



# HOW TO BUY A 997.1 GT3 RENNSPORT

# Total 911

THE PORSCHE MAGAZINE

## 911 HEAVEN

Six classic Neunelfers on a mammoth Nordic adventure through northern Sweden



991 VERSUS 992

# GT3 Touring

It's your ultimate GT3 road test... which is the greatest flatback 911 of all time?



## IAN CALLUM

DB9 and F-Type designer on his passion for the last air-cooled 911

## SECRETS OF IROC

Inside story on the legendary International Race Of Champions



**911 ICON:**  
ARNO BOHN  
EVOLUTION OF  
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**LATEST 992 SAFARI**  
SPY PICTURES





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## 1981 Porsche 911SC Coupe-13193

Here is a 1981 Porsche 911SC Coupe featured here with matching numbers and 68,732 miles on the odometer is available in its factory color code #027 Guards Red with a sand beige interior. It comes equipped with a 5-speed manual transmission, 3.0-liter engine, air conditioning, power windows, sunroof, 4-wheel disc brakes, jack, and Fuchs wheels. A 911SC that had the same owner since 1981 who is a Doctor and always garaged his baby. This desirable sports car is also mechanically sound.

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1973 Porsche 911E Targa (Original Paint-12666)

Here is a recently discovered original 1973 Porsche 911E Targa featured here with matching numbers is available in its factory color code #117 Light Yellow with a black interior. The vehicle comes equipped with a 5-speed manual transmission, 4-wheel disc brakes, G50 Group options 5.0 liter, heated rear glass, wavy lines, 3 interior air conditioning and Fuchs wheels. This is an extremely original Porsche 911E that still retains its original paint (please refer paint color reading photos). A very neighborly original blue plate California car that is an excellent addition to any Porsche collection. Don't miss your chance to acquire this original 911 that is mechanically sound.

For \$125,000



1974 Porsche 911 Coupe 3.2-13190

Here is a 1974 Porsche 911 Coupe 3.2 available in its factory color code #027 Guards Red with a black interior. It comes equipped with a 5-speed manual transmission, upgraded with a Flat 6 Cylinder 3.2-liter engine, 4-wheel disc brakes, and Fuchs wheels. A well-priced 911 Coupe that is mechanically sound.

For \$39,950



1975 Porsche 911S Targa-13639

Here is a 1975 Porsche 911S Targa that is available in Ice 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



1973 Porsche 911S Sunroof Coupe RS Tribute-13479

This 1973 Porsche 911S Sunroof Coupe RS Tribute is available in Signal Yellow with black Carrera script and a black interior. It comes equipped with a manual transmission, 2.7-liter engine, RS door panels, RS bucket seats, roll over, sunroof, 4-wheel disc brakes, and Fuchs wheels. This is a factory 911S that has been converted to look similar to a Porsche RS. A well-equipped, fun, and desirable RS Tribute that is mechanically sound.

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1978 Porsche 911SC Coupe-13888

Here is a 1978 Porsche 911SC Coupe featured with matching numbers is available in its factory color code #824 Anthracite Grey Metallic with a black interior. The vehicle comes equipped with a 5-speed manual transmission, power windows, sunroof, 4-wheel disc brakes, and Fuchs wheels. A highly desirable factory color combination 911SC Coupe that is mechanically sound.

For \$48,500



1980 Porsche 911SC Flachbau Turbo Look Conversion-13733

Here is a 1980 Porsche 911SC Flachbau Turbo Look Conversion featured with matching numbers is available in its factory color code #908 Black Pearl with a sand beige interior. The vehicle comes equipped with a 5-speed manual transmission, air conditioning, power windows, 4-wheel disc brakes, sunroof, 5-spoke wheels. This 911SC that has been converted to look like a Flachbau Turbo. A very fun and desirable air-cooled Porsche that is mechanically sound.

For \$46,500



1980 Porsche 911SC Targa-14013

Here is a 1980 Porsche 911SC Targa featured with matching numbers and is available in its factory color code #908 Grand Prix White with a brown interior. The vehicle comes equipped with a 5-speed manual transmission, air conditioning, power windows, 4-wheel disc brakes, Fuchs wheels, jack, and spare tire. A well-priced air-cooled 911SC that is mechanically sound.

For \$38,500



1981 Porsche 911SC Sunroof Delete Coupe-13834

Here is a 1981 Porsche 911SC Sunroof Delete Coupe that is available in Guards Red with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.0-liter engine, salvage title, power windows, Sparco steering wheel, RS door panels, roll bar, 4-wheel disc brakes, and Fuchs wheels. A very fun and exciting air-cooled 911SC that is mechanically sound.

For \$44,500



1981 Porsche 911SC Targa-14050

Here is a 1981 Porsche 911SC Targa featured with matching numbers and 70,209 miles on the odometer is available in Dark Blue with a red interior. The vehicle comes equipped with a 5-speed manual transmission, air conditioning, salvage title, power windows, 4-wheel disc brakes, and Fuchs wheels. A well-priced original California car that is mechanically sound.

For \$42,500



1983 Porsche 911SC Cabriolet-13110

Here is a 1983 Porsche 911SC Cabriolet featured here with matching numbers is available in its factory color code #908 Grand Prix White with a black interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, power windows, soft top, lower 4-wheel disc brakes, Fuchs wheels, and tool kit. A well-priced 911SC that is mechanically sound.

For \$38,500



1982 Porsche 911SC Targa-13628

Here is a 1982 Porsche 911SC Targa featured with matching numbers and is available in black with a sand beige interior. The vehicle comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, power windows, 4-wheel disc brakes, and Porsche Twist wheels. A well-priced 911SC Targa that 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.

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**T**he 992 GT3 Touring is an exceedingly special 911, there's no question about that. In terms of moving the game on over the brilliant 991 before it, we've documented this with a back-to-back road test beginning on page 14, but there's a larger subtext here that's relevant to the wider 911 story.

That's because it's not simply bettering the 991 which makes the 992 GT3 Touring such an astounding accomplishment, but because it does so amid a challenging backdrop of ever-tightening restrictions and legislation across a breadth of areas.

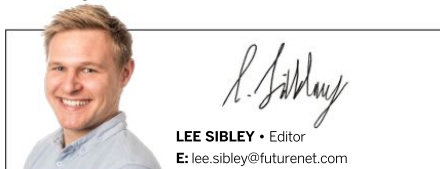
Whether it's emissions or pedestrian safety, governments aren't just moving the goalposts for traditional sports cars: they're shrinking the goal entirely. As we've discovered previously in this magazine, Porsche's GT department chief, Andreas Preuninger, has admitted to having sleepless nights trying to evolve such spectacular machines such as a GT3 while conforming to these increasingly stringent laws. It presents

the ultimate conflict: how can you improve on something so revered... while having one hand tied behind your back?

The fact we can still enjoy a high-revving, naturally aspirated engine in a GT3 is nothing short of miraculous, especially in a sphere where other brands have gone turbocharged or committed to electric power altogether. But not only is the traditional GT3 still present, it's entirely relevant: it's quicker, more powerful, has more grip and, crucially, is more efficient than ever before. Yes, its ability to please both lawmakers and petrolheads is borne out of a need to conform, but legislation has led to marvellous innovation, and the result is nothing short of astounding.

Where can Porsche possibly go from here? I'm sure headaches are being had over that very subject as you read this, but nevertheless, the 992 GT3 must surely go down as one of the great triumphs over motoring adversity. Kudos, Mr Preuninger.

**“How can you improve on something... while having one hand tied behind your back?”**



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# Shot

Photograph by  
**Andreas Mau/CarPix AB**

Is a contemporary 911 about to return to the rally stage? A safari-spec 992 takes a further step towards reality as Porsche tests a prototype with long travel suspension on the Nürburgring Nordschleife. More information on this unique 992 concept can be found on page 8.



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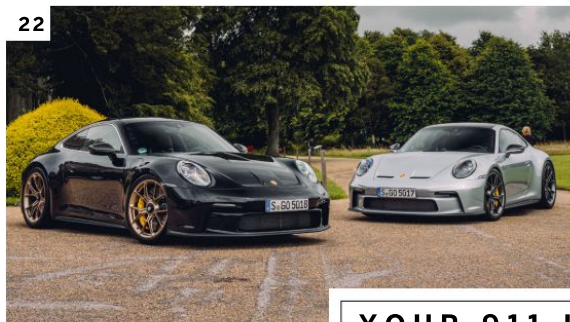
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# Update

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



## 992 safari nears release

Latest spy shots show mule testing at the 'Ring

Porsche continues to tease enthusiasts with public rollouts of a possible safari-specification 992, with a mule riding with significant ground clearance seen at the Nürburgring Nordschleife.

The prototype, captured by **Total 911**'s spies, again shows an example riding on extremely high suspension with wider, tacked-on arches, while a tweak to the design of the 992's front bumper at the bottom is clearly visible, to offer further ground clearance. This latest sighting at the 'Ring follows a similar public showing on the Nordschleife in

October 2020, where a mule appeared with similar ride height and Styrofoam in the wheel arches, as previously reported by **Total 911**. This sighting in July 2021 once again stokes the fire as to the possibility of a genuine 992 safari being on the way.

It remains to be seen whether Porsche will genuinely offer a safari-spec 911 to customers, and whether the model will be part of a limited build run. **Total 911** expects any safari 992 to be based on the Carrera 4S platform, offering power and traction in abundance. For daily updates on new 911 developments, be sure to check [total911.com](https://total911.com).

## News in Brief

### 992 deliveries up by a fifth in 2021

Porsche announced it has delivered 20,611 models of its 911 sports cars in the first six months of this year. This represents an increase of some 22% compared to 2020, which of course was severely impacted by coronavirus. "We are extremely delighted with the high level of demand for our sports cars – the increase in deliveries in the first half of the year is above that of the overall market," says Detlev von Platen, Board Member for Sales and Marketing at Porsche AG.



### Huge cost savings for modified cars

Declaring all modifications on your pride and joy can save you up to £1,250 on your car insurance premiums, a study finds. New analysis from specialist insurance broker, Adrian Flux, revealed costs savings in the region of up to 60% for those who have modified their car. Gavin Hill, underwriting manager at Adrian Flux, said, "We know someone who has modified their car will take even greater care in looking after their vehicle," saying enthusiasts are less likely to make a claim as a result.





