this takes it to a whole new extreme. It's like turning up to a track with no practice and doing a one-lap qualifier in the rain. You could have all four seasons in one run and the competitors, for the most part, are wonderful.

For the team, what's your appeal and what's your history with it?

Betim Berisha: It's something special and as a group we love the challenges. From a crew standpoint you

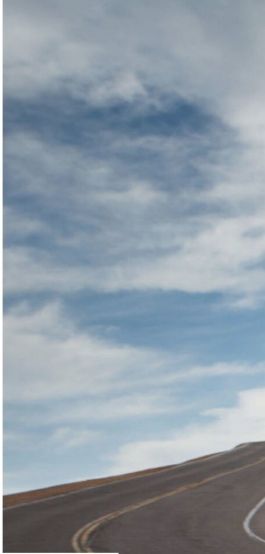
prep a car like a 24-hour Le Mans car, so you are building an endurance car for under 9.5 minutes or in that range, so you think about everything – you don't get a second chance.

The other thing I like is how crazy it is on the crew, both physically and mentally. It's a 2am wake-up call, get the trucks up the mountain, you are unloaded by 4.30am, you run hard, you test and

compile as much data as possible to make changes based off of the driver's feedback, to make them as comfortable on the hill as you can. You have five to six chances per day and then by 9am you are already back down the mountain. It runs from -10c to 20c in temperature within a three-hour period, and then you have the altitude. ☺



BELOW When not mounting a challenge at Pikes Peak, B8i operate as a Porsche specialist tuning shop in Los Angeles, CA







“That’s what really made us think this is a good fit for us: big horsepower, good handling cars and whacky downforce”

ABOVE RIGHT Team boss Betim gets hands on in the run up to the 2021 running of Pikes Peak

RIGHT BBI took two class wins at this year’s running of Pikes Peak, Raphael Aastier taking 1st in a 991 Turbo Cup, while Tanner Foust won the Trophy Class in a GT4





On Tuesday, we typically test during the official practice at the Devil's Playground, which is 12,000ft in elevation. You get out of the truck, you are cold and a little delirious. You have just sat in a warm truck for about an hour and then you watch the crew guys get out and the altitude hits you. You are laboured for breath, you are carrying tyres, it's cold, it's dark, and you are using head lamps.

I have been fortunate enough to go as a technician to Le Mans for two years and then I did eight Daytonas as a crew guy and nine Sebrings, so I have gotten a lot of experience in endurance racing, whether it's been in private tier teams or working for Porsche directly. Nothing has captured me like this place when Jeff Zwart took us there in 2013, and since then I have made it my mission to be up that hill as much as possible and compete at a serious level.

It's nice being in a private tier team like us because we can go and rub elbows with the factory people, even if we aren't in the same class. You can still pull up in the van with an open trailer with a serious weapon and good driver and do really well. In North America, it feels like the last frontier – you have the Raja 1000, the Salt Flats where private tiers can go and set records. You don't need the trucks, trailers etc so as David said, it's very pure.

From a technical standpoint you have a few things working against you: the altitude for one, which can

cause horsepower limitations. The cars have a lot less aerodynamic downforce because of the thinner air. Then you are pulling less heat out of the car so your turbo is working harder, so they turn into heat pumps and then you have to try and leech that heat out within a thin atmosphere. Then you have the cold temperatures, so you are trying to keep heat within the tyres, and then a driver who is trying to piece it all together and make sense of it all. The crew are trying to make the most sense of the four minutes so that they can make the changes and get back out in line again. So a lot of cool challenges. Also, the sheer size of this place – it's unreal. When you are at the bottom of the race and you look up you just see this barren peak that looks like something from Mars, and you just see this tiny little light and realise that is where they are going in under ten minutes.

It's just incredible and I can't imagine what it would be like for the driver and the sheer scale of testing you have, piecing that all together. We try to pride ourselves on giving the driver a car where they give us small bits of feedback that can make a big difference. The driver has to use all of that bandwidth to piece the track together. If you take away 25% because the chassis is battered, then that is going through their head and this takes away from the driver. So as their team, it's our job to let the driver utilise as much of that bandwidth as possible. 🍷



What took you there in 2013?

BB: We were commissioned by a gentleman called Jeff Zwart, who is a heavy hitter in the Porsche world from the Pikes Peak Hill Climb, who is also an iconic photographer and filmmaker. He has been competing there since the early '90s. I started BBI with a few friends and shortly after that Zwart walked into our shop and wanted us to put a car together. I drove a GT2 RS - 997 variant - with the turbos and the year before that I drove a Cup car. I thought if I could mix the nimble lightweight suspension geometry of the Cup car with the engine of the Turbo then we would have something.

We built the car, with a 996 Turbo street engine put into a Cup car, and warmed it up with 800 horsepower. It ended up being so much fun because we were able to have a scenario where the driver could rip it in the corners and have enough power in the clouds to carry him through it. When we went there in 2018, that's what really made us think 'this is a good fit for us': big horsepower, good handling cars and whacky downforce. We got 3rd place that year in TAL, in 2014 we learnt some lessons and came 2nd, and then in 2015 we got 1st place in class.

How about you, David?

DD: I befriended Porsche Colorado Springs and it is in their back garden. They asked me with such enthusiasm that I couldn't say no. I saw a video and

honestly thought, 'how am I going to learn this?' because it isn't close to where I live either, being a four-hour journey away.

To be competitive in a race where you have so many factors to take into consideration, it's fascinating to watch...

DD: I never did the race when it was gravel, but I can imagine it's more consistent between the practice and race when it wasn't all asphalt, because now we have tyres that work in a certain temperature range. However, it's hard to get the tyres into that operating temperature range. If you are practising at the top section and starting at 12,000ft going to 14,000ft, you cross the finish line of pavement and go onto dirt, so if you happen to get your tyres up to temperature, it's like glass. You can't pour hot water onto glass and then cold because it won't like it, and tyres are just the same. As soon as the tyres get onto moist dirt, the tyres don't like it. You could have no miles on a car and kill your tyres by not managing them correctly.

How do you go about entering the world of Pikes Peak today?

BB: I wouldn't be a part of a programme unless there is a lot of responsibility and/or the driver themselves are vetted and prepared to do this, because it is a 'both feet in' sort of deal. I had to shut my shop in order to check the cars and I had all 14 employees



ABOVE David Donohue, once again partnered with BBI for the 2023 Pikes Peak, finishing 3rd in class

with all hands on deck. If someone were to come to BBI and say, 'I want to do this, I don't have experience but I am a seasoned driver', I would say let's do the GT4 class. In the first year, get familiar with the hill, environment and altitude, get used to living in Colorado for a month or so.

If you don't have the experience then I wouldn't want to be a part of that programme because it would be irresponsible. There are so many elements that you don't think about until you experience it and then they hit you. You can prepare for them but there is always something new that hits you.

Would it be fair to describe BBI as the Manthey Racing of North America?

BB: I worked for Porsche Motorsport North America so I was very fortunate to be immersed in that programme, and actually that is where David and I really first met. I worked on his Daytona prototype programme back in my past life. I would love BBI to be something like Manthey. I look up to what they have done as a company and how they have done it. We are fortunate enough to have a powerhouse of staff here. Every single person here is wildly talented at what they do and that is key to our past successes and our vision. I would love to be rubbing elbows with Manthey or even in the same conversation. It's so flattering to even have our name in the same sentence as those guys. **gmi**

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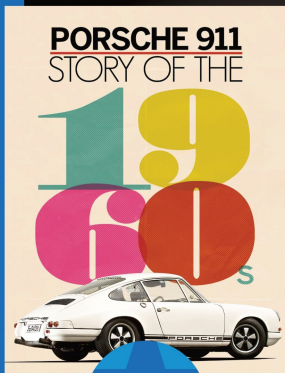


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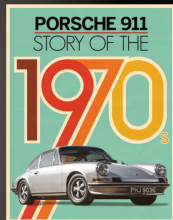
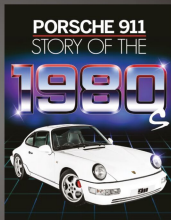
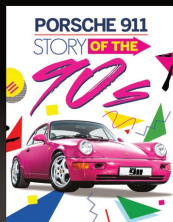
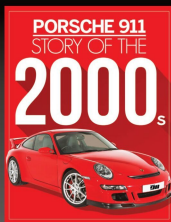


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Living the Legend

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



Peter Wilson
Adelaide, Australia
@peterwilson_oz

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



Life is starting to get back to normal in the Wilson household. Our house and garage renovations have continued apace over the past

month and we now have a new roof and a taller garage. The garage structure is finished but it still has no ceiling or lighting and the walls look like Swiss cheese after various plumbing and electrical incursions. As a result, the 930 has been in offsite storage for the past five weeks at Richmonds (richmonds.com.au) who offer secure storage in addition to buying and selling prestige and classic cars.

So it was with great excitement that a long-planned driving weekend finally arrived and on Friday afternoon I went to retrieve the Porsche from its trickle-charged slumber. On the way in I spied a 997 GT3 RS 4.0 for sale – the first I have ever seen in the flesh and apparently

one of only four or five sold in Australia according to Andy Morgan at Richmonds.

The 930 started first turn and it was great to be behind the wheel again, albeit in heavy commuter traffic on the way home. I remembered the steering feel and glorious engine noises but had strangely forgotten all about the crash and bang over bumps. It seems classic car ownership develops a special set of selective senses where the positives drown out the negatives...

The next morning I gave the car a quick wash, loaded up my overnight gear plus camera and headed to the rendezvous point. I stopped just around the corner to check tyre pressures and as I left the service station the car suddenly started misfiring badly. After a few more metres it was barely running and I immediately decided to try and get back home. Seconds later I was coasting and lucky enough to be heading downhill to reach a public car park where I sat and swore!

After checking the usual suspect (fuel pump wiring) it was clear there was no spark and that the 930 wasn't going on any driving getaway. Some quick calls to my mates, my wife and the RAA followed, with the RAA confirming my ignition diagnosis and arranging a tow truck. I transferred my gear into my Renault RS and belatedly headed off, leaving my wife to await the tow. This took over three hours, so I was unknowingly already in the doghouse as I played catch-up with my driving companions!

The tow truck deposited the Porsche in my neighbour's driveway and I headed home first thing on Sunday morning to commence diagnosis. After one night the car was a mess and covered in koala and possum poo so I was keen to get it back under cover ASAP. I checked power to the aftermarket MSD ignition, coil continuity/impedance and distributor pickup impedance and everything was within spec. Then I tested the MSD by shorting



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Auto Amateur

autoamateur.
buzzsprout.com

Model Year
Acquired
991.1 CARRERA
2013

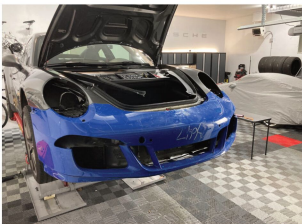
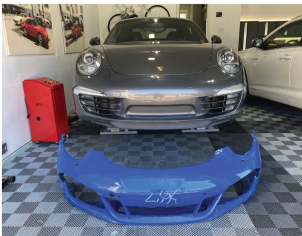
Model Year
Acquired
996.2 CARRERA
2002



It's a month of mods and mayhem for me here in my AutoAmateur garage. 'Mods' in that I'm in the process of adding a few modifications

(I like to think of them as 'refinements') to my 911 at the moment, 'mayhem' in that nothing is ever simple, is it?!

If you follow me here in **Total 911** or on my YouTube channel, you probably know that I like to modify my cars. I'm not one to go all 'Fast and Furious' if you will, with neon floor lights, fluffy dice around my rear view mirror or spinning rims... but I do like to put my own mark on the cars I own. As far as my Porsches are concerned, I have always bought used Porsches but I'm hyperaware of the huge range of options that are available to the buyer when they are purchased new from the factory. Maybe I feel like I'm missing out on that part of the Porsche ownership experience, so I continue the configuration post-delivery, once the car has passed through the hands of at least one prior owner.



the trigger wires, and as there was no spark I concluded that the MSD had died.

On Monday night (yep, another coating of marsupial excrement!) I loaded the car onto a trailer and took it to my workplace, where we have a small warehouse. Arriving at 9pm I found the driveway blocked by a scissor lift and had no option but to leave the car and trailer in the driveway overnight after adding a padlock to the gate. That night we had torrential rain and the following morning (Tuesday) the car was much cleaner but very soggy and I was able to push it into the warehouse to dry. After work I swapped out the MSD for a standard Bosch CDI unit and replaced the coil, but still no spark.

At this point I admitted defeat and on Wednesday towed it to RSR Sports Cars for Mark Poole to continue the diagnostics. Not a fun weekend, but at least I have reacquainted myself with the 930 and its foibles!

The range of options available on **Porsche.com**, even the free ones (not all of them are costed add-ons, although admittedly most are) are just astounding. Naturally you're able to choose basic attributes like the exterior colour, even a general interior colour, even a choice of a few different types of wheel – like most if not all car manufacturers today – but the choices go on and on.

For example, not only can you choose from several different wheel options, you can then choose each wheel in a few different colours. Same for the interior fabric – leather, Alcantara, etc. then choices of where the leather goes, or deviated stitching colours... sports exhaust options, standard or sportier seats, or bucket seats... regular bumpers, sportier bumpers... the choices go on and on. I have spent an extraordinary amount of time configuring my 'dream cars' on **Porsche.com** – my dream Turbo, my dream GT3, my dream base Carrera... This brings me to another point, before you get to adding in dozens of over a hundred different options available to you, you have almost a dozen different 911 variants to choose from! Base, S, 4S, Targa, Turbo, Turbo S, Coupe or Cabrio.

If I had bought my 911 new, as the first owner I would have enjoyed spending hours and hours on the configuration tool picking out all of the different options I wanted, like the proverbial kid in the candy store. I would have added deviated stitching around the cabin, I would have chosen the sportier version of the bumper, added the back-up camera, chosen a special colour.

This brings me to my recent set of mods that I'm in the process of implementing. The one I'm most excited about is the 'new' front bumper I obtained from a well-known salvage yard in Los Angeles CA, LA Dismanter. For \$500 I picked up an original sports front bumper from the factory Aerokit, taken from a wrecked 991.1. Structurally it's in great condition and it fits my 991 perfectly. The only thing I have to do is bring the part back to life. The surface needs restoring, the kit itself needs to be painted to match my Agate grey car and I need to obtain a handful of trim pieces to finish it off – the vents, the centre grille, the condenser housings... a few other smaller pieces. So while I have my hands on the bumper, it's going to take more research, sourcing of parts and trips to the body shop to bring everything together. Someone recently asked me why I didn't just buy the factory part new, from Porsche or other online retailers. Where is the fun in that?!



Lee Sibley
Poole, UK

@lee_sibs
 That Nine
Eleven Guy
 Road to Redline

Model **996.1 CARRERA**
Year **1998**
Acquired **JAN 1999**



At last, fate has permitted me to spend some lovely buns on upgrading my 996 Carrera, rather than draining my wallet just to

maintain it. That meant this month I was able to indulge in a new shifter.

I'd highly despised the 996's factory shifter from the day I bought the car. It wasn't aesthetically or ergonomically pleasing, and looked pretty manky after 23 years of hard use by some seven different owners (and associated friends!).

The balsa wood shifter first fitted to the 908 and 917 race cars – and latterly the Carrera GT – has always captured my imagination, not just for its look and feel but also its historical significance. As I'm hoping you've come to realise, this fits in with the overall vision behind my 996 project. An original balsa wood number is quite obviously off the cards, but plenty of companies out there offer a variety of alternatives. I plumped for a wooden shifter and adapter from Stuttgart Classica, the wooden shifter itself being made from recycled skateboard decks, which I thought was pretty cool.

Its finish is exquisite, and the stainless adapter shaft completes the clinically clean look. Fitting was simple too: the metropole blue leather boot and shifter is all one piece, so I removed the lot then cut the boot near the top to reuse it for my new wooden shifter. A couple of grub bolts affixed the adapter to the factory short shift kit already fitted, and then I simply screwed the wooden shifter on to the adapter, securing it with a bit of Loctite.

I am super thrilled at the new look, and think the wooden shifter complements my MOMO mod.7 steering wheel perfectly. The shaft is slightly longer than factory, which cancels out a little bit of the factory short shift as the throw is made a little longer from the top, but otherwise it's a super addition to Little Irish.

After getting through months of big maintenance bills, I'm now excited to continue indulging in more upgrades on Little Irish this year, completely ignoring the fact that it appears my clutch is about to expire...



Joe Williams
Sandbanks, UK

@joewilliamsuk
 Road to Redline

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

Model **964 CARRERA**
Year **1990**
Acquired **JANUARY 2021**



A weekend of Porsche! After what feels like a lifetime we were back out in the cars and enjoying some car shows

again. After a false start last year, Bicester Scramble was back on, and having not been before I was keen to see what all the fuss was about. Not being one to miss an opportunity, we turned it into a two-day outing with an overnight stop at Mollies.

Cutting the working week short at lunchtime on the Friday, which felt very indulgent, we set the compass north and went in search of a good lunch spot on route. Taking the scenic route via all the twisty B roads, we ended up at a lovely little country pub with an extensive range on draught. Disappointingly the kitchen had already closed so I became a non-alcoholic liquid lunch plus crisps and nuts!

Onward to Mollies, if you haven't been before it's a great little establishment with a loose American diner/motel theme. With a couple more joining us, we settled in to a round of man burgers and a cheeky pint or two before hitting the hay in preparation for the morning adventure.

We were six strong for Scramble the next day (SC, 993, 964, 996, 991 and a token 959). As we pulled into the first entrance a marshal tried to direct us into the general (boring) car parking field. As always, asking for forgiveness rather than permission we sped past in a bloom of dust towards the pre-90 field. The next member of the fun police sporting his all important hi-vis jacket came bounding over, having clocked that we weren't all in pre-1990 vehicles!

After being moved on again we were waved into the centre of the main arena. This looked like a great spot to park so we pulled up, locked our cars and made a swift getaway for the concours before anyone could ask us to move them!

The quality and, more interestingly, the variety of cars was outstanding. The choice of Porsche alone included every variation including a cheeky reimagined number from Singer. The pre-'90 parking field was by far the most interesting. Italian, French, German, British and American – there must have been 2,000 cars with everything you can think of.

Having spoken to lots of people there, the general feeling was that it was a bit flat compared to previous events, but as a



first timer there was a great buzz and the novelty of being back to a bit of normality made up for anything else. I'm certainly looking forward to the next one.

Then just to stretch out our couple of days of freedom, we went the long way home via the pub with the closed kitchen to see what we missed out on. The food was good and the beer cold, and made for a great way to end the day.

After a late start on the Sunday I loaded up the family into the 964 and shot up to Simply Porsche at Beaulieu. It was a great turn-out, although always a sea of grey 996 and 997s; I think we need to up the air-cooled game and even the mix. All in all though, it was another great day out.

Talking of events... the podcast is going strong and we've finalised our little Road to Redline get together. The Red Carpet is happening at CarNatter in Northampton on 3 July, all are welcome but you do need to grab a free ticket on Eventbrite. We look forward to seeing you there!





Nick Jeffery
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Instagram @npjeffery

Twitter @npjeffery

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

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



I have much to report since I wrote my last LTL column. I've finally part exchanged the 981 Cayman S for a Jet black 987 Boxster

Spyder for a start. As regular readers will know, I've been toying with the idea of moving the Cayman on for a while now and had been focusing on something that would be as good to drive or better but with a far greater visual impact, with added rarity and rock-solid residuals. The main contenders ended up being the 987-generation Cayman R/Spyder, the subsequent 981-generation Spyder and GT4, plus dialogue around a manual 997.2 Carrera with all the right options.

In the end I opted for the first-generation Spyder as it ticks all my boxes, is an absolute hoot to drive and finally offers something completely different to my GT3 and GTS. In fact, it's my first soft top!

In other news the GTS picked up a door dent on the passenger side adjacent to the door handle. Following a recommendation by a close friend (Roy!), I contacted Ryan Shakespeare at Fixadent (Fixadent.co.uk) who came back with a very reasonable quote of



£135, stating he would do his best to rectify the damage. He was able to fit me into his busy schedule within a week or so and, despite the variable weather conditions that day, did an amazing job using his paintless dent removal (PDR) tools! I'm over the moon with the result, which is 100% perfect with absolutely no sign of the previous dent whatsoever, and I would wholeheartedly recommend Ryan to anyone who suffers a similar fate to their pride and joy!