## Rimac buys Bugatti

Porsche-backed venture sees Zuffenhausen acquire a 45% stake in the prestigious French manufacturer

The Croatian electric hypercar company, Rimac, has entered into a new joint partnership with Porsche over the purchase of Bugatti. The arrangement sees Rimac own a 55% share of the new company, Bugatti-Rimac, while Porsche will own the remaining 45%. Porsche CEO Oliver Blume and head of finance Lutz Meschke will join the new company as executive board members.

Porsche will be a key strategic partner in Bugatti-Rimac, which will initially produce two cars: the 1,600hp, combustion-engined Bugatti Chiron, and the 1,900hp Rimac Nevera EV. The company will be headquartered in Zagreb, Croatia, while Porsche says all Bugatti vehicles will continue to be produced in Molsheim, France.

The takeover of Bugatti is the latest development in a fruitful three-year relationship between Rimac and Porsche, with Porsche holding a direct 24% stake in Mate Rimac's company.

"We are combining Bugatti's strong expertise in the hypercar business with Rimac's tremendous innovative strength in the field of electric mobility," says Blume. "Bugatti is contributing a tradition-rich brand, iconic products, a loyal customer base and a global dealer organisation to the joint venture. In addition to technology, Rimac is providing new development and organisational approaches."

## 911 honours Mexico's greatest racer

992 Turbo S inspired by Pedro Rodríguez presented in Mexico



Porsche has announced it has built a one-of-a-kind 992 Turbo S to mark half a century since the death of Mexican racing legend Pedro Rodríguez.

Rodríguez's career boasted an outright Le Mans victory, four triumphs in the Daytona 24 Hours, a Formula One grand prix win, plus 11 titles in the World Championship of Makes, now known as the World Endurance Championship, helping Porsche to win the series in both 1970 and 1971. Eight of Rodríguez's eleven wins were at the wheel of the Gulf liveried 917 KH.

50 years after Rodríguez was tragically killed at Germany's Norisring street circuit, Porsche Mexico has commissioned a special 992 Turbo S from Porsche Exclusive to pay homage to the country's most successful racing driver. The Gulf blue 992 with orange stripe bears Rodríguez's name and signature on the B-pillar and lower door frames, with the names of the eight races he won engraved under the rear spoiler. The unique 911 is set to be auctioned later this year, with the proceeds going to charitable causes.



## Give your classic 911 the RSR look

High-quality kit for G-bodied 911s

The German tuning house and parts supplier, FVD, has released a high-quality bodykit for G-series 911s, allowing you to turn your 1974-1989 911 into a faithful RSR-style tribute.

The kit, which includes front and rear bumpers, a front fender set, a rear quarter panel set, plus the famous whale tail and all associated mounting and rubber gaskets, is produced by an OEM manufacturer using high-strength GRP (glass-reinforced fibre).

FVD promises a perfect fitment for this lightweight kit, which it emphasises has been produced to the highest quality standards. The kit is available for both narrow-bodied 911s and wide-bodied 930 Turbos of the period. Priced from €7,234 including VAT, for more information visit [fvd.net](http://fvd.net).



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# Views

The very best of your Porsche opinions

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## Am I just unlucky?

Dear Sir,

I last wrote to you in January 2019 in response to a letter you received relating to reliability issues of 991.1s in issue 174. You were interested enough to print my response in the Views section in issue 176. I outlined the many reliability problems I had experienced with my 2012 C2S 991.1, which were many! My 991 is my daily driver which Porsche is always keen to emphasise in its publicity as an ideal vehicle for this purpose. I thought I would relate to you my recent experiences.

A few weeks ago my car was stationary on the drive, and I was cleaning my front wheel when I experienced a horrendous crash, with no idea what it was. After I recovered from the shock, I discovered the rear offside suspension had collapsed! After being flat bedded to my dealer it was discovered to be a collapsed coil spring. The sudden collapse severed the electronic brake mechanism, so my car was going nowhere, the rear brakes were jammed solid. Have any other 991.1 owners experienced this? My garage said it was corrosion. What if I had been driving at the time? It has been repaired under my extended warranty. I had the front coil springs replaced at my expense. The fronts cannot be inspected without their removal apparently.

This week, my 991 has been back to the garage. The investigation this time is a corrosion 'bubble' on the roof next to the rail rubber which runs along

the roof, from windscreen to rear window. After a specialised body shop inspection it looks as if the corrosion is under the paint and not caused by an external chip or the like, so it looks as if it is a complete roof respray, again thankfully covered on my warranty. It will mean of course at least five days off the road. Which, for a daily driver, is inconvenient to say the least.

These are my observations. Are 991.1s reliable? Should the amount of failures I have experienced be acceptable on a car of this quality and cost? Or am I just unlucky? Fellow readers may want to comment. I still love my 991 to bits!

**Paul Helps**

**It's always great to receive accounts of readers' experiences with their 911s – it's an extension of our Living the Legend section, offering real-world reports which are completely unfiltered. We value these accounts here at T911 just as much as our readers do.**

I am sorry to hear your 991 has been fraught with problems, many of which we've not come across before. So are you just unlucky, Paul, or are you uncovering gremlins which many others might also have come across? As ever, we'd be keen to hear from fellow 991.1 owners on how they're getting on with the car – good or bad – so we can paint a more rounded picture for all.

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## 991.1 GT3 sales debate

Dear Sir,

In the Sales Debate (issue 206) two of your experts expressed concern over the 991.1 GT3 engine. Being the owner of a 991.1 GT3 I had the engine replaced under warranty with no quibbles by the fantastic Porsche Guildford. They showed me the difference and two different mechanics explained the new G series (serial 6000+) is effectively an RS 3.8-litre engine and thus far to their knowledge there has not been a single issue with this series of engine.

My warranty still runs for another four years, so I will continue to drive it hard and frequently (37,000 miles and counting) and would advise any potential

buyer to just check the model series and number. It is a great car (winner of numerous awards) and buyers just need to ask the question and they will be rewarded with a phenomenal driving experience.

**James Wyatt**

**A fantastic response, James, and thanks for providing some additional – and very much useful – information on the subject, which readers will find helpful. You're right, the 991.1 GT3 is a phenomenal 911, so we're glad to hear measures are in place for owners to enjoy their 991 with confidence for years to come.**



## 911 values: on the up?

Dear Sir,

I'm planning to sell my 1974 Carrera MFI in ice metallic green, the same as the 1975 MFI you drove as part of a test drive article back in 2017. Is it just me, or are prices starting to shoot up again? Any advice greatly received. **Marcus Rebeschini**

**You're right, prices are going up across the board for 911s. Consumer confidence is currently sky**

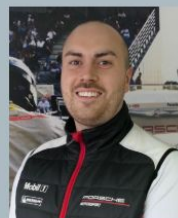
**high, no doubt aided by the recent lifting of coronavirus restrictions, and there's no sign of this slowing down during the summer months. That means for sellers such as yourself, Marcus, now is very much the time to sell, as most specialists we speak to believe we are currently in a bubble, and that bubble is not likely to continue forever, with a settling of prices expected soon.**



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## Ask the expert

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



**Scott Gardner**

**Job title**  
Technical Director,  
Bahnsport  
Porsche  
**experience**  
15 years


Dear Sir,

I'm considering a 991.1 GT3 as an upgrade to my 997 GTS, however after the comments from dealers in your recent Sales Debate article (issue 206), I'd like to know from Scott what experience he has had of these 991.1 GT3 engines going wrong... should we be worried?  
*Ken Clarke*

**The 991 GT3 3.8 MA1/75 is a beautiful work of art when it's singing and there have been multiple revisions of the engine since launch, which I'm sure readers are aware of.**

**The G-series engine is the latest variation, however some have still failed with the followers and camshaft wear. That being said, there are cars that are regularly tracked and driven to their intended limits and still on the 'E' or 'F'-spec engines.**

**If you are looking at GT3s, check all the service history for correct maintenance and see if it has had any engine replacements. Most of them have all been resolved now. If you are buying a car which has had track time, keep an eye out for the additional maintenance required for track use and ensure this has been carried out. If there are any concerns please consider a pre-purchase inspection or apply for an extended Porsche Approved Warranty for added peace of mind.**



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PORSCHE





# 992 v 991 GT3 Touring

Porsche's new Touring legend takes on the original...  
which is the ultimate flat back 911?

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







For over 20 years, Porsche's GT3 has cemented its legend within the 911 dynasty, one which enhances the 911's natural penchant for performance with additional flair and emotion.

Powered by a high-revving, naturally aspirated flat six engine, fed to the rear wheels by – traditionally – a manual transmission, the GT3 is the purist's 911. The race version has accrued an envious horde of class wins in competition, and while the production version isn't as hardcore as the all-out Rennsport, itself very much a track car with licence plates, a GT3 nevertheless embodies the hallmarks of Porsche Motorsport.

However, since 2017, a new legend has been born out of the GT3 nomenclature. The Touring Package gave a new focus to the GT3's capabilities, its brief to refine that magic of the Motorsport department and make this 911 more suited to the road. The 991.2 GT3 was thus the first to bear the 'Touring' script on its decklid as part of a revised rear, which featured a traditional 911 'flat back' profile with active wing borrowed from its Carrera sister. Still retaining the winged GT3's explosive 500hp engine, the Touring's more subtle styling proved captivating.

That first Touring became an instant classic right from launch, and its star has never fallen, for several reasons. Seen as the everyday 911 R, even if key omissions such as a single mass flywheel ensured their specification is ultimately different, the Touring was offered as a no-cost option only to those who'd specced their 991.2 GT3 with a manual transmission. Numbers therefore are low, with less than 50 estimated to have reached UK shores.

We're not here to discuss collectibility, though. The 991 remains a scintillating drive, the devil very much in the detail over its fixed wing brother. The shift of its manual transmission is slightly smoother through the gate, the ride height has been adjusted and damping is slightly softer. The rest is pure GT in its noise, razor-sharp throttle response, and deftness at its nose. It's a mighty impressive package, the Touring more playful at road speeds without short changing you, should you want to turn the wick up on track. Andreas Preuninger and his GT department had nailed it: not since the 997 GTS of 2010 has a new 911 model line proved such an instant hit, and our refresher drive has underlined exactly why. How could Porsche improve on its GT3 Touring recipe?