After the trauma of the nearside door, it was off to North Wales for a four-day road trip including the Porsche Club

GB track day at the famous Anglesey Circuit. I had intended on taking the GT3 but the weather forecast looked grim, so opted to take the GTS instead. In the end, it was absolutely the right choice as the GT3 would have fallen at the first hurdle, as it wouldn't have made it up the steep drive to our rented accommodation in Betws-Y-Coed! The GTS performed faultlessly on track and revelled in the wet conditions! In fact, it was passing far more exotic machinery on track, much of which was down to the prevailing weather and other people running on Cup tyres! Anglesey is a truly epic circuit and, if you've not been, I would totally recommend it!

Following the Welsh road trip, I decided, as a precautionary measure, to book the GTS into Paragon to have the PDK transmission oil changed. The recommended service interval for the PDK unit is six years, but I feel that's too long and decided to have it done at three years. I'm really pleased I did as the gearbox is far smoother now and even more intuitive and responsive! Apparently the ECU and gearbox get a 'reset' at every oil change, hence the improvement! I also asked Paragon to check both bonnet struts as they were making a creaking noise when you first open the bonnet. All they needed was stripping down and regreasing. Finally, I asked Paragon to give the car a health check to ensure nothing was amiss following five 20-minute sessions out on track. The only thing they noted was the front brake pads are down to 5mm where the brake warning light will be triggered at 3mm. Given the car will be going back to Paragon for a precautionary oil change and MOT in October, and I'm only likely to cover 1-1.5k miles between now and then, I decided to defer until then. After all, it's been an expensive month!





Ron Lang
Ashland, Oregon

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Model **911S 2.4-LITRE**
Year **1972**
Acquired **2018**

Model **930 3.3**
Year **1982**
Acquired **2020**

Model **964 CARRERA 2**
REIMAGINED BY SINGER
Year **1991**
Acquired **2016**

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

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

Model **992.2 GT3 RS**
Year **2011**
Acquired **2015**

Model **991.2 C4S**
Year **2017**
Acquired **2016**



I've been driving the 1982 930 Turbo a fair amount lately. I've observed a few things that I thought might be useful to share. But for

starters, since I've written about it before, some background on the car and why I bought it.

930 Turbos were not available for sale in the USA for several years because they did not meet newly enacted emissions rules. 930s were sold from 1975 through 1979 model years, then there was a five-year hiatus of sales on these shores until the reintroduction of the 1986 model.

My car was originally purchased in Germany and though I have the complete ownership history and the original window sticker/invoice from the selling dealer in Cologne, I do not know how the car was able to pass emissions rules when it came to the States. That said, here in Oregon, any car 20 years old or older is exempt from smog testing, so this was a non-issue for me when I acquired the car in 2020.

One of the attractions of this near 40-year-old car is that it is original. It has never been repainted and based on records in hand, the engine and transmission etc have never been rebuilt. The car now has 115,000 kilometres on



the odometer and it shows the patina of a long, albeit well-cared-for life. There are a plethora of small stone chips on the front of the car, nicely touched up but noticeable on close inspection. The outer thigh bolster of the driver's seat is sagged, though the leather is in decent shape. The door pocket covers (leather-covered cardboard!) are sagged where one's elbow rests on it. But it is an original and arguably unmolested car.

The only modifications during its life is that a prior owner (there have been five owners including me) upgraded the intercooler to an Andial item and installed a larger KKK K27 turbo replacing the K24 original. Otherwise, the car is as it came from the factory and I get a certain pleasure in its originality. I feel especially so since most of the older air-cooled cars in the garage have been restored (e.g. the 964 by Singer, the 1972 911S).

I have no interest specifically in power figures. That said, as a Euro car, stock rating was 300hp vs. 282hp for US smog-equipped cars. I don't know what the larger intercooler and turbo have done for power, but I certainly have no trouble accelerating and passing modern cars. The car feels light on its feet. The only drivetrain negative remains a somewhat balky transmission – care and patience is required for smooth shifts and at some point a gearbox rebuild will be in order.

Car colours are certainly a matter of very personal taste. Part of the appeal for me with this car is that it's ordered in paint-to-sample tangerine. Admittedly this is more of a long-hood 911 colour, but it works for me and the car, with its wide arches and wing, has a lot of 'eyeball' going for it.

When I bought the car, I had the interior freshened. A specialist re-dyed



the interior leather and replaced all the worn interior carpeting and did a colour swap to dark-brown carpeting. With the brown coco-mats, the interior is a pleasure and feels fresh for a 40-year-old car. Another fun little upgrade was swapping out the original radio for a modern Blaupunkt Bremen radio, which looks just like the original however comes with Bluetooth and instead of a cassette player has a USB and SIM card ports under the cassette cover.

I like washing the car. Getting a soapy wash mitt on all the body lines and seams provides a strong connection to the Porsche company of 1982 that was much smaller and more specialised than it is today.

So now that the car is clean, I'm about to take it on a 1,000-mile road trip from my home in southern Oregon to Seattle, Washington. The excuse for the trip (although do we need excuses to take road trips?) is to go look at a 996 GT2 being sold by a friend. Maybe the GT2 with its rear drive Turbo setup is sort of a water-cooled 930, lacking the driver aids much like my 1982 car and thus also qualifying for what means the most to me with 911s – an enticing driving experience at all speeds. I'll report on the road trip next month.





Tony McGuinness
San Diego, USA

@tonymcguinnessgt3rs

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

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



I feel extremely fortunate to not only be living the legend of the 911 with my GT3 RS and GT3, but I've also been living the

legend with Porsche in another way since 2018. In last month's issue, I shared with readers that for over one year I had been interviewing British driver and Porsche legend, Brian Redman, for **Total 911**. Regular readers will recall, prior to Brian Redman, I interviewed Porsche hero and Londoner, "Quick Vic" Eford about his life and career for 14 successive issues.

Preceding that, my inaugural interview with a Porsche race legend took place with American hero Hurley Haywood. My mini-series of interviews with the three times winner of Le Mans and five-time winner of the 24 Hours of Daytona included eight sequential guest columns.

The term legend is one that cannot be overused when it comes to Hurley Haywood, Vic Eford and Brian Redman. It could be argued that if it wasn't for them, Porsche may not have become so incredibly successful in motorsport.

They each are unique drivers in their own right. Vic, Brian and Hurley achieved

phenomenal success for Porsche, yet they also suffered bitter disappointments. It's especially worth remembering Vic Eford convinced Porsche to let him race the 911. They had no plans to race our beloved Neunelfer. In fact, they didn't even have a department to support Vic. Yet Vic persuaded Huschke von Hanstein to lend him a 911 along with only minor support. Vic was convinced the 911 could be a winner. He knew he could harness the weight distribution of the 911 with its engine slung out over the rear axle and use it to its advantage.

The great man didn't disappoint giving the 911 its first major international victory at the 1968 Monte Carlo rally. Porsche was ecstatic at Vic's success with the 911 and in many ways that victory back in 1968 set the 911 on the road to success for decades. When Vic described his victory to me in the red 911 at Monte Carlo, I was on the edge of my seat as I listened to him take me back in time.

In fact, each driver I have interviewed has their own incredible way of talking about the cars they raced and the tracks they raced on. If you haven't read the Guest Columns of Hurley Haywood, Vic Eford and Brian Redman, I urge you to go back and read my interviews with them



as they share their life and careers racing for Porsche.

I'm excited to announce the commencement of a new series of interviews I'm conducting with Porsche icon, Derek Bell MBE. Porsche fans will be no stranger to the humble, British driver who won the 24 Hours of Le Mans in 1975, 1981, 1982, 1986 and 1987. The five-time winner of Le Mans also won the 24 Hours of Daytona three times in 1986, 1987 and 1989.

I've already had two interviews with Derek, and I can't wait for the next. I hope you enjoy the first of my interviews with him next issue.



Ian Harris
Shoreham, UK

@harrisclassics

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

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

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

Model **991.2 GT3**
Year **2019**
Acquired **MARCH 2021**



I always enjoy a visit to see the chaps at Ashgood Porsche. They have a great selection of cars, are well priced and offer a good deal

when PX'ing your correct Porsche. I was going past their premises, so stopped in to have a look around, and a very clean 997.2 GT3 RS with only 13,000 miles and superb condition caught my eye.

I had previously owned a LHD 997.1 GT3 RS in Viper green with fairly high miles and a Middle Eastern import, it's fair to say it wasn't the nicest example! I really struggled with the way it drove and didn't bond with it at all, so was very dubious of getting into another 997 GT3.



The Ashgood guys let me take their latest GT3 for a drive and it felt very special as soon as I sat in the car, it was raw, stiff and difficult to drive. Once the car was warmed up and I was getting used to the drive it all started to really come alive. The mechanical gear change has to be executed with precision, trail braking is key to getting the nose down in the corners, and there is no auto blip so heel and toe is also advised when it comes to downshifting.

When I had my previous Gen1 997 RS I would say I was your average track day driver, who could get around a track



pretty quickly. With no driving training I was the same as everyone else, brake in a straight line, turn and power on... With racing the Caterham Academy series I have had a lot of driver training, really learning about the balance of a car, weight distribution, trail braking, heel and toe and so forth; this has really helped me with my racing, but I'm also finding I'm getting more pleasure from driving my Porsches – especially when it is as demanding and rewarding as a 997.2 GT3 RS! The question is, do I sell my 991.2 GT3 to buy a car eight years older and more expensive?





Max Newman
Aylesbury, UK

 @maxripcor

Model
Year
Acquired

997.1 CARRERA
2004
APRIL 2012

Model
Year
Acquired

991.1 CARRERA S
2013
SEPTEMBER 2020

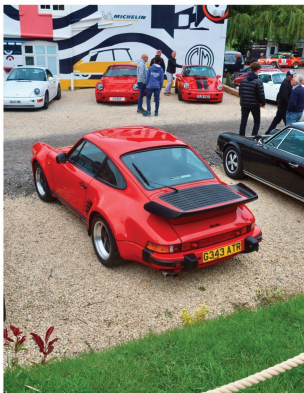


I've been keen to show the 991 to Pete, Jamie, and the guys at Paragon, so booked it in for a service and MOT as part of my strategy

to move it onto annual filter and fluid servicing at the very least. I left it with them for a few days and Jamie warned me he'd probably have sold by the time I came back!

It was a 40k-mile major service so the car received a thorough going over and came back with a clean bill of health – not only as I expected but also as I really hoped for. One significant additional expense to consider was tyres. I bought the car wearing ageing Pirelli P Zeros rather than my favoured Michelin PS4S, so when Pete reported perishing between the treads on the front tyres I simply had to consider whether to go for two or to replace all four tyres. With my Dad's voice echoing in my head I decided to go for all four. He's vitriolic about the importance of matching tyres, at the very least across the axle, ideally all round.

A profligate move you might say, but I had been looking for an excuse to change them. I run the PS4S on the 997 and our BMW 335i, and like the feedback, consistency, and stability they offer.



The P Zeros couldn't quite match that. Could be tyre age, use, or they might all be like that. There'll be some placebo effect in there too for sure – Kyle Fortune or Marino Franchitti I am not – but I do feel more confident with the car, and am enjoying it more over challenging roads I'm familiar with.

Whilst at Paragon I booked the 997 in for its annual visit but have since officially put it up for sale – you may have seen the advert on my Instagram or Facebook. It's a move that surprised even me, but I'm pleased to report that as I write this column it has not yet sold. It will be a significant moment when the MNZ 911 registration moves over to the 991.

The only disappointment of my time at Paragon was being unable to buy the white 993 RS in the showroom. It remains, I think – if I was forced to choose – my favourite 911 and a car you rarely see. Resplendent in white with the

big-wing kit and obligatory Speedline split-rim wheels, it really looked special. And wonderful. £250k for that LHD example is way beyond my means though, even if I was to sleep in it.

With the easing of restrictions and improving weather I've been able to frequent Caffeine & Machine again – my favourite evening being the monthly Air Cooled Appreciation Society (ACAS) meet. There are cool cars there whatever time or day of the week you visit, but I particularly like the vibe at ACAS, and always bump into friends. The 911 line-up is predictably first class.

If you're interested in buying my 997, take a look at my Instagram feed @maxripcor and see if I've managed not to sell it by the time you read this, and get in touch. I'm curious to see how it would perform on Collecting Cars too, so may even explore that route – then there'll be no going back!





Phil Farrell
Cheshire, UK

@mlix8pfj

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



Free at last! Well, sort of. This month marked the first proper road trip of the year for the GTS and I and we

thoroughly enjoyed ourselves. The usual crowd had booked into the Scramble at Bicester Heritage last year, and having then been postponed a couple of times it finally went ahead albeit in a slightly pared-back format due to the ongoing restrictions. For those not in the UK, the Bicester Heritage site is a former World War II RAF airfield that has been broadly taken over by a whole host of car-related

businesses. There's everything from a classic car restoration school to an auction house. It's well worth looking up.

With the Sunday Scramble event being somewhat confusingly on a Saturday for us we set off late afternoon on the Friday to beat the traffic and get some miles round our wheels. Being able to legitimately get on the open road and stretch the legs of the GTS felt really good. We had a mix across the ages with myself in the 991 GTS, Joe (@joewilliams_uk) in his air ride 964 and Chuck in perhaps the most beautiful G series I've ever seen. Given Chuck lives around the corner from me it was in fact the first time I'd seen it. Chuck maintains the car in the most fastidious of manners and the car certainly reflects the care and attention bestowed upon it, and it looks resplendent in every way as can be seen from the rather special picture @993andy took. Maybe one day Chuck will let me have a little spin in it?

The evening before was spent consuming beer and burgers when Lee, Paul and Andy joined us. It was great to be out chatting with petrolhead friends again, looking forward to the event the next day.

Bicester did not disappoint. We managed to somehow get great parking spaces in with the big boys, and while perhaps the GTS really wasn't that special in the grander scheme of things, Joe's 964 on its air suspension and the G series definitely garnered many an admiring glance from passers-by.

Hot off the back of the successful trip to Bicester the group are already planning a trip up North for early July, all being well. I wrote this time last year about the trip up to Northumberland and the Lakes, so I'm hoping the consensus ends up in a similar sort of area of the UK. It's unfortunate that ongoing travel challenges make a continental road trip all but impossible, but at the same time if we were able to get over the Channel we probably wouldn't think too hard about enjoying some of the scenery and roads we have on our doorstep. Plus, whatever we can do to put money back into our own tourist and hospitality industries can't be a bad thing either.

As I write, my iPhone has just reminded me (again) that I need to book the MOT in. Wish me luck and I shall report back with the result, and hopefully an update of the July road trip.



Natalie Stratos
London, UK

Model **911 SC TARGA**
Year **1982**
Acquired **NOV 1994**



What's the saying, one man and his dog? I prefer one woman and her dog – ideally, in her Porsche

Targa. Two passions of mine, cars and dogs. What's not to love? Working for myself, I took my white staffy Bobo everywhere with me. He was my 'bit of hot stuff' in the seat next to me. He looked so handsome, hanging out of the passenger window with his front paws on the arm-rest, catching the breeze driving through my gorgeous London town. He complemented the classic lines of my 1982 Porsche perfectly, and got so much attention it was insane. Not only

did people stop me to talk about the car, but with a dog or two hanging out of the window it caused delight for passers-by.

During COVID I was missing using my car, so to keep her alive I started a new business involving the Targa, mixing my two loves: my car and dogs.

So I started picking up friends' dogs and would walk them in Richmond Park. It was the perfect way to keep my sanity during lockdown and keep the battery of the Targa alive. I drew on my fashion roots and started designing dog coats, with a few of my tailor friends. It's still in its infancy but the Porsche and Pooch mixture is magic. I have an Instagram-famous doggie modelling the coats in my car... Fiorucci, that '80s fashion label, have just used a 1980s Porsche as part of their new ad campaign. All things '80s are so fashionable right now.

On the technical side of having an old Porsche there are the constant maintenance issues. Unless I spend serious money or a full rebuild she will continually need fixing. One thing I have learnt is how to feel if there is any issue with my car. I know each sound or vibration and can sense a problem coming. We have been together for 27 years so it is a sixth sense. I know something big is going to need doing to



her engine soon, which really worries me. She has a recurring oil problem. A few months back No5 Garage in Colville Road, West London, removed a sender unit and replaced the leaking gasket. It was a nerve-racking experience as my beauty was up on the ramp. Thankfully this was detected and the problem solved without huge costs. So I continue to enjoy her until the next hiccup.

My dream would be to do a full engine rebuild and take her through Europe for a few months. So a plan needs to be hatched... oh, and an end to that pesky thing called lockdown and Europe banning us!



Suspension and Brake Packages

Build yours at ElephantRacing.com 3 clicks... Done!

The screenshot shows the Elephant Racing website's Package Builder interface. At the top, the Elephant Racing logo is on the left, and navigation links for Car Builds, Tech, Instructions, Newsletter, and Shopping Cart are on the right. A banner indicates 'ORDERS OVER \$250 SHIP FREE WORLDWIDE'. Below this is a navigation bar with year and model dropdowns (911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, 356) and a Search button. The main heading is 'Package Builder'. On the left, three steps are listed: 1. Select Year & Model (Year: 2004, Model: 996/997/986/987), 2. Select Your Package (Street Performance 2), and 3. Customize Package (Add, update, or remove parts using the tables below). An 'Add To Cart' button is at the bottom of the steps. The main area displays two grids of parts: 'Suspension' and 'Brakes'. A 'PACKAGE CHARACTERISTICS' sidebar on the right shows 'RIDE COMFORT' at 41 and 'PERFORMANCE' at 63. 'ONLINE TOOLS' links for Brake Builder, Suspension Builder, and Suspension Navigator are also present.

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Package Builder

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Model: 911 ▾
996/997/986/987
991
993
914
964
944

2 Select Your Package

Street Performance 2 ▾

3 Customize Package
Add, update, or remove parts using the tables below

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Data file

Full specs, ratings and market values of every Porsche 911 model, including the Anniversary models, can be found beginning on page 78

Plus

Showroom

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

Servicing & tuning

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

Porsche lifestyle

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

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

Data file

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



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

General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 2021 Q4 will be October. The review for 2021 Q2 was July.



Ratings

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



● (D 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-door 912 was also made.

Production numbers	9,120
Base fuel tank	323
Engine capacity	1,700cc
Compression ratio	8.0:1
Maximum power	129hp @ 5,200rpm
Maximum torque	187Nm @ 3,200rpm
0-62mph	8.2 sec
Top speed	128mph
Length	4,400mm
Width	1,650mm
Weight	1,070kg
Wheels & Tyres	F 4.5x16-VR8 85/90VR8 R 4.5x16-VR8 85/90VR8



★★★★★
911R 1966

The lightest 911 of all time, the R was essentially a prototype racer fitted with a 200hp flat six engine producing 220hp. Of the 20 produced, four would stay at the factory as works cars.

Production numbers	29
Base fuel tank	34
Engine capacity	1,700cc
Compression ratio	8.5:1
Maximum power	165hp @ 5,800rpm
Maximum torque	125Nm @ 4,800rpm
0-62mph	5.5 sec
Top speed	120mph
Length	4,400mm
Width	1,650mm
Weight	800kg
Wheels & Tyres	F 4.5x16-VR8 85/90VR8 R 4.5x16-VR8 85/90VR8

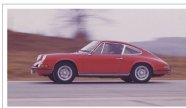


● (S & D series) ★★★★★
911S 1970-1971

An upgrade in engine size gave the 911S 100bhp. 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
Base fuel tank	290
Engine capacity	2,000cc
Compression ratio	9.8:1
Maximum power	109hp @ 5,500rpm
Maximum torque	128Nm @ 3,200rpm
0-62mph	8.6 sec
Top speed	125mph
Length	4,370mm
Width	1,600mm
Weight	1,000kg
Wheels & Tyres	F 4.5x16-VR8 85/90VR8 R 4.5x16-VR8 85/90VR8



● (S & D series) ★★★★★
911T 1971

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	10,202
Base fuel tank	327
Engine capacity	2,000cc
Compression ratio	8.6:1
Maximum power	122hp @ 5,800rpm
Maximum torque	165Nm @ 4,200rpm
0-62mph	7.9 sec
Top speed	125mph
Length	4,370mm
Width	1,600mm
Weight	1,000kg
Wheels & Tyres	F 4.5x16-VR8 85/90VR8 R 4.5x16-VR8 85/90VR8



● (S 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	35,333
Base fuel tank	327
Engine capacity	2,340cc
Compression ratio	7.9:1
Maximum power	130hp @ 5,500rpm
Maximum torque	187Nm @ 4,000rpm
0-62mph	7.6 sec
Top speed	128mph
Length	4,370mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	F 4.5x16-VR8 85/90VR8 R 4.5x16-VR8 85/90VR8



▲ ★★★★★
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.