On initial inspection of the new 992, it's clear it doesn't carry the 991's beauty through simplicity, with a clear uptick in aggression through styling. Its front and rear bumpers are more complicated in their appearance, though its adjustable wing on the back has a smoother profile without the embellishment of a Gurney flap as attached to the 991. The 992's 'nostrils' ahead of its front bootlid carry a clear synergy with Porsche's motorsport GT3s, but against the 991's more elegant, sculptural single vent, the 992's Touring looks a tad too fussy at the front for a road 911, and its markedly bloated appearance in general over its predecessor will split further opinion among purists – and as we've already established, this is very much a car for the purists.

Hold your judgement, because physics is very much behind the 992 Touring's form. Walking to its rear, I get on my knees and crouch down for a better view of its rear diffuser, which even when standing up appears to have evolved significantly over the

## Model 991 GT3 with Touring Package

Year 2018

### Engine

Capacity 3,996cc

Compression 13.3:1

### ratio

Maximum power 500hp @ 8,250rpm

Maximum torque 460Nm @ 6,000rpm

Transmission 6-speed manual

### Suspension

Front McPerson strut; some chassis bearings with ball joints; PASM

Rear Multi-link; some chassis bearings with ball joints; integrated helper springs; PASM

### Wheels & tyres

Front 9x20-inch centre-locks; 245/35/ZR20

Rear 12x20-inch centre-locks; 305/30/ZR20

### Dimensions

Length 4,562mm

Width 1,852mm

Weight 1,413kg

### Performance

0-62mph 3.9s

Top speed 196mph



ABOVE 991 Touring was the GT department's first flat back 911, and was deemed an instant classic







**Model** 992 GT3 with  
Touring Package

**Year** 2021

**Engine**

**Capacity** 3,996cc

**Compression  
ratio** 13.3:1

**Maximum power** 510PS @ 8,400rpm

**Maximum torque** 470Nm @ 6,100rpm

**Transmission** 7-speed Sport PDK

**Suspension**

**Front** Double wishbone with anti-roll bar;  
all chassis mounts with ball joints;  
integrated helper spring; PASM

**Rear** Multi-link; anti-roll bar; chassis  
bearings with partial ball joints;  
integrated helper spring; PASM

**Wheels & tyres**

**Front** 9.5x20-inch centre-locks;  
255/35/ZR20

**Rear** 12x21-inch centre-locks;  
315/30/ZR21

**Dimensions**

**Length** 4,573mm

**Width** 1,852mm

**Weight** 1,435kg (1,418kg manual)

**Performance**

**0-62mph** 3.4s (3.9s manual)

**Top speed** 197mph







991. Both wider and deeper, its longitudinal fins are fatter and travel further underneath the car, making the 991's comparatively measly fins affixed to the base of the engine sump look like something of an afterthought.

Above that, and under the 992's active rear wing, is possibly my favourite detail on this new Touring, and one which flies in the face of long-running criticism that on both the 991 and 992-generation 911s, the iconic flat six engine is completely hidden. Not here: activate the rear wing from its resting position and in its place you'll see two air channels flowing down into two large inlets, each housing an exposed conical air filter. Alright, there's no flat six to gaze at, but the Touring's air filter setup is reminiscent of the 997 GT3 RS 4.0 which, by coincidence, is the last time we could readily observe a flat six housed in the business end of a 911. It's a beautiful detail, and well engineered (the active wing, when deployed, has a curtain running right along its leading edge, enhancing a ram air effect down into those conical filters). Enough at the looking, though. It's now time to climb inside the new Touring and head out onto the road.

If it wasn't for a tacho running all the way round to nine grand, you'd be forgiven for thinking you're taking a seat in a regular Carrera: much like the 991, there's no Alcantara like in the regular GT3, the wheel and shifter covered instead by rich leather as part of the Touring's unique interior package. The 12

o'clock marker on the wheel, usually highlighted in yellow, has been swapped out for more black leather, while the 918 buckets are clad in leather with durable RaceTex centres. There's no cage behind, though there aren't any rear seats either.

About the shifter: short, stubby and spherical, you could well expect to find a 6-speed H-pattern emblazoned on the top – and in a manual Touring you most certainly would, except this isn't a manual Touring. For the first time, Porsche is offering its Touring with PDK, and so my selection choices are P, R, N or D, with the shifter only afforded a forward or backwards motion. It's an intriguing development for a 911 designed in the spirit of the R.

Unperturbed, I start the engine, the theatre of which is identical to the 991 in its crank-over and eventual fire, its throaty rumble permeating through the GT3's cabin. Nudging the shifter down to 'D', I head out into the green countryside surrounding Sussex's Goodwood estate.

It takes a matter of minutes, and only one corner, for my jaw to hit the floor. The 992 Touring's front axle is the source of my amazement: never before have I experienced such a crisp, responsive front axle on a Porsche 911. So much so I find myself having to recalibrate the timing of my inputs at the wheel to avoid diving in for the apex prematurely, so quick is the nose to follow inputs at the wheel. The 991 Touring is no slouch in this regard, yet compared to the 992 its system feels slightly lethargic to lumps,



**LEFT** Raised active rear wing reveals 997 GT3 RS 4.0-style conical filters



bumps, cambers and corners. And I never, ever thought I'd be writing that about a 991.2 GT3.

The steering – oh the steering! – meanwhile is alive with feel in the 992, its wheel chattering away in the palms of my hands. It's a sensation not found in the 991, which is a little more stoic in the way it goes about its business, filtering out a lot of noise from the road's surface, particularly at its centre point. Again, the 991's system is highly commendable, a class leader in the age of Porsche's electrically assisted steering, but the fact is in the 992, every last slither of information from the road's surface is being fed back to my hands. That doesn't mean I'm wrestling to keep this 911 in a straight line over bumpy surfaces (and there are many here) like I would in say a 996 or 997 GT3 RS, the electric assistance doing its job here, albeit not to the point of what feels like undue intrusion. Quantifiable as a '991.2 RS Plus' setup, not since the days of hydraulic assistance has the 911's steering feel and communication been so complete.

There appears to be more mechanical grip too: the 992 Touring is just as playful on the road as the 991, but on previous occasions in the latter I've been caught out, its rear end stepping out quickly and seemingly without warning as the car attempts to keep 500hp and 460Nm connected to the floor with little aerodynamic aid. The 992 benefits from an extra half-inch of wheel connecting it to the road at each corner, while its active rear wing, which appears to deploy to its upright position more often in Sport ➤





mode, does a fine job of helping to squash the rear of the 911 into the road.

The 992 Touring is stiffer than the 991, the latter of which displays a little more body roll on the same corners. The 992 is not overly stiff though, despite those ball joints front and rear, an integrated helper spring adding a layer of compliance to the ride. It's another high point to the 992's arsenal, its chassis somehow taking those juxtaposed ideals of agility and comfort and admirably melding them together.

All the while, the 992's 4.0-litre flat six is serving its usual GT3 sensations: there's an extra 10hp and 10Nm over the 991, with individual throttle valves and more efficient injectors taken from the 991 Speedster, the performance on offer being truly explosive. Power, delivered instantly via a razor-sharp throttle, is accessible in abundance from any point in the rev range, the rush taking you willfully right up to that 9,000rpm redline – if you leave your right foot in – with minimal drop-off at the very top end.

Noise here is most interesting too, in that the GT3's now customary shriek isn't quite as guttural between eight and nine grand compared to the 991. You can thank the 992's gasoline particulate filters for that, the GPFs deployed on all post 2018 MY Porsche 911s in order to comply with Euro 6 emissions regulations. That the 992's soundtrack is recognisable and (in isolation) evocative to the GT3 signature is nothing short of miraculous. On the turbocharged Carrera cars, those GPFs really do thwart the 911's flat

six symphony. Here though, in a tangible triumph over adversity, Andreas Preuninger's GT department has done a splendid job of allowing its new GT3 to sing – only in the company of the 991 does a slight deviation manifest at the very top end.

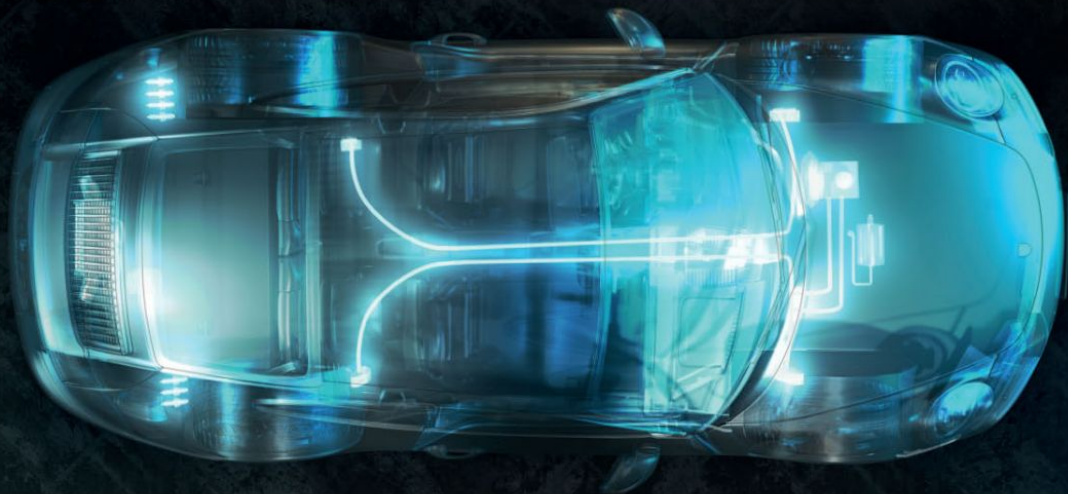
Staying with sound, the 992 does a splendid job of muting a lot of droning inside the cabin which adversely impacted the 991 Touring's experience. It was perhaps the great criticism of the original, and even led to some 991 owners adding more sound insulation back into the car to combat excessive tyre and exhaust humming over long journeys, which was at odds with the Touring name. To combat this, the 992's windows are bi-planed, filtering out a lot of the humdrum. Aurally then, it's a case of more of what you want, and less of what you don't – a huge win for the 992 Touring in terms of its all-round appeal.