★★★★★
SC RS 1984

True homologation special built so that Porsche could go Group 1 (racing). Six RSRs were used for Group 1 races and 10. Tuned 2.0-litre engine had 160hp at 5,200rpm.

Production numbers	21
Base fuel tank	26
Engine capacity	2,000cc
Compression ratio	10.0:1
Maximum power	220hp @ 5,500rpm
Maximum torque	220Nm @ 4,200rpm
0-62mph	4.9 sec
Top speed	128mph
Length	4,270mm
Width	1,700mm
Weight	950kg
Wheels & Tyres	F 4.5x16-VR8 85/90VR8 R 4.5x16-VR8 85/90VR8



3.2 Clubsport 1987/1989

Removing 'luxuries' sloped off around 40kg of weight. Re-engineering management gave a higher rev limit of 6,840rpm. Suspension upgraded and LSD standard.

Production numbers	340
Power	180
Engine capacity	3,200cc
Compression ratio	10.5:1
Maximum power	200hp @ 5,500rpm
Maximum torque	280lb-ft @ 4,000rpm
0-60mph	5.1 sec
Top speed	220mph
Length	4.07m
Width	1.75m
Weight	1,350kg

Wheels & Tyres
F 16" x 205/25-VR6
R 16" x 225/25-VR6



Production numbers	50
Power	180
Engine capacity	3,200cc
Compression ratio	10.5:1
Maximum power	200hp @ 5,500rpm
Maximum torque	280lb-ft @ 4,000rpm
0-60mph	5.1 sec
Top speed	220mph
Length	4.07m
Width	1.75m
Weight	1,350kg

Wheels & Tyres
F 16" x 205/25-VR6
R 16" x 225/25-VR6



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	79,654
Power	180
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	200hp @ 5,500rpm
Maximum torque	300lb-ft @ 4,000rpm
0-60mph	5.6 sec
Top speed	160mph
Length	4.57m
Width	1.65m
Weight	1,350kg

Wheels & Tyres
F 16" x 205/25-VR6
R 16" x 225/25-VR6



964 Carrera 4 1989-1993

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

Production numbers	13,353 (2000)
Power	180
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	220hp @ 4,500rpm
Maximum torque	320lb-ft @ 4,000rpm
0-60mph	5.7 sec
Top speed	160mph
Length	4.57m
Width	1.65m
Weight	1,600kg

Wheels & Tyres
F 17" x 225/25-VR6
R 16" x 225/25-VR6



964 3.8 RS 1993

Identifiable by lightweight Turbo bodyside, 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
Power	180
Engine capacity	3,800cc
Compression ratio	10.5:1
Maximum power	220hp @ 5,500rpm
Maximum torque	320lb-ft @ 4,000rpm
0-60mph	4.9 sec
Top speed	220mph
Length	4.25m
Width	1.75m
Weight	1,370kg

Wheels & Tyres
F 16" x 205/25-VR6
R 16" x 225/25-VR6



964 Anniversary 1993-94

30th Anniversary 964 ultrafast Turbo with body modified to fit four-wheel drive. Commemorative gear. Available in Volcanic Metallic. Total drive of 4.1m/hrs.

Production numbers	961
Power	180
Engine capacity	3,800cc
Compression ratio	10.5:1
Maximum power	220hp @ 5,500rpm
Maximum torque	320lb-ft @ 4,000rpm
0-60mph	4.7 sec
Top speed	220mph
Length	4.25m
Width	1.75m
Weight	1,400kg

Wheels & Tyres
F 16" x 205/25-VR6
R 16" x 225/25-VR6



964 RS America 1993

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

Production numbers	70
Power	180
Engine capacity	3,800cc
Compression ratio	10.5:1
Maximum power	220hp @ 5,500rpm
Maximum torque	320lb-ft @ 4,000rpm
0-60mph	5.3 sec
Top speed	240mph
Length	4.25m
Width	1.65m
Weight	1,350kg

Wheels & Tyres
F 17" x 225/25-VR6
R 16" x 225/25-VR6



964 C2 Speedster 93-94

Combined the 964 bodyside with the hood and windshield of the Carrera 3.2 Speedster, plus RS interior. It's thought Porsche planned to build 3,000, but demand fell.

Production numbers	950
Power	180
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	220hp @ 4,500rpm
Maximum torque	320lb-ft @ 4,000rpm
0-60mph	5.1 sec
Top speed	160mph
Length	4.25m
Width	1.65m
Weight	1,300kg

Wheels & Tyres
F 17" x 225/25-VR6
R 16" x 225/25-VR6



Lightweight body as per RS tradition, teamed with a 3.8-litre engine. Variable intake system and remapped ECU to create 300bhp. Red taillights only.



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	6,645
Power	180
Engine capacity	3,800cc
Compression ratio	10.5:1
Maximum power	280hp @ 5,500rpm
Maximum torque	320lb-ft @ 4,000rpm
0-60mph	3.7 sec
Top speed	160mph
Length	4.25m
Width	1.75m
Weight	1,500kg

Wheels & Tyres
F 16" x 225/25-VR6
R 16" x 225/25-VR6



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	5,307
Power	180
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	400hp @ 5,700rpm
Maximum torque	540lb-ft @ 4,000rpm
0-60mph	4.3 sec
Top speed	160mph
Length	4.25m
Width	1.75m
Weight	1,500kg

Wheels & Tyres
F 16" x 225/25-VR6
R 16" x 225/25-VR6



993 Carrera S 1997-1998

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

Production numbers	3,774
Power	180
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	380hp @ 5,500rpm
Maximum torque	340lb-ft @ 4,000rpm
0-60mph	3.8 sec
Top speed	160mph
Length	4.25m
Width	1.75m
Weight	1,500kg

Wheels & Tyres
F 16" x 225/25-VR6
R 16" x 225/25-VR6



Designed with wider rear arches, air intakes and deep front wing, plus part fixed, part retractable wing. Different engine to 3.6-litre 996.



996 Carrera 4S 2001-2005

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

Production numbers	22,005
Power	180
Engine capacity	3,800cc
Compression ratio	10.5:1
Maximum power	300hp @ 5,500rpm
Maximum torque	320lb-ft @ 4,000rpm
0-60mph	5.1 sec
Top speed	240mph
Length	4.25m
Width	1.65m
Weight	1,450kg

Wheels & Tyres
F 17" x 225/25-VR6
R 16" x 225/25-VR6



996 GT2 2001-2003

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

Production numbers	1,187
Power	180
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	400hp @ 5,700rpm
Maximum torque	520lb-ft @ 4,000rpm
0-60mph	4.1 sec
Top speed	160mph
Length	4.25m
Width	1.65m
Weight	1,450kg

Wheels & Tyres
F 16" x 225/25-VR6
R 16" x 225/25-VR6



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	25,338
Power	180
Engine capacity	3,596cc
Compression ratio	10.5:1
Maximum power	320hp @ 5,800rpm
Maximum torque	370lb-ft @ 4,200rpm
0-60mph	5.0 sec
Top speed	160mph
Length	4.25m
Width	1.75m
Weight	1,500kg

Wheels & Tyres
F 17" x 225/25-VR6
R 16" x 225/25-VR6



964 C4
Lightweight 1991
1994 Leichtbau made use of surplus parts from 953 Paris Gabel project. Highlights include four-way adjustable differential, short ratio gearbox and stripped interior.

Production numbers	22
Year featured	1991
Engine capacity	3000cc
Compression ratio	13:1
Maximum power	269hp @ 5,500rpm
Maximum torque	304lb-ft @ 3,700rpm
0-62mph	4.3 sec
Top speed	157mph
Length	4.26m
Width	1.75m
Weight	1,300kg
Wheels & Tyres	
F 19x11wch 255-25/285	
R 18x10wch 255-25/285	



964 Turbo
1991-1992
This used the revised 964 bodyshell, extended arches and 'testday' wing. The engine was essentially the 3.3-litre unit from the previous model, but updated.

Production numbers	3,800
Year featured	1992
Engine capacity	3,270cc
Compression ratio	10:1
Maximum power	270hp @ 5,500rpm
Maximum torque	402hp @ 4,500rpm
0-62mph	5.4 sec
Top speed	188mph
Length	4.26m
Width	1.75m
Weight	1,470kg
Wheels & Tyres	
F 19x11wch 255-25/285	
R 18x10wch 255-25/285	



964 RS
1991-1992
120kg saving by deleting luxuries and fitting magnesium cup wheels. Power was boosted by 10bhp, suspension lowered by 40mm and uprated, as were brakes.

Production numbers	2,420
Year featured	1991
Engine capacity	3,000cc
Compression ratio	13:1
Maximum power	269hp @ 5,500rpm
Maximum torque	328hp @ 4,800rpm
0-62mph	5.4 sec
Top speed	162mph
Length	4.26m
Width	1.75m
Weight	1,270kg (Sport)
Wheels & Tyres	
F 19x11wch 255-25/285	
R 16x10wch 255-25/285	



964 Turbo S 1992-1993
380kg lighter than Turbo. Intakes in the rear arches funnelled air to the brakes, while the engine cover was boosted by 60bhp. RS spec upgraded to suspension.

Production numbers	81
Year featured	1992
Engine capacity	3,270cc
Compression ratio	10:1
Maximum power	430hp @ 5,500rpm
Maximum torque	493hp @ 4,800rpm
0-62mph	4.3 sec
Top speed	188mph
Length	4.26m
Width	1.75m
Weight	1,250kg
Wheels & Tyres	
F 19x11wch 255-25/285	
R 18x10wch 255-25/285	



964 Turbo 3.6
1993-1994
Engine based on modified 3.6-litre 964 unit. Distinctive 18-inch rim. Speedwire wheels covered the Big Red brake calipers. Suspension lowered by 20mm.

Production numbers	1,457
Year featured	1993
Engine capacity	3,600cc
Compression ratio	13:1
Maximum power	360hp @ 5,500rpm
Maximum torque	320hp @ 4,200rpm
0-62mph	4.3 sec
Top speed	177mph
Length	4.26m
Width	1.75m
Weight	1,470kg
Wheels & Tyres	
F 19x11wch 255-25/285	
R 18x10wch 255-25/285	



993 Carrera 1993-1997
Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. The 3.600cc engine was revised, with VariatorR available from 1996.

Production numbers	38,626
Year featured	1996
Engine capacity	3,600cc
Compression ratio	13:1
Maximum power	270hp @ 5,500rpm
Maximum torque	320hp @ 4,200rpm
0-62mph	5.4 sec
Top speed	188mph
Length	4.26m
Width	1.75m
Weight	1,370kg
Wheels & Tyres	
F 19x11wch 255-25/285	
R 18x10wch 255-25/285	



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 (Sport)
Year featured	1994
Engine capacity	3,600cc
Compression ratio	13:1
Maximum power	270hp @ 5,500rpm
Maximum torque	320hp @ 4,200rpm
0-62mph	5.4 sec
Top speed	188mph
Length	4.26m
Width	1.75m
Weight	1,470kg
Wheels & Tyres	
F 19x11wch 255-25/285	
R 18x10wch 255-25/285	



993 GT2 1995-1996
911 Turbo, but with reduced output. Also included rear-wheel drive car. Fitted with huge front and rear wings and bolt-on arch extensions.

Production numbers	171
Year featured	1995
Engine capacity	3,600cc
Compression ratio	13:1
Maximum power	430hp @ 5,500rpm
Maximum torque	360hp @ 4,200rpm
0-62mph	3.9 sec
Top speed	188mph
Length	4.26m
Width	1.75m
Weight	1,450kg
Wheels & Tyres	
F 19x11wch 255-25/285	
R 18x10wch 255-25/285	



993 Turbo S 1998
The final hurrah for the last so-called 911. With 450bhp for UK models, it was the fastest and most luxurious road-going model Stuttgart had ever produced. Manual only.



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	96,703
Year featured	1999
Engine capacity	3,480cc
Compression ratio	13:1
Maximum power	300hp @ 5,800rpm
Maximum torque	290hp @ 4,000rpm
0-62mph	5.2 sec
Top speed	129mph
Length	4.43m
Width	1.75m
Weight	1,370kg
Wheels & Tyres	
F 19x11wch 255-25/285	
R 18x10wch 255-25/285	



996 1C4 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	23,054
Year featured	1999
Engine capacity	3,480cc
Compression ratio	13:1
Maximum power	300hp @ 5,800rpm
Maximum torque	290hp @ 4,000rpm
0-62mph	5.2 sec
Top speed	129mph
Length	4.43m
Width	1.75m
Weight	1,370kg
Wheels & Tyres	
F 19x11wch 255-25/285	
R 18x10wch 255-25/285	



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	1,880
Year featured	1997
Engine capacity	3,600cc
Compression ratio	13:1
Maximum power	380hp @ 5,800rpm
Maximum torque	270hp @ 4,200rpm
0-62mph	3.9 sec
Top speed	188mph
Length	4.43m
Width	1.75m
Weight	1,350kg
Wheels & Tyres	
F 19x11wch 255-25/285	
R 18x10wch 255-25/285	



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	10,388
Year featured	2003
Engine capacity	3,396cc
Compression ratio	13:1
Maximum power	320hp @ 6,800rpm
Maximum torque	300hp @ 4,200rpm
0-62mph	5.1 sec
Top speed	179mph
Length	4.43m
Width	1.75m
Weight	1,450kg
Wheels & Tyres	
F 19x11wch 255-25/285	
R 18x10wch 255-25/285	



996 Anniversary 03-04
Available in GT color and includes a Turbo front bumper and front Carrera wheels. Superior, 30mm-sports suspension and mechanical LSD (standard).

Production numbers	1,963
Year featured	2003
Engine capacity	3,396cc
Compression ratio	13:1
Maximum power	320hp @ 6,800rpm
Maximum torque	300hp @ 4,200rpm
0-62mph	5.1 sec
Top speed	179mph
Length	4.43m
Width	1.75m
Weight	1,370kg
Wheels & Tyres	
F 19x11wch 255-25/285	
R 18x10wch 255-25/285	



996 2 GT3 2003-2005
Based on facelifted 996 Carrera, but with new wings. Suspension lowered and uprated. PCOB optional. Full-spec interior unless Outsport option was ordered.

Production numbers	2,163
Year featured	2004
Engine capacity	3,600cc
Compression ratio	13:1
Maximum power	380hp @ 5,800rpm
Maximum torque	380hp @ 4,000rpm
0-62mph	4.1 sec
Top speed	188mph
Length	4.43m
Width	1.75m
Weight	1,380kg
Wheels & Tyres	
F 19x11wch 255-25/285	
R 18x10wch 255-25/285	



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 Outsport. PCOB optional.

Production numbers	662
Year featured	2004
Engine capacity	3,600cc
Compression ratio	13:1
Maximum power	380hp @ 5,800rpm
Maximum torque	380hp @ 4,000rpm
0-62mph	3.9 sec
Top speed	188mph
Length	4.43m
Width	1.75m
Weight	1,350kg
Wheels & Tyres	
F 19x11wch 255-25/285	
R 18x10wch 255-25/285	

Sales debate

Is there too much heat in the 911 market currently?

THE LEONARD COLLECTION



Pay attention to the Porsche marketplace and you'll have noticed a general inflation of prices for used 911s across the board, from collectibles at the very top, right the way down to the everyday 996 at the bottom.

Whether this consumer confidence is boosted solely by a relaxing of year-long coronavirus restrictions remains to be seen, but there's no doubting enthusiasts are happy to spend lavishly on acquiring 911s – perhaps best exemplified by the mammoth £7.5 million realised during Collecting Cars' online sale of 'The Leonard Collection'. Clearly, a lot of money is sloshing around the Porsche marketplace currently, but is this a good thing?

Jonathan Franklin at the eponymous Porsche specialists is cautious. "It may seem great that prices are going up across the board, but this points to a volatile market," he says. "If prices of cars go up quickly, they can come down just as quickly too... it's a gamble from a dealer point of view."

Franklin's sentiments are echoed by his industry colleague Karl Meyer of 2911 The Porsche Buyer, who says the market is a hive of activity currently. "It's a bit like the situation we had a few years back where prices seem to be increasing by the week... people are paying crazy prices for cars, and in some cases those cars are plainly very average. There remains a limited availability of good stock, which in my opinion is contributing to this hike in values and means we are very much in a seller's market currently," he confirms. So is the current market trend a worry for consumers? "Not so much for consumers but definitely for dealers, who won't want to sink their funds into cars which could lose a lot of value when the market goes the other way," he says.

Both our experts point to 2014-16, when 911 prices boomed, particularly the air-cooled market. This led to a sustained period of gradual price correction, which lasted right up until 2020. While our experts don't believe the current boom will last as long as the golden years of last decade, they do ultimately believe that we are currently in a bubble, and that bubble is likely to burst before long – a good thing in the long-term stability of 911 values.



996 Turbo S 2004-2005	★★★★★
Production numbers	1,563
Issue featured	132
Engine capacity	3,600cc
Compression ratio	9.6:1
Maximum power	450hp @ 5,700rpm
Maximum torque	620lb-ft @ 3,500rpm
0-62mph	4.80sec
Top speed	178mph
Length	4.29m
Width	1.77m
Weight	1,599kg
Wheels & Tyres	
F 15x18-inch 225/40-18	
R 16x18-inch 285/35-18	

A911 Turbo with the previously optional 3.0hp power upgrade, with larger turbochargers, updated intercoolers and revised ECU. PCCB standard.



997.1 GT3 RS 2006-2007	★★★★★
Production numbers	1,106
Issue featured	148
Engine capacity	3,600cc
Compression ratio	12.5:1
Maximum power	483hp @ 5,700rpm
Maximum torque	420lb-ft @ 3,500rpm
0-62mph	4.2sec
Top speed	184mph
Length	4.40m
Width	1.80m
Weight	1,575kg
Wheels & Tyres	
F 15x18-inch 225/40-18	
R 16x18-inch 285/35-18	

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.

997.2 GT3 RS 2009-2012



Wider front arches and larger wing. Dynamic engine mounts and PASM are standard. An optional, without door handles, wheel arches and roof.

997.2 GT3 RS 2009-2012	★★★★★
Production numbers	1,500
Issue featured	135
Engine capacity	3,600cc
Compression ratio	12.5:1
Maximum power	450hp @ 5,700rpm
Maximum torque	420lb-ft @ 3,500rpm
0-62mph	4.5sec
Top speed	178mph
Length	4.40m
Width	1.80m
Weight	1,575kg
Wheels & Tyres	
F 15x18-inch 225/40-18	
R 16x18-inch 285/35-18	

Wider front arches and larger wing. Dynamic engine mounts and PASM are standard. An optional, without door handles, wheel arches and roof.



997 Turbo S 2011-2013	★★★★★
Production numbers	2,000
Issue featured	137
Engine capacity	3,600cc
Compression ratio	10.0:1
Maximum power	500hp @ 6,500rpm
Maximum torque	500lb-ft @ 3,500rpm
0-62mph	3.7sec
Top speed	178mph
Length	4.40m
Width	1.80m
Weight	1,595kg
Wheels & Tyres	
F 15x18-inch 225/40-18	
R 16x18-inch 285/35-18	

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.



997.1 Carrera 2004-2008	★★★★★
Production numbers	25,788
Issue featured	137
Engine capacity	3,596cc
Compression ratio	10.5:1
Maximum power	272hp @ 6,000rpm
Maximum torque	270lb-ft @ 4,250rpm
0-62mph	5.0sec
Top speed	177mph
Length	4.40m
Width	1.80m
Weight	1,595kg
Wheels & Tyres	
F 15x18-inch 225/40-18	
R 16x18-inch 285/35-18	

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



997 GT2 2007-2009	★★★★★
Production numbers	1,242
Issue featured	137
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	520hp @ 5,500rpm
Maximum torque	604lb-ft @ 2,000rpm
0-62mph	3.7sec
Top speed	200mph
Length	4.40m
Width	1.80m
Weight	1,640kg
Wheels & Tyres	
F 15x18-inch 225/40-18	
R 16x18-inch 285/35-18	

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

997 Sport Classic 2010



Based on 3.8 litre Powerwin, rear-wheel drive Carrera S, but with 4.0 litre rear axle and rear suspension. Retooling including custom dual and large fender wheels.