So the chassis, soundtrack and flat six is stupendous on the 992 GT3 Touring... but does that PDK transmission make or break it? Emphatically, it's the former. This might be controversial, but I believe PDK is better suited to the Motorsport department's 4.0-litre flat six over the 6-speed manual equivalent, its performance capabilities on par with that brilliant boxer. On a squiggly mountain pass, PDK will still score high for engagement in the latest Touring despite only having two pedals, allowing for fast gear changes up and down the 'box to exploit the 4.0-litre's impressive power band in the top half of the tach. As we know, another part of the touring adventure

is actually reaching your favourite ribbon of road, and here again PDK is the answer, delivering both comfort and efficiency that a manual can't match. Purists will balk, but surely PDK actually feeds in to the mantra of what a genuine tourer is all about?

There are downsides to the new Touring though, the chief gripe being its size. On narrow, British B-roads, the 992 feels absolutely huge, and placing it on the asphalt – especially here in left-hand drive – isn't exactly straightforward. It's mostly a placebo effect, because the 992 Touring isn't any wider than the 991 Touring, both measuring 1,852mm across their rumps at peak width. However, the 992 Touring's front axle is much wider, even to the eye, given away by the 992's more bulbous front arches over the 991's comparatively slender fenders. The fatter body accommodates an increased front track of some 48mm over the 991, and you don't half feel it behind the wheel. It's great for road holding and flatter cornering, but not so great when attempting to negotiate tight country roads.

The 991 Touring might also win more enthusiasts over with its prettier looks, but as a tool for the joy of driving, there's no question the 992 Touring has moved the game on. This road-biased recalibration of the modern GT3 is a fine follow-up to that revered original, and stakes a real claim to the title of quintessential Porsche Q-car. The ultimate flat back 911? A 911 R might have something to say about that – now there's a thought for a follow-up... **911**



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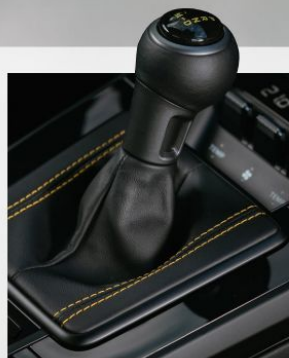
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# Manual

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## V E R S U S

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# PDK

Porsche's GT3 Touring is available with PDK for the first time, so how does it compare to traditional stick shift?

Written by **Kyle Fortune** Photography courtesy **Porsche GB**

“Sure, we'll do a PDK, because people have been asking for it,” was Andreas Preuninger's response when discussing the 992 GT3 Touring. We'd been out in a regular GT3 prototype with the GT department boss, and talk had turned to the stealthier GT3, and the not-inconsiderable

demand for it. There's a more extensive GT3 range now: wing or not, manual or PDK, choices that come down to personal preference. There isn't a correct answer here, nevertheless we couldn't resist the opportunity to test examples of both back to back, to see how differently, if at all, the manual and PDK versions feel.

I won't pore over their specifications, but usefully where Porsche has dipped into the options list, it has done so identically with both cars here. There are lightweight bucket seats in each, which is a good thing, because previous experience underlines that jumping from identical cars with differing seat specifications can make for some remarkable differences in feel and connection. Here, they're correct, the fixed buckets arguably the choice of seat in anything wearing GT3 on its engine cover, be it topped with or without a wing. Likewise, if you prefer plentiful adjustability over the clutching embrace of these buckets, I'm not about to tell you that you're wrong. PCCB has been specified on both, meaning the unsprung mass is equal here too, which again is a good thing on a like-for-like comparison.

**“I'd always have pinned my flag to the manual mast, but the PDK is so good”**

The only thing that differs then, save for the obvious colour choices, is the gearbox. Get in the silver car and you could be convinced it's a manual, the PDK selector aping the look of its six-speed, three-pedal alternative. That's a good thing, and entirely a nod to Preuninger's preference to shift up and down the 'box using the stick, rather than the wheel-mounted paddle shifters. The black car is the manual, and technically it's inferior, due to that. The manual features only six ratios to pick from over

the PDK's seven, while the old-school shifter also makes do with a mechanical, rather than electronically locking differential. Specifically, the manual comes with Porsche Torque Vectoring (PTV) with its mechanical locking differential, the asymmetrical locking rate being 30% on traction, and 37% on the overrun. The PDK allows the fitment of Porsche Torque Vectoring Plus (PTV+) and,

crucially, an electronically controlled differential lock, which brings with it fully variable torque distribution.

There's a weight penalty for the PDK, with the paddle-shifted car being 1,435kg and the manual being 1,418kg, the 17kg trade-off for that PDK being infinitesimal in the entire scheme of things. That's true of the performance: nobody is truly going to feel the 0.5-second deficit the manual transmission has when reaching 62mph, it taking 3.9 seconds to the PDK's 3.4 seconds, nor are they likely to be bothered about the 1.1-seconds it'll be trailing the PDK by ➤



at 124mph. The manual does stake the claim for a higher top speed, but again it's a fractional difference, the PDK being 197mph, and the manual 198mph (actually, if you must, is 197.596mph vs 198.839mph, or in km/h 318 and 320, PDK and manual respectively).

I can't deny that underlying manual preference, as well as professional experience to take the technically inferior car first, sees me gravitate to the manual, despite the PDK being the car that's arguably more interesting today. It's busy, even with the need for some warm-up miles to get some heat into what is, after all, a barely run-in GT3. That same transformative front axle that was clear on previous drives of the winged GT3 is very apparent here too, which is hardly surprising.

On less than perfect British tarmac, even at sensible pace, the steering is alert, the wheel writhing around under my light grasp, it loaded with detail. That crispness isn't corruption, just lots of information, of the type that's rare in a modern car, the GT department's determination with providing feelsome steering obvious here. The suspension, which is exactly the same specification as the winged car, is taut, the expectation from some that the Touring would ride on a more compliant setup

not being the case. That's not a criticism either: the GT3 is necessarily firm in its setup, but it's not harsh; the way the suspension, which is all rose jointed, manages the body and wheel movement is little short of incredible. There's a GT3 badge on the engine cover and should you want a more supple 911, Porsche will be only too happy to sell you one of the other 19 choices available on its dealer configurator.

Some heat now in the car, there's the opportunity to really explore the manual transmission mated to the screaming 510hp, 4.0-litre flat six, and the combination is wonderfully compelling. The shift itself is accurate and quick, it working across its gate beautifully; the weighting and action, both of it, and of the clutch pedal being perfectly judged. There's auto-blip for downshifts in Sport and Track, though leave it in normal and you can do it yourself, the brake pedal the perfect platform to do so, the immediacy of the engine response similarly breathtaking.

It's all incredibly compelling, to the point where I'm wondering whether I should just sack off returning to pick up the PDK car and enjoy the rest of the time with the manual. Curiosity gets the better of me, so it's back to base to jump into the Dolomite silver car. Within the first few hundred metres of

driving it the differences are clear. The PDK just feels more resolute. There's a lot going on in a GT3 on a British road when you're screaming around to the 9,000rpm redline, and the PDK allows you to do so that little bit more often. Without the need to take your hand off the wheel to shift gears you can really focus on that front axle, the steering equally precise, but with both hands on the wheel all the time the front end doesn't feel quite as busy.

That's all surprisingly transformative, the PDK feeling faster everywhere, because the performance is just a little easier to exploit. The gearing, from first through to fourth is identical, but the way the PDK allows you to revel in the engine's performance makes it the faster car everywhere. Less demanding, admittedly, but still absolutely sensational to drive. All of which leaves me somewhat bewildered, because I'd always have pinned my flag to the manual mast, but the PDK is so good here it's a hugely appealing choice, too. There are no winners or losers, which is a brilliant answer to what people are asking for, and Porsche has answered. Now if Porsche really is listening, can we have the next Touring with rear seats, please? Because with them, I genuinely cannot imagine a better 911, manual or PDK... **911**





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# Ian Callum

The man responsible for designing the Jaguar F-Type and Aston Martin DB9, among others, is also an owner and admirer of Porsche's Neunelfer. Total 911 meets Ian Callum to discuss his Porsche passion

Written by **Kyle Fortune** Photography by **Ali C**

“In my life I've always been passionate about two brands, Jaguar and Porsche,” says Ian Callum. The Jaguar element needs no explanation if you recognise the name, Callum having left Jaguar in late 2019 after being Jaguar's Director of Design for nearly two decades. He's better known, then, for his designs of Porsche's rivals' products. Indeed, Callum's CV contains involvement in everything from the Ford RS Cosworth in his early years at Ford, the Nissan R390 (Nissan's 911 GT1 Porsche rival), the Aston Martin DB9, Vantage and Vanquish, the Jaguar XK, F-Type, XF, XJ, F-Pace and I-Pace and many more besides. The Scotsman, hailing from Dumfries, has set up CALLUM since his departure from Jaguar, a design and engineering business in Warwickshire.

We're not there today, instead we're at an industrial unit that he shares with some friends a few miles from his Leamington Spa home. Within it are cars that perfectly describe Callum's eclectic

mix and love of cars. “Not all my cars are here, I've a TR6 at the end and the Beetle Cabriolet, the Mini, the '32 Ford (with a Ford Windsor V8 with GT40 heads developing over 400hp) and the 993 are mine,” says Callum, that 993 being the culmination of a life-long dream to own a 911. There's another Porsche in mid-build elsewhere, a 914, likewise an Alfa, while Callum's also got an XJ Coupe and Chevy pick-up among his other vehicles.

“Since I was young I'd always wanted a 911,” Callum admits, the designer in him adding: “I loved the shape of them. My memory of them goes back to the early '60s – 911s, 912s, I'm very familiar with the evolution of them and when the 993 came out I decided that I had to have one. I didn't know it then, but Tony Hatter, who I know – he was at college with my brother (Moray Callum, also a car designer, who was Ford's Vice President of Design) – added some appeal. At the time I didn't realise of course, but it's the last of the air-cooled 911s, and I love air-cooled engines. I don't know what it is, I've had two ☺









or three Beetles in my time plus one presently; and I made a pointed decision that one day I'd buy a 993."