997 Sport Classic 2010	★★★★★
Production numbers	250
Issue featured	137
Engine capacity	3,800cc
Compression ratio	10.5:1
Maximum power	320hp @ 5,500rpm
Maximum torque	420lb-ft @ 3,500rpm
0-62mph	5.00sec
Top speed	178mph
Length	4.40m
Width	1.80m
Weight	1,575kg
Wheels & Tyres	
F 15x18-inch 225/40-18	
R 16x18-inch 285/35-18	



991.1 Carrera 2011-2015	★★★★★
Production numbers	Unknown
Issue featured	137
Engine capacity	3,496cc
Compression ratio	10.5:1
Maximum power	300hp @ 7,800rpm
Maximum torque	300lb-ft @ 5,400rpm
0-62mph	5.70sec
Top speed	179mph
Length	4.40m
Width	1.80m
Weight	1,580kg
Wheels & Tyres	
F 15x18-inch 225/40-18	
R 16x18-inch 285/35-18	

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



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	42,297
Base fuel tank	35.0 gal
Engine capacity	3,596cc
Compression ratio	9.8:1
Maximum power	225hp @ 6,000rpm
Maximum torque	420lb-ft @ 4,000rpm
0-62mph	4.8 sec
Top speed	181mph
Length	4.67m
Width	1.80m
Weight	1,450kg
Wheels & Tyres	
F 18x25wk 255/35/25	
R 18x25wk 255/35/25	



997.1 GT3 2004-2007

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

Production numbers	2,237
Base fuel tank	30.0 gal
Engine capacity	3,507cc
Compression ratio	10:1
Maximum power	429hp @ 7,000rpm
Maximum torque	405lb-ft @ 5,500rpm
0-62mph	4.1 sec
Top speed	182mph
Length	4.65m
Width	1.80m
Weight	1,395kg
Wheels & Tyres	
F 18x25wk 255/35/25	
R 18x25wk 305/35/25	



Like the 997 Carrera, but with 4-wheel all-wheel drive via multi-disc viscous coupling, transferring between five and 40 per cent of traction to the front. 4.8m wheelbase.

Production numbers	8,533
Base fuel tank	35.0 gal
Engine capacity	3,596cc
Compression ratio	9.8:1
Maximum power	225hp @ 6,000rpm
Maximum torque	420lb-ft @ 4,000rpm
0-62mph	5.1 sec
Top speed	179mph
Length	4.67m
Width	1.80m
Weight	1,450kg
Wheels & Tyres	
F 18x25wk 255/35/25	
R 18x25wk 255/35/25	



The same 3.8-litre, 250hp engine as the Carrera S, with four-wheel drive system C4. 4.8m wheelbase. From Carrera S to C4S, 4.8m wheelbase.

Production numbers	30,373
Base fuel tank	35.0 gal
Engine capacity	3,596cc
Compression ratio	9.8:1
Maximum power	225hp @ 6,000rpm
Maximum torque	420lb-ft @ 4,000rpm
0-62mph	4.8 sec
Top speed	179mph
Length	4.67m
Width	1.80m
Weight	1,450kg
Wheels & Tyres	
F 18x25wk 255/35/25	
R 18x25wk 255/35/25	



Similar to 997 C4S body, but with twin turbos at the front and sides. Essentially the 996 Turbo engine, but with new twin turbos. V10 gave better wheel-to-tail ratio.

Production numbers	30,224
Base fuel tank	35.0 gal
Engine capacity	3,500cc
Compression ratio	9.8:1
Maximum power	429hp @ 6,000rpm
Maximum torque	405lb-ft @ 5,500rpm
0-62mph	3.9 sec
Top speed	181mph
Length	4.65m
Width	1.80m
Weight	1,450kg
Wheels & Tyres	
F 18x25wk 255/35/25	
R 18x25wk 305/35/25	



997.2 Carrera 2008-2012

Revised with restyled LED rear lights and front driving lights. M97 engine replaced with 91 DT unit, using fewer parts – with no problem. Intermediate Shift.

Production numbers	10,500
Base fuel tank	34.1
Engine capacity	3,546cc
Compression ratio	12.5:1
Maximum power	350hp @ 6,500rpm
Maximum torque	305lb-ft @ 4,400rpm
0-62mph	4.9 sec
Top speed	177mph
Length	4.71m
Width	1.82m
Weight	1,450kg
Wheels & Tyres	
F 18x25wk 255/35/25	
R 18x25wk 305/35/25	



Aligned as per the Carrera, but with larger 3.5-litre engine – again using fewer components and Direct Injection system. Not seven-speed PDK optional like the Carrera.

997.2 C4S 2008-2012

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

Production numbers	799 (all)
Base fuel tank	34.1
Engine capacity	3,500cc
Compression ratio	12.5:1
Maximum power	389hp @ 6,500rpm
Maximum torque	420lb-ft @ 4,400rpm
0-62mph	4.7 sec
Top speed	182mph
Length	4.71m
Width	1.82m
Weight	1,450kg
Wheels & Tyres	
F 18x25wk 255/35/25	
R 18x25wk 305/35/25	



Updated as per the Carrera, but with a single front and rear wing, revised PASM, carbon-look wheels and better brakes. 2010 MY GT3 modelled for new rules.

Production numbers	2,280
Base fuel tank	34.1
Engine capacity	3,500cc
Compression ratio	12.5:1
Maximum power	429hp @ 7,000rpm
Maximum torque	405lb-ft @ 5,500rpm
0-62mph	4.1 sec
Top speed	182mph
Length	4.65m
Width	1.80m
Weight	1,395kg
Wheels & Tyres	
F 18x25wk 255/35/25	
R 18x25wk 305/35/25	



Same as the original 997 Turbo but with revised LED light and driver lights at front. Larger tailpipes and GT engine, with fuel consumption up by 20%.

Production numbers	3,880
Base fuel tank	34.1
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	429hp @ 6,500rpm
Maximum torque	405lb-ft @ 5,500rpm
0-62mph	3.4 sec
Top speed	182mph
Length	4.65m
Width	1.80m
Weight	1,395kg
Wheels & Tyres	
F 18x25wk 255/35/25	
R 18x25wk 305/35/25	



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 collector's gem.

Production numbers	697
Base fuel tank	35.0
Engine capacity	3,596cc
Compression ratio	12.5:1
Maximum power	350hp @ 6,500rpm
Maximum torque	420lb-ft @ 4,400rpm
0-62mph	4.1 sec
Top speed	182mph
Length	4.65m
Width	1.80m
Weight	1,395kg
Wheels & Tyres	
F 18x25wk 255/35/25	
R 18x25wk 305/35/25	



997 918 Edition 2010

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

Production numbers	10
Base fuel tank	34.1
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	389hp @ 6,500rpm
Maximum torque	420lb-ft @ 5,500rpm
0-62mph	3.3 sec
Top speed	182mph
Length	4.65m
Width	1.80m
Weight	1,395kg
Wheels & Tyres	
F 18x25wk 255/35/25	
R 18x25wk 305/35/25	



GT2 went back to its roots with a light-weight body and interior. Six extra power windows. Recaro seats to carbon fibre bucket. 18 valve and 10mm.

Production numbers	500
Base fuel tank	34.1
Engine capacity	3,500cc
Compression ratio	12.5:1
Maximum power	302hp @ 6,500rpm
Maximum torque	420lb-ft @ 5,500rpm
0-62mph	5.000sec
Top speed	177mph
Length	4.65m
Width	1.80m
Weight	1,395kg
Wheels & Tyres	
F 18x25wk 255/35/25	
R 18x25wk 305/35/25	



C4's wider rear body, and powered by the 3.8 litre Carrera S engine, with Powerwin producing extra 250hp. GT2 is a future collector's gem.

Production numbers	357
Base fuel tank	34.1
Engine capacity	3,500cc
Compression ratio	12.5:1
Maximum power	429hp @ 6,500rpm
Maximum torque	405lb-ft @ 5,500rpm
0-62mph	3.600sec
Top speed	182mph
Length	4.65m
Width	1.80m
Weight	1,395kg
Wheels & Tyres	
F 18x25wk 255/35/25	
R 18x25wk 305/35/25	



Like C2 997 GT5 but slightly heavier and with 4WD. In neither C2 or C4, it represented a great saving over optioning up a 997 Carrera S to 4WD.

Production numbers	325
Base fuel tank	34.1
Engine capacity	3,500cc
Compression ratio	12.5:1
Maximum power	429hp @ 6,500rpm
Maximum torque	405lb-ft @ 5,500rpm
0-62mph	3.600sec
Top speed	182mph
Length	4.65m
Width	1.80m
Weight	1,395kg
Wheels & Tyres	
F 18x25wk 255/35/25	
R 18x25wk 305/35/25	



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
Base fuel tank	38.000
Engine capacity	3,531
Compression ratio	12.5:1
Maximum power	409hp @ 7,000rpm
Maximum torque	420lb-ft @ 5,500rpm
0-62mph	4.5 sec
Top speed	183mph
Length	4.67m
Width	1.82m
Weight	1,375kg
Wheels & Tyres	
F 18x25wk 265/35/25	
R 18x25wk 265/35/25	



3.0mm wider body than C5 with 10mm wider tyres and correcting rear tilt as standard. Also features a torque distribution indicator on the digital dashboard.