That would take a while, Callum buying his 993 in 2016, a car he admits to having spent a long time looking for. A lifetime perhaps, his earliest memories of wanting to be a car designer being related to seeing a Porsche in his childhood. "The first car I saw that made me realise I wanted to do car design was a 356. This was back in Scotland: a silver one drove past and I thought that it looked amazing. I used to spend a lot of time with my grandfather in Edinburgh and we'd see Porsches occasionally and he'd explain what they were because he was into cars. Then a bit later I saw the E-Type and that turned me to Jaguars, but I've always had a love for Porsches, and while I never thought I could be the lead designer at Porsche, I did at Jaguar, so that's not bad."

"Once I'd decided I could afford a 993 the prices started to rise," Callum continues. "I spotted a video of this car at Williams Crawford. I phoned him up and said 'I'll have it', he asked 'don't you want to come and see it?', and I said, 'no, it'll be fine, I'll have it'. And he drove it over to me, down at my house in Poole. I've a garage there you can see from the living room, so I could just sit and look at it. It was a dream fulfilled, really." He'd been looking for over 18 months for the right car, and this was it.

Perhaps unsurprisingly, given his predilection for hot rods, it's not standard. "What appealed particularly with this one is that it's been tuned, it's got Rook performance parts and it's been built like an RSR. I couldn't afford an RSR, so it's a pseudo RSR – that doesn't bother me, it's what I want, and I'm delighted with it. It drives as I want a 911 to drive, it's not far off being a track car," says the designer. "To get one with all this stuff done to it really was a treat, because it's what I would have done with it," he adds, before saying: "this one is a keeper."

Poring over the huge history file that comes with it underlines that its previous owner has spent a lot of money over several years building it. At one time it wore a Turbo engine cover and front bumper but that was changed for genuine Porsche 993 RS body parts including the splitters, sills and rear spoiler. The under-bonnet sticker, in the history file thanks to the standard bonnet being replaced by an aluminium one, reveals it started life as a C16 UK Carrera 2 in Slate Grey Metallic with a Marble interior. Options included option 159 for the motor sound package (signalled by the chrome surround on the airbox intake), electrically adjustable Sports seats, 17-inch wheels, a rear wiper, a sound system, a top tinted windscreen and a sunroof. Most of that has gone, the sunroof and exterior colour only really staying, with

**BELOW** Callum introduces Total 911 to his Slate grey 993 Carrera, which has been tastefully tuned using Rook Racing components











**ABOVE** Fortune takes to the wheel of Callum's 993 Carrera, which now closely follows factory 993 RS specification



**ABOVE AND LEFT** Despite being a lifelong Porsche fan, Callum's professional ventures have led to his designing of market rivals to the 911, including Aston Martin's DBS and Jaguar's F-Type

the interior stripped of superfluous kit, losing the rear seats, glovebox and lower dash and gaining RS carpeting, door cars, a pair of sports bucket seats and a Rook gearshifter.

There's no carpeting under the bonnet either, which is something that, along with a glovebox, Callum thinks he will eventually get around to re-fitting, though they'll lift the weight a bit from its current, trim 1,281kg (just 2kg more than a 993 RS, despite that retained sunroof). The interior trimming work, all with Porsche-sourced leather/carpets, was done by Porsche trimmers Southbound, while the mechanical revisions were undertaken by JZM.

The engine work, done about 30,000 miles ago, meant a full rebuild with extensive revisions, notably the 3.6-litre flat six growing to 3.8 litres. To achieve that, and the power and torque gains it brings, there are replacement barrels and pistons, machined cylinder heads, more aggressive cams and a larger throttle assembly with a remapped chip in the engine management. The RSC 300 kit to do so came from Rook Sportssystem GmbH, a company perhaps more associated with racing than tuning Porsches – it notably has class wins at Le Mans and Daytona 24 hours, though it's always offered a number of upgrade options for road car customers.

The dyno traces describe more power and torque over much the same curves as the standard 3.6, with power up from the standard (tested here prior to the rebuild) 265.5hp, to 304.5hp, with peak power developed at 6,064rpm. That increased power is apparent across the entire rev range, though it's more pronounced about 4,000rpm, where the useful growth in torque also makes its presence felt. Overall torque output increases here from 337.8Nm

to 388.4Nm, with that maximum delivered at 5,078rpm over the 5,257rpm of the 3.6's trace. Again, it's the greater amount in the 4,000-6,000rpm range that's so transformative, giving the 3.8 a muscularity that's apparent as soon as you drive it.

The loss of much of the sound deadening,

as well as the Rook specification exhaust and mufflers, makes that engine more vocal too, though it's not so overt to be obtrusive. Like the engine's character it's deeper in timbre, that backed by the more prodigious in-gear pull. It's quick, particularly in the mid-range, yet there's still incentive and reward to wring it out up to its redline, with the engine revving enthusiastically all the way up there. The more aggressive cam is obvious around 5,000rpm, its keenness and response aided by the fitment of a light, 964 RS flywheel. ➡

“Despite that detailed over-engineering, it feels light on the road”







The transmission all features RS items, with the clutch disc, plate, bearings, and everything else all being 964/993 RS specification, the gearshift weighting perfect, its movement beautifully crisp across its gate. The chassis revisions have followed the same RS route, with uniball mounts at the front, a set of Bilstein PSS9 coilovers with adjustable ride height and dampers also featuring. It sits lower, the rear arch rolled to accommodate that, the wheels, now 18-inch lightweight split-rim alloys, aiding in reducing the unsprung weight. The brakes are (no surprises here) RS specification, giving stopping power to match the gains in the engine department. The ride is taut rather than firm, those coilovers managing the body and wheels neatly, enabling quick progress and detailed feel without any harshness, even on less than perfect roads.

Unsurprisingly, it feels very RS in its character, because to all intents and purposes that's what it is, even if it's spun off a regular Carrera, and still features a sunroof. That's a welcome addition, given the lack of air conditioning, Callum using it when he's in it – something he admits he needs to find more time to do. That'll be soon, because of all his cars it's the one that's least compromised, and a real favourite.

It's a car that Callum really appreciates, not just for its styling, but the engineering. He opens the door and shuts it in demonstration of this, laughing and saying in relation to the characteristic 911 weighty metallic clunk, "I love it, I know it's over engineered. I got in a Boxster the other day and the lock in comparison felt so light, it worked fine, it's all it needs, and all the forces these days are measured by metrics and I know why, but with this it feels so right," he enthuses, before adding: "it's that feel and effort, things like touching the throttle and there's a little more effort, you feel the strength in the car, yet despite that detailed over-engineering, they're not heavy, it feels light on the road."

He likes the size of it too, saying: "I've said many times that cars have gotten too big and, again, I know why, part of it is design, part of it is safety legislation, as well as marketing wanting them to suit bigger people, but if you want a fun car this is the perfect size. Today's 992, I think it's a great-looking car, but it's big, but then so is the F-Type." He remembers when the 993 was new, discussing it with fellow British car designer Peter Stevens, responsible for, among others, the McLaren F1, and appreciating what Hatter had done with the lines – making the 911 more

beautiful, more shapely, particularly along its flanks and around the rear.

Inevitably we discuss the challenge the 911 design represents, its unique engine positioning dictating its form, as does its lineage. Callum says he's often asked which car he'd like to design, and he answers: "A 911, I like the 991 and 992, but if I were to have a modern one I'd have a 997, with the current car there's a lift over the front wheel arch which I wouldn't have done, I'd have gone straight out. I also think a flatnose 992 might be interesting. One of my all-time favourite Porsches is the 935 flatnose, it's an iconic race car." He's delighted with his 993 though, and intends on using it more. He also likes the fact that he knows Tony Hatter, laughing: "He's British, I can say my mate designed this."

"Seeing that Porsche when I was four years old made me want a Porsche and to be a car designer, while seeing an E-Type at seven made me interested in Jaguars, it's those little moments that can define your life," says Callum. It certainly has for the affable Scot, his tenure as the head of design at Jaguar being among the company's most successful years, while the 993 he's finally got is the realisation of his other long-held dream. **911**

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PORSCHE  
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# 997.1 GT3 RS

A largely undervalued modern Rennsport, the 997.1 represents a surefooted investment right now. Here's everything you need to know about it

Written by **Kieron Fennelly**



## HISTORY AND TECH

The 997 GT3 was launched at Geneva in March 2006 and, as with its 996 GT3 and 993/964 RS predecessors, it was designed to homologate the 997 for the Porsche Cup and from 1999, GT3 class. At Geneva, Porsche also presented the GT3 RS, which looked to all intents and purposes like a GT3 with an aero kit. However, the RS was rather more than that, as we're about to find out.

Apart from its bold side decals and green or orange paint schemes, the main visible differences with the GT3 were the carbon wing which stood proud on two wide struts, and the RS's more prominent hips. The RS used the same wheels and

tyres and mostly the same suspension as the GT3, but to accommodate its 3cm wider track, Porsche employed the wider Carrera 4 body. At the front, the RS's very low front skirt was said by project leader Andreas Preuninger to increase downforce by 15kg more than the GT3's spoiler, and the specific rear wing improved downward pressure by 25kg, although this started to sound a shade theoretical when he explained that these measures applied at 300kph.

Nevertheless, the 997.1 RS was conceived essentially for the track and practiced exponents could certainly feel the improvements in stability on a fast circuit like Spa, though its Nürburgring time at 7:42 was only four seconds quicker than the plain GT3's.

Mechanically, the RS shared the GT3 engine, a development of the 996 GT3 'Mezger' which had been considerably reworked. Longer connecting rods meant slightly short pistons could be used, reducing reciprocating mass

and allowing the rev limit to be raised by 200rpm to 8,400rpm. Throttle diameter was enlarged and the VarioCam timing increased by 7° to give a 52° range, which improved the torque curve. A freer-flowing exhaust, which was now channelled through one large silencer rather than two, lowered back pressure. On the dynamometer the 3.6 now yielded 415PS with peak torque of 403Nm, an astounding set of figures for a production engine described as 'bulletproof' to 9,500rpm. Both GT3 and RS used a version of the 993 GT2's six speed gearbox with slightly lower ratios to take into account their 19-inch wheels. The RS also had a single-mass flywheel.

The RS's interior was much as the GT3's with Alcantara headlining, gear knob and steering wheel. The front lid was in carbon fibre and the rear window in plexiglass, seen as somewhat symbolic attempts to save weight. Porsche homologated the RS without a/c but with a roll cage at 1,380kg. ☺

“Practiced exponents could certainly feel the improvements in stability on a fast circuit like Spa”





## WHAT'S IT LIKE TO DRIVE?

For anyone used to older, say pre-2011 911s, any GT3 is a revelation and the 997 RS even more so: the cockpit with bucket seats, Alcantara wheel and yellow stripe marking top dead centre, and a rear cabin unadorned, except filled by a roll cage, all suggest a very special 911. On the road, the sensation is that of a 997 C2S magnified by ten: throttle response is instant, the steering feels slightly meatier, but is even more direct, the clutch is heavier, and the gearshift, which has rifle-bolt precision, needs a firm hand. There is no thought of looking for a radio: even low-speed manoeuvres in this car require concentration. The cabin is hardly quiet, the gearbox chattering away undamped by the single-mass flywheel and the potent if not especially attractive engine note at low revs; it does, however, suggest great energy, which could easily get out of hand. When that long-travel throttle is depressed for more than a couple of seconds, the RS takes off. In a full-bore start in the 3.6 RS, first and second gears disappear in a blink, the driver's concentration so absorbed in clutch and shift that only in third is there a moment to listen to that primeval engine note as it rises towards its sensational 8,400rpm crescendo.

The 997 GT3 and RS benefitted from PASM, which allowed them to be stiffened for the track but makes them, unlike the 996 RS, a 911 that can comfortably be driven to Spa. But cabin refinement is limited and clearly the vocation of the GT3, and even more the RS with its perilously low-slung front, is not for grand touring, and for this the plain 997 is a more comfortable companion.



**ABOVE** The 997.1 GT3 RS is a big step on from the 996 in terms of downforce and airflow management



## THE VALUES STORY

The 997 RS retailed at £94,280, some £14,700 above the base GT3. Porsche planned to build about 1,100 of the RS, roughly a third of the quantity of Gen1 GT3s over the same period. The RSs suffered some initial depreciation, no doubt fanned by commentators not convinced by the price difference with the GT3 (the Gen2 RS of 2010 would offer a more substantial upgrade over the base GT3). Depreciation of the 997.1 RS saw values at 25% below the original retail price at their lowest point. Paragon had an example for sale in 2013 at £75,000, the beginning of a steepening appreciation curve which peaked as with most rare or specialist 911s in 2016, after which prices cooled for a year or two, only for the RS to resume a steady upward trend. Today an exemplary 997.1 GT3 RS from 2006-8 makes between £130-£140,000. Ashgood Porsche reckons prices have increased a good 15% since 2018. ➡





## MARKET RIVALS

In mid-2021, the going price for a RHD 997.1 GT3 RS is about £140,000. In this slightly lonely price bracket, much 911 pricing falls 15% below or 30% higher....



### 991.1 GT3 RS

On sale ten years after the 997 RS, the 991 edition feels far more modern for our nominal £140k. Its naturally aspirated 3.8 is even more explosive than the Mezger, and PDK makes it easier to drive, but the wider 991 platform and more extensive aero can be awkward in confined spaces.

### 992 Carrera S

£120,000 suffices for the latest, fully specified 3-litre (turbocharged) 911 with delivery mileage. A superbly developed GT with performance figures comparable with the 997 GT3's and with optional manual gearbox, it is however likely to depreciate significantly in Porsche terms.



### 991 Turbo S

£130,000 should suffice to glean the very last of the line, a 2018 coupé with nominal mileage. Another outstanding GT, wanting for nothing with 580PS, which again will depreciate fairly steeply. £140k would buy a very low-mileage Turbo S Cabriolet.



### 964 RS

Spiritually the predecessor of the GT3 RS, the 964 version was a lowered, equipment-reduced, raw 964 which acquired a huge following (and commensurate rise in value) back in the early 2000s. £180k buys a very serviceable if not concours example.





## BUYING ONE

Any GT3 is a specialist purchase. For most people even with the softer PASM setting, the 997's ride is almost too firm for everyday use on British roads. With the wider RS, which does not have the lifting mechanism of the later 991 RS, it is difficult not to catch the spoiler on humps. Cabin and luggage space are less than the Carrera's and a 997S/991S would be far more versatile, but for the track day enthusiast well acquainted with Porsches, the 997.1 RS will not be a disappointment. Of course, the current GT3 (the RS is still anticipated) is in another league dynamically, but the appeal of the 997 version is it's still almost entirely analogue nature, combined with the smaller dimensions of the 997, allow the driver almost the same level of visibility as the air-cooled 911s do.

Although the 997 GT3 RS is a 15-year-old car in Gen1 guise, few of these cars have covered high mileages. Mostly they will have been stored for long periods (almost always under cover) and this does no harm, says Jason Shepherd of Paragon, provided the engines are turned over regularly to lubricate seals, though ideally, they would be driven far enough to bring the oil up to operating temperature, and of course, never failing to warm the oil properly before using the higher rev range. For such a potent unit, Shepherd thinks the Mezger is amazingly robust, not requiring intensive or complex maintenance provided it is looked after. If the RS has a track history as the vast majority do, it is important to see that oils (both engine and gearbox) have been changed according to Porsche's specific competition maintenance schedule, which also includes brake fluid. Other items for buyers to have on their checklists are the usual consumables from coolant and a/c radiators to brake materials, tyres and dampers. Evidence of a recent geometry test to ensure everything is operating within its designated parameters is a must. The now retired GT3 guru Steve Hales always used to say that a car with incorrect geometry is like a wobbly pub table. Unfortunately, a couple of beer mat shims will not suffice for a Porsche!

Jason Shepherd points out that especially with these relatively rare, exotic 911s, the wisest recourse is to a specialist unless the buyer knows the car. Firms like Paragon will buy and sell the same 911 several times and generally will only take back cars if they have been maintained in the state in which they sold them. "We make exceptions inevitably. We acquired a smart 997 Turbo, but found we had to spend over £15,000 to put it out in a condition we were happy with. On the other hand, the orange 997 RS we have (at £140,000) is spotless and is a car we know well. You could buy a GT3 RS 3.6 for £120,000, but I suspect you could end up spending a good chunk more to bring it up to standard."





**ABOVE** The RS's interior is similar to the GT3, but its drive is unquestionably different



#### DESIRABLE OPTIONS

The standard specification of the Gen1 997 RS was comprehensive for a car intended for such a specific purpose: bucket seats, Alcantara fittings, single-mass flywheel, manually adjustable suspension as well as PASM dampers. A roll cage, usually fitted anyway, is worth having simply for the stiffening it lends to the shell; a/c was a no-cost option, but given any 911 is like a greenhouse as soon as the sun comes out, it really is a must. Colours other than the vivid green or orange were available, at a price: paint-to-sample cost £2,180. Porsche's (ultra) light bucket seats cost £3,130.





**BELOW** The 9971's wider body, manually adjustable rear wing and centre exit exhaust would all become hallmarks of Porsche's modern Rennsport DNA



## INVESTMENT POTENTIAL

**P**aragon's view, seconded by Ashgood, is that interest in Porsche racing history has never been higher and simply the number of column inches a new GT3 or GT3 RS generates is a measure of this fascination. The interest in the earlier cars, says Jason Shepherd, has a lot to do with their mechanical, analogue nature, which contrasts with the increasingly automated future of personal transport and electric cars. The special, low-

production 911s have always remained valuable: the 2.7 RS is the most famous example, but the 993 RS, of which 1,100 were made, has quietly passed £250,000 and the 996 RS (682 made) has now reached £150,000. While no one would say that the first-generation 997 GT3 RS was the next 2.7 RS, it is a special enough 911 to consider a reasonable investment as any. But shame on anyone buying it simply to put in a climatized vault!

## TOTAL 911 VERDICT

The 997 is now viewed as the last properly analogue 911. The GT3 RS takes all the 997's virtues of performance and agility and magnifies them by a factor of ten. The Gen1 was the first of three 997 RSs, each more stunning than the last, culminating in the legendary 4.0 RS. Compact and driver-focused, accessible to ordinary driving skill levels yet a delight for the expert and powered by one of the greatest production engines ever made, the 997 RSs represent the ultimate pre-electronic sports cars. The Gen2 costs a good 25% more without being 25% better and the value of the RS 4.0 puts it out of reach, well into the collector's sphere, making the first-generation 997 RS the best value.

★★★★★









Written by **Andreas Mau**  
Photography by **Andreas Mau & Andreas Fernandez**

# Sweden by Air

One of Europe's most spectacular countries, there is much to see in this beautiful Nordic territory. Total 911 embarks on a memorable tour around the country in six classic Neunelfers





**F**or a petrolhead, not many pleasures in life can beat the prospect of a classic 911 on the open road. It represents freedom and tranquility, something that's been particularly missed by us all during the chaos and uncertainty of the past 18 months. In such times, a road trip offers a path to salvation, and we had an excursion lined up that would reignite our passion for travel and, of course, our Porsche 911s.

We'd been looking forward to this trip for many months, quite literally. Originally planned for 2020, but like so much else during that year and much of 2021, it had to be cancelled due to implications surrounding, you guessed it, COVID-19.

Undeterred, we took new steps in the spring of 2021 and the planning started once again. Our journey would take us from Vildmarksvägen in Sweden's south to Stekenjokk in the north, right on the border with Norway. The combination of 'Porsche' and 'air-cooled' was a must. The working name quickly became: 'Luftgekühlt 2021 Stekenjokk'.

Six Porsche enthusiasts with air-cooled 911s were assembled for this special trip. We ended up with six old 911s, from Ljusdal in the south to Boden in the north, though there was a cat among the ermines in the form of a VW Multivan. Now, you might

reasonably think the van would function as a rolling workshop or hauler of spare parts, but come on, we are dealing with old 911s here – such action would not be necessary! Not a single tool or spare part was brought with us for the trip, the bus only serving as transport and a rolling photo studio for our photographer.