Production numbers	Unknown
Base fuel tank	38.000
Engine capacity	3,500cc
Compression ratio	12.5:1
Maximum power	309hp @ 7,000rpm
Maximum torque	280lb-ft @ 5,500rpm
0-62mph	4.7 sec
Top speed	177mph
Length	4.67m
Width	1.82m
Weight	1,435kg
Wheels & Tyres	
F 18x25wk 255/35/25	
R 18x25wk 305/35/25	



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

Production numbers	Unknown
Base fuel tank	38.000
Engine capacity	3,600cc
Compression ratio	12.5:1
Maximum power	409hp @ 7,000rpm
Maximum torque	420lb-ft @ 5,500rpm
0-62mph	4.5 sec
Top speed	183mph
Length	4.67m
Width	1.82m
Weight	1,435kg
Wheels & Tyres	
F 18x25wk 265/35/25	
R 18x25wk 305/35/25	



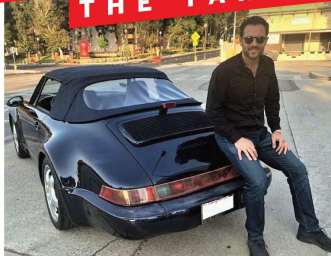
Wider body than 991 Carrera 4 was used for the first time. Mzger engine from previous GT3s replaced with revamped DFI version of Carrera S engine. PDK only.

Production numbers	3,300 (estimated)
Base fuel tank	38.000
Engine capacity	3,531
Compression ratio	12.5:1
Maximum power	429hp @ 6,500rpm
Maximum torque	420lb-ft @ 5,500rpm
0-62mph	3.5 sec
Top speed	183mph
Length	4.67m
Width	1.82m
Weight	1,435kg
Wheels & Tyres	
F 18x25wk 265/35/25	
R 18x25wk 305/35/25	





TALES FROM THE TARMAC



Beverly Hills Car Club owner, Alex Manos, shares his thoughts on the air-cooled 911 appeal

There is often an interesting backstory to why people sell cars. All human life is there! For example, I bought a Porsche recently that was quite evidently in tremendous mechanical condition. But if that was the case, why was the paintwork so faded and a bit scruffy?

Because it was the product of a divorce.

The wife had had the Porsche as her driver. But she knew that come the final divorce settlement she wouldn't be able to hang on to it. Which was why she left it outside in the sun every day, a decision that appeared to involve a large element of raising the middle finger. In every other regard the car was in fantastic shape, except it urgently required a paint job.

The Porsche in question was a 964 America Roadster, a limited-edition Cabriolet variant of the C2, intended for the North American market that ran from 1992 to 1993. Allegedly only 250 of this model was produced. It had the same mechanical setup as the Carrera 2, but its fender flares, brakes, suspension and wheels were upgraded to Turbo-spec. The America Roadsters had a distinctly wider body from the other 911s, so the stance of the car commanded attention.

In these current times where cars from the 1990s have become extremely collectible, these vehicles are a fantastic opportunity as an acquisition – and we've had five of them recently!

Of course they are also fine examples of the air-cooled Porsche. As we know, there is an almost cult-like adoration of air-cooled Porsches, crystallised by Luftgekühlt, a very special celebration of Porsche's air-cooled history, at first an annual gathering in Los Angeles for vintage air-cooled Porsches – 'Luftgekühlt' literally translates as 'air-cooled'. A true Porsche happening, a blend of art and life, Luftgekühlt is a conceptual car culture event centred around a curated list of historically significant or interesting cars, both race and street.

Part of the appeal of these air-cooled Porsche 911s, especially the oldest ones, is that they are essentially basic automobiles. It is just the driver, the engine, the transmission, steering wheel, and brakes. There are those who define a true Porsche as the air-cooled 911. And truly no engine has quite as much character, as distinctive a sound, or as varied a history as the air-cooled beauty.

Any time a pair of Porsches come together, even in a Ralph's parking lot, there is bound to be an interesting exchange of energies. Next time you, the Porsche driver, run into another such vehicle in a car park, you can set up your own mini-Luftgekühlt. Just remember the payment for your parking!

991.1 Turbo
2013-2016

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

Production numbers	
Base fuel tank	309
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	520hp @ 6,000rpm
Maximum torque	662lb-ft @ 1,950rpm
0-62mph	3.4 sec
Top speed	199mph
Length	4,506mm
Width	1,880mm
Height	1,356mm
Wheels & Tyres	F 18x20 inch 245/35/20 R 18x20 inch 255/35/20

Production numbers	
Base fuel tank	Unknown
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	500hp @ 6,000rpm
Maximum torque	709lb-ft @ 1,950rpm
0-62mph	3.1 sec
Top speed	199mph
Length	4,506mm
Width	1,880mm
Height	1,356mm
Wheels & Tyres	F 18x20 inch 245/35/20 R 18x20 inch 255/35/20

991.1 Carrera S
2015-2018

Shares Carrera's 3.0-litre turbocharged 342 engine, with revised turbo, exhaust and engine management to produce extra 25hp.

Production numbers	
Base fuel tank	312
Engine capacity	2,980cc
Compression ratio	10:1
Maximum power	420hp @ 6,500rpm
Maximum torque	309lb-ft @ 1,950rpm
0-62mph	3.9 sec
Top speed	188mph
Length	4,480mm
Width	1,875mm
Height	1,340mm
Wheels & Tyres	F 18x20 inch 245/35/20 R 18x20 inch 255/35/20

Production numbers	
Base fuel tank	312
Engine capacity	2,980cc
Compression ratio	10:1
Maximum power	370hp @ 6,500rpm
Maximum torque	280lb-ft @ 1,950rpm
0-62mph	4.1 sec
Top speed	188mph
Length	4,480mm
Width	1,875mm
Height	1,340mm
Wheels & Tyres	F 18x20 inch 245/35/20 R 18x20 inch 255/35/20

991.2 Carrera 4
2015-2018

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

Production numbers	
Base fuel tank	312
Engine capacity	2,980cc
Compression ratio	10:1
Maximum power	370hp @ 6,500rpm
Maximum torque	309lb-ft @ 1,950rpm
0-62mph	4.1 sec
Top speed	188mph
Length	4,480mm
Width	1,875mm
Height	1,340mm
Wheels & Tyres	F 18x20 inch 245/35/20 R 18x20 inch 255/35/20

Production numbers	
Base fuel tank	312
Engine capacity	2,980cc
Compression ratio	10:1
Maximum power	370hp @ 6,500rpm
Maximum torque	309lb-ft @ 1,950rpm
0-62mph	4.1 sec
Top speed	188mph
Length	4,480mm
Width	1,875mm
Height	1,340mm
Wheels & Tyres	F 18x20 inch 245/35/20 R 18x20 inch 255/35/20

991.2 C4 GTS
2017-2019

As 991.2 Carrera GTS but with PDK four-wheel drive electrically controlled drive between both axles (rear always drives). Red connecting rod in gear.

Production numbers	
Base fuel tank	312
Engine capacity	2,980cc
Compression ratio	10:1
Maximum power	500hp @ 6,000rpm
Maximum torque	662lb-ft @ 1,950rpm
0-62mph	3.4 sec
Top speed	199mph
Length	4,506mm
Width	1,880mm
Height	1,356mm
Wheels & Tyres	F 18x20 inch 245/35/20 R 18x20 inch 255/35/20

Production numbers	
Base fuel tank	312
Engine capacity	2,980cc
Compression ratio	10:1
Maximum power	500hp @ 6,000rpm
Maximum torque	662lb-ft @ 1,950rpm
0-62mph	3.4 sec
Top speed	199mph
Length	4,506mm
Width	1,880mm
Height	1,356mm
Wheels & Tyres	F 18x20 inch 245/35/20 R 18x20 inch 255/35/20



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 1 OWNER
 3,600 MI



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 MANUAL
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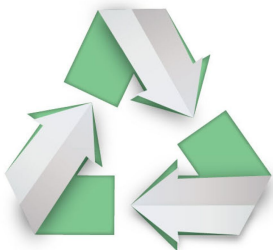
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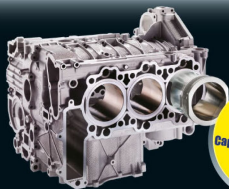
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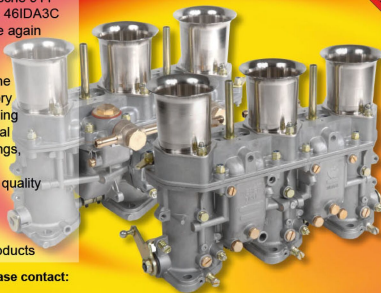
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911
HERO

ANATOLE LAPINE

The Head of Style Porsche shaped the company's 911 design language for more than two decades

Anatole 'Tony' Carl Lapine's contribution to Porsche and its 911 sports car is sizeable. Lapine was chief of Style Porsche for 21 years, from 1967 to 1988, overseeing not just key developments in the 911's storyline but also the hiring of notable individuals who would go on to play their own part in its history.

Born in Riga, Latvia, Lapine first served an apprenticeship as a motor mechanic with Daimler-Benz in Hamburg, Germany, before travelling to the United States to join GM's advanced body engineering department in 1951. Lapine would stay there for 14 years until 1965, returning to Germany to head up Opel's Research Centre, before he made his decisive move to Porsche as head of the company's styling department.

When Lapine joined, the 911's wheelbase had merely grown by 57mm. By the time Lapine left Porsche in 1988, the lineup had evolved into the G-series era, maintaining its well-recognised profile while adhering to stricter US safety standards thanks to the addition of 5mph impact bumpers. The lineup had also expanded to include the mighty (and wide-bodied) 911 Turbo, as well as the Cabriolet, then the introduction of a four-wheel-drive 911 in the 964. Lapine worked

closely with his team on all of this, while also answering to the differing demands of consecutive CEOs Ernst Fuhrmann and Peter Schutz at what proved to be periods of great change at Porsche as the company transitioned from being family-run.

Aside from development of the 911, Lapine directed new Porsche models including the 924, 928 and 944 transaxle cars which, at the time, were intended to replace Porsche's iconic

Neunfeler. Lapine and his team also delivered a number of third-party client development design projects on behalf of Porsche, including the A310 cockpit for Airbus, as the company spread its creative tentacles far beyond that of sports car design. Lapine was pivotal here, though it was the 911 which remained the fabric of the company, highlighted by its revitalisation in the form of the 964, in what was Lapine's last input before retiring in 1988.

Lapine died in Baden-Baden in 2012, yet his legacy as a key contributor to the 911's evolution is assured. A close and long-term friend of Ferry Porsche, Mr Porsche would certainly have been very proud of Lapine's efforts to further the company's design language while preserving the 911's status as the ultimate icon of the company. **911**



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