As a professional photographer by trade, my first thought was that I should shoot our pictures myself, but then I realised it would be more like a business trip and would probably take away some of the pleasure, and so I invited my friend and namesake Andreas to take care of most of the photography with his friend Ali. Of course, I could not resist from using my own camera anyway, but in the main I was able to concentrate on driving my 911 SC hot rod.

As some of you might know, I shoot spy photos of new cars for a living – photos you may have seen in this magazine many times. So, I had promised myself that this would be a pleasure ride with my old 911 SC and my friends, and not a work trip. Well, as you read this story and see the photos, you'll know that it ended up otherwise.

Onto my 911 SC: it's a 1981 model year car produced in a beautiful Grand Prix white. The car

ended up with me in 1991 as my first Porsche and therefore my first 911 as well. At that point it was in near original spec, though I quickly made some changes to make it handle better and represent my style more. After a few years I actually

sold the car to a friend and got myself into some other Porsche models such as a 964, 993 RS, 993 Turbo (at that time you could still buy them for reasonable money) and other G-model 911s. However, I missed my old SC, and ended up buying it back from my friend. At the time when he bought the car, we agreed that he could only sell it to me and if I would like to sell it someday, I can only sell it back to him. We have both stuck to our word.

During the years under his ownership, he too made some modifications such as the '74 RS look bumpers and red stripes. With me as the owner once again I gave the car a 'facelift' with golden stripes and wheels, as well as other personal touches. To me it looks, feels, and drives perfectly now (the editor of this fine magazine can vouch for it, he drove it a few years ago! I've never seen a man smile that much).

Back to our road trip, which was nearly enjoyed from the passenger seat of an air-cooled 911, rather than the driver's throne. Predictably, the alternator on my SC stopped charging two weeks before our trip. ➔







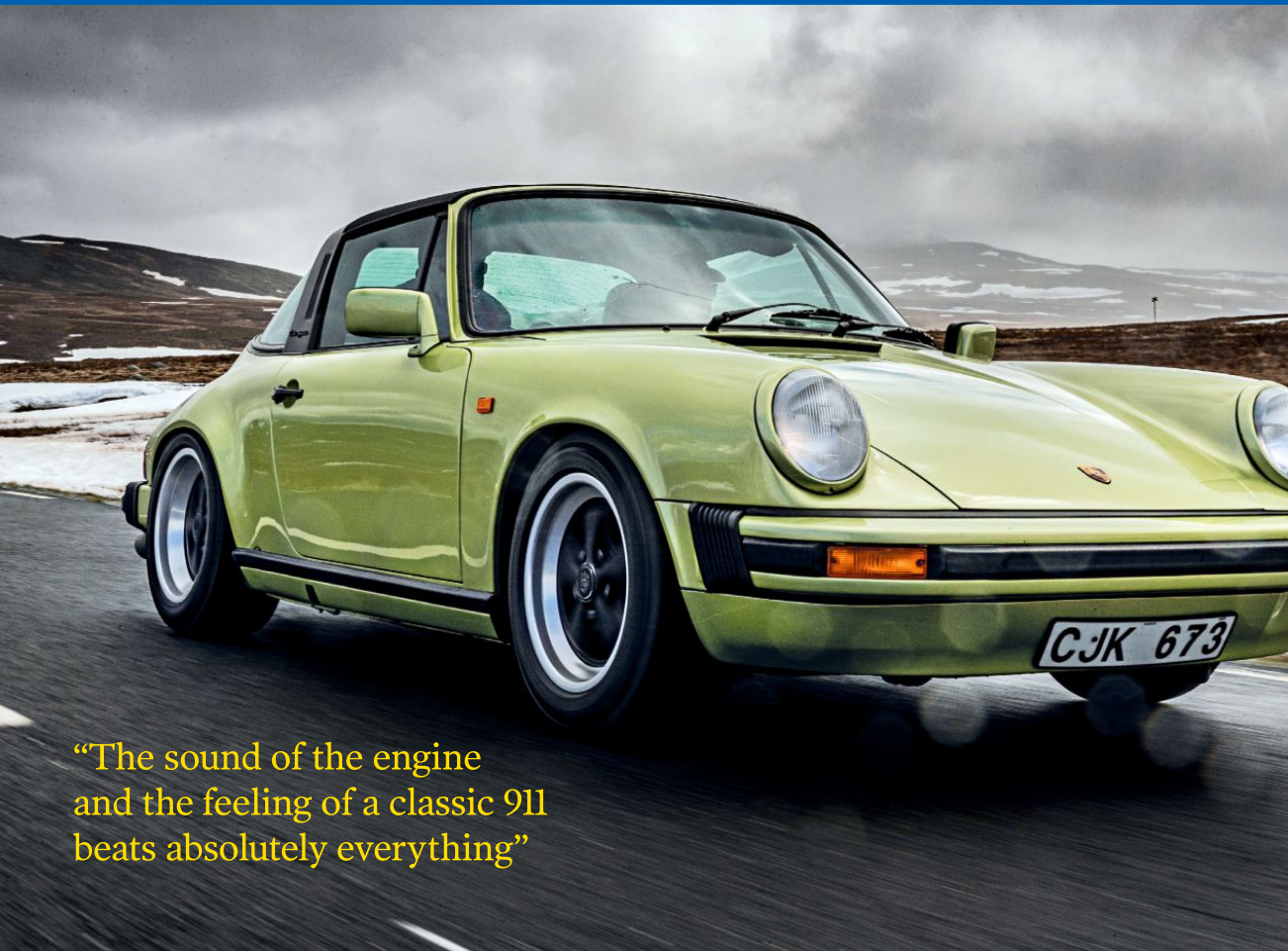
**RIGHT** Andreas gets creative with his headlight and some duct tape







**BELOW** The group on one of their many stops to admire the view and talk cars



“The sound of the engine and the feeling of a classic 911 beats absolutely everything”



"No problem", I thought, and ordered a new one the same day at Swedish Porsche parts specialist **Utzon.se**. Peter at Utzon told me they would ship it the very same day by a larger transport company and that it should arrive 3-4 days later. I ordered it on a Friday morning, and knowing that not much happens with transit during the weekends, I figured that if it arrives on Tuesday or Wednesday, I still have plenty of time to exchange it and test drive before the trip.

However, a week passed and I still did not have my new alternator in place, so I started to search for it frantically, putting in some concerned calls to both the shipping company as well as the spare parts company. Utzon had one more alternator in stock and got themselves ready to send it should the first one not arrive within the next couple of days.

It turns out the shipping company had no idea where the parcel was, but hope was restored when, out of the blue, I got a message from Utzon that the shipping company had found the package and it was heading my way

now. Almost two weeks later, the new alternator finally arrived and was hastily mounted to my car. I could only manage a short test drive to check that everything worked, though I figured the acid test would be the trip to Stekenjokk. Was it a gamble? Well, nobody remembers a coward!

The next day was departure day, and my alarm clock rang against a backdrop of rain outside. After two weeks of great weather, it just had to rain, with a stark

drop in temperature, just as we were firing up the flat sixes to go away. My best friend and neighbour Lennart, with his nice Seebau 911E from 1973, joined me and my Grand Prix white '81 SC as we drove out of Boden, with Andreas and Ali in tow in their VW bus. Our trip started on road 356, just a little yet apt nod to the spirit of Porsche's first car and the predecessor to our air-cooled 911s.

The wet and cold weather was making me a little jealous at Andreas and Ali, who sat in the warm and comfortable Multivan listening to music, but regardless of the weather, there is nothing that beats sitting behind the wheel of an old 911. The sound of the engine and the feeling of a classic 911 beats absolutely everything, and I tell myself this while crossing between the water-filled tracks and frost-damaged roads.

In Slagnäs, some 200km from where we started, we stop to take some pictures at the intersection where I usually shoot a lot of prototypes from the VW group, including some Porsche prototypes, during the winter test season. This time there are no prototypes in my camera's viewfinder but only our two classic 911s.

When we leave Slagnäs and head towards Sorsele on road 45, we are met with a section of live road works, with rough gravel on some parts and even

bigger gravel surfaces on others. We are all holding our breath to avoid both punctures and stones hitting our windows, especially so early into our trip, yet the 911s handled this test perfectly, their narrow tyres rolling gallantly across the rough surface.

By contrast, after Sorsele the road (still the 45), was bliss: winding roads and a perfect surface really allowed us all to enjoy our cars. Around 250 kilometres from our start in Boden, we reached Blattnicksele, where Daniel from Skellefteå was waiting for us with his red 911 SC, also from 1981. We took a short break to stretch our legs and have a chat.

The next meeting point was about 120km further south on road 45, in Vilhelmina where the rest of the gang awaited us. First on site in Vilhelmina was Pär from Ljusdal with his 1982 SC. A moment later, Christer arrived with his '78 SC Targa together with Lasse and his '77 Carrera 3.0. Christer is the only one of us that has a passenger as "Daniel Number Two" had no time to get his car ready, but still wanted to join the trip. Evil tongues proclaimed the car was not ready because it's a water-cooled 996... most likely he was a little ashamed to bring it among our air-cooled cars. We all agreed that it would have been no problem for him to join in the 996, as long as he would drive behind the VW Multivan!

Our pack for the trip complete, all cars refuelled in Vilhelmina because 98 octane is hard to come by up in the mountains. We drivers also took the chance to refuel, albeit with coffee instead.

The last 120km up to Klimpfjäll was made up of our full assembly of six old, air-cooled Porsche 911s, all in a line, only stopping at the beautiful Trappstegsforsen where some of us took the opportunity to test the lovely waffles and, of course, more coffee. Did you know that we Swedes are top six in the world when it comes to how much coffee we drink?

It is always nice to incorporate a small stop on a road trip, and not just for the coffee. With the amount of road works and ensuing gravel roads, in this instance it was also good to check that all tyres were still full of air.

Soon back on the road, it was mesmerising to witness our six classic 911s travelling along such beautiful roads, all with their iconic 911 silhouette and amazing stance. The cars felt like they were built for these roads, being noble enough and fast enough without getting us into any trouble. Besides, there was no need to rush: the beauty was in relaxing back, admiring the views, working the 911 through the gears of our 915 gearboxes, and listening to the rumble of our flat sixes as they propelled us through stunning scenery. We may have been waiting nearly 18 months for this trip, but boy was it worth the wait.

We arrived at Hotell Klimpfjäll in the early evening and, after a check-in with smaller problems such as unfinished rooms, we met up for some cold beers in the bar before we had dinner. You can guess what we talked about... Porsche of course.

After a good night's sleep we met up for breakfast and, although the hotel generally did not make us happy, the view of the lake did. A great view over the lake made the breakfast taste so much better. ➔







We decided not to go around the full lap on Vildmarksvägen but instead take the road up over the mountain and down to Stora Blåsjön. That way we could stop a little more often and enjoy the nature of our surroundings, rather than just race past. It's much quieter here, and there are many things to see.

From Klimpfjäll it is not far to Stekenjokk and Sweden's highest situated paved road, some 876 metres above sea level. Vildmarksvägen's stretch over Stekenjokk is one of few places in Sweden where the road goes right through the bare mountain and gives you the opportunity to hike on wheels in a Sami cultural landscape. Vildmarksvägen opens on 6 June every year due to the amount of snow that is usually here. Last year when they opened it was still about three metres of snow at the sides of the road, but this year there was just a little snow here and there.

The weather varies, as so often in the mountains, with both sunshine and rain and everything in between. At least on this occasion we did not have any snowing. Most of our older 911s are garaged during Sweden's long, harsh winters, so we doubt they would have fared well.

The beautiful nature in this part of Sweden means we often stop to enjoy, take pictures, and take the opportunity to talk more about our cars. In some parts along this road you are not allowed to stop, so that reindeers and other animals are not disturbed, but we had so little traffic on the road that the parking pockets that were available were enough for us to do so without problems. Since the road first opened the weekend before our trip, we were expecting more

traffic, but we guessed the bad weather stopped many tourists from going on 'our' weekend.

Just in time for lunch, we arrived at Stora Blåsjön, where we took the opportunity to enjoy some good food at Fjällripan Restaurant, which is being owned and run by Alexander Nilsson, known from the TV show *The Angry Chef*, kind of a Swedish version of Gordon Ramsay. After a good lunch and some – you guessed it – coffee, this time with home-made ice cream and a lot of talk about the values of older 911s, we jumped into our classics again and headed towards Klimpfjäll once more. All the while we were stopping everywhere again to admire the views we might have missed the first time, but also to take a few more pictures of our cars in this wonderful environment, free of other sources of traffic.

Back at the hotel, the cars, the nature, and the driving experience were discussed together over some cold beers. Everything had worked perfect so far, with the only exception being the alternator on my car in the run-up to the trip.

I had changed the sealing rings around the headlights before we left home, and these new seals are a bit thicker than the old, worn-out ones, so the headlight on the right side did not really want to hook on the upper edge due to this, which resulted in it jumping out a little now and then. In the end, some duct tape had to fix the problem. It's part of the beauty of air-cooled cars, they are so simple!

A day later, it was time to go our separate ways and head home. After a late breakfast, we all headed towards Vilhelmina at a relaxed speed and we

even had time to check out the beautiful waterfall Fiskonfallet just above Saxnäs.

Vilhelmina was the scene of a late lunch at Bergmans Fisk & Vilt and we all agreed this is where we got the best food on our trip. If you are in the area don't miss this place.

During that lunch all of us also agreed that we will have to do a trip like this next year, and already we started to discuss the next destination. Very quickly we decided next year's trip will go to Norway and Lofoten, a very beautiful place well worth a visit. 'AirCooled 2022 Lofoten' it is.

The group split up in Vilhelmina, and so while the rest of the gang went south, Lelle and I ventured north on the nice Inlandsvägen (E45) towards Sorsele, closely followed by Andreas and Ali in the bus. Coffee for us and petrol for the cars was fixed in Sorsele and then we just had to go the last 230km via Arvidsjaur and Älvsbyn towards Boden, and home.

Despite the youngest 911 being exactly 40 years old, all of our classics worked flawlessly and we all survived the very real possibility of punctures, even though a total of 150km had been roads with varying gravel quality.

Going on a road trip with an old, air-cooled 911 is highly recommended if you have the opportunity. It's a fantastic road car and so full of charm. Of course, a newer car is both more comfortable and faster, but seeing all the smiles of people you pass in the small villages and meet at the gas stations is far better. We can't wait to head out on another adventure in our classic 911s. **911**

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The screenshot shows the Elephant Racing website's 'Package Builder' tool. At the top, there's a navigation bar with links for 'Car Builds', 'Tech', 'Instructions', 'Newsletter', and 'Shopping Cart'. A banner indicates 'ORDERS OVER \$250 SHIP FREE WORLDWIDE'. Below this, a search bar and a list of car models (911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, 356) are visible. The main section is titled 'Package Builder' and includes 'ONLINE TOOLS' like 'Brake Builder', 'Suspension Builder', and 'Suspension Navigator'. The interface is divided into three steps: 1. Select Year & Model (Year: 2004, Model: 996/997/986/987), 2. Select Your Package (Street Performance 2), and 3. Customize Package (Add, update, or remove parts using the tables below). Two tables are shown: 'Suspension' and 'Brakes', each with a grid of product images. A 'PACKAGE CHARACTERISTICS' table on the right shows 'RIDE COMFORT' at 41 and 'PERFORMANCE' at 63. An 'Add To Cart' button is at the bottom.

**1 Select Year & Model**

Year: 2004  
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

**Add To Cart**

**Suspension**

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**PACKAGE CHARACTERISTICS**

PACKAGE CHARACTERISTICS	VALUE
RIDE COMFORT	41
PERFORMANCE	63

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THE HISTORY OF

# 4WD

## FOUR-WHEEL DRIVE

Porsche's connection with four-wheel drive dates back to its origins. Total 911 charts the history of the 4WD 911

Written by **Tim Pitt** Photography courtesy **Porsche AG**

**T**he latest EV hypercars use electric motors in each wheel for slingshot four-wheel-drive traction. But Ferdinand Porsche pioneered the technology more than a century ago. The Lohner-Porsche 'Mixte' (as seen above) was the world's first petrol-electric hybrid, and the first car to use the Porsche name. Ferdinand himself took the wheel to achieve an Austrian speed record of 37mph in 1905 – true hypercar performance for its day.

Porsche's next foray into four-wheel drive didn't come until 1947. The company designed the Cisitalia Type 360 single-seater for the nascent Formula 1 world championship. It featured a driver-selectable 4WD system that diverted 50 per cent of available torque to the front wheels – the idea being you used it in damp conditions, then switched to rear-drive as the track dried to limit friction losses. Sadly, F1 rule changes and the demise of Cisitalia in 1949 meant the Type 360 never raced, though Porsche would use similar tech on its 964 C4 Lightweight years later.

By the mid-1980s, the Audi Quattro had proved the worth of four-wheel drive in world rallying, but Porsche took things to the next level. The Porsche-Steuer Kupplung (PSK) system in the 959 is still among the most advanced of any road car. Using a clutch with six pairs of frictional plates, rather than a centre differential, plus a computer and numerous sensors, it can constantly vary torque split between the axles – even if wheelspin isn't detected. Under hard acceleration, for example, up to 80 per cent of the car's 501Nm goes to the rear wheels to boost traction. The technology was proven by the closely related 953, which won the Paris-Dakar rally in 1986.

The 959 paved the way for the first four-wheel-drive 911: the 964 Carrera 4. In 1989, this felt like a big deal, and Porsche acknowledged as much by launching the C4 five months before its rear-driven cousin. The latter car was cheaper to buy, 100kg lighter and 0.1 seconds swifter to 62mph, yet the C4 sold strongly, eventually accounting for 31 per cent of total 964 production. The public had spoken: four-to-the-floor 911s were here to stay. ➡



## “Advances in 4WD tech have become more about software than hardware”

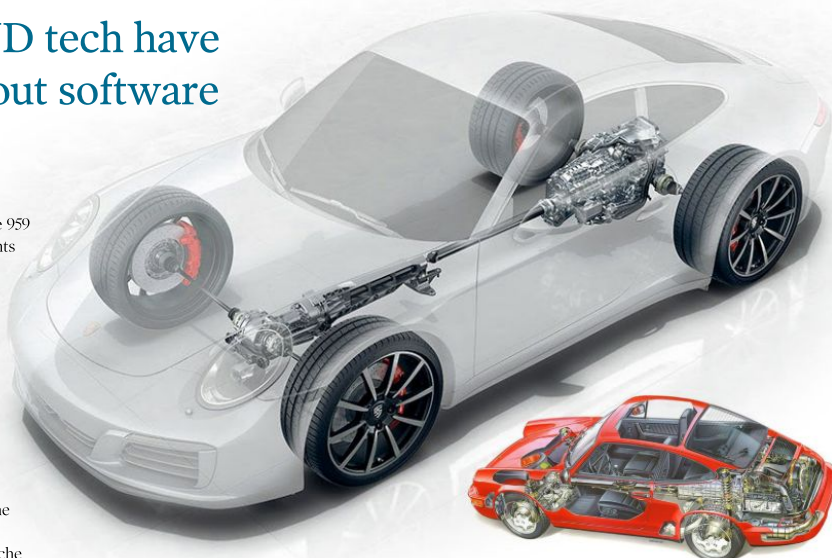
Clearly, the 964 isn't as sophisticated as the 959 – arguably, no road car would scale such heights of engineering ambition until the Bugatti Veyron – but its 'differential slip-controlled' 4WD system also uses multi-plate clutches and electronic sensors. In normal use, drive is split 31 per cent to the front and 69 per cent to the rear. If the ABS sensors detect wheelspin, hydraulic locks then vary the flow of torque from the longitudinal transfer case to the front axle, along with between the rear wheels. The result: a less intimidating 911 with enhanced all-weather usability.

The 993 Carrera 4 followed in 1994, with the lightest four-wheel-drive transmission of the time – half the weight of the 964 system. Porsche had listened to feedback about the outgoing car's propensity for understeer and developed a 'hang-on' 4WD system, using a passive viscous coupling that only brings the front axle into play when slip is detected. Thus, the 993 preserved more classic 911 character by being essentially rear-driven most of the time – including when accelerating.

Another innovation for the 993 was an automatic brake differential (ABD) on the rear axle. This employed the ABS sensors to detect slip, slowing down the wheel in question and matching the braking force with an equivalent level of drive torque transmitted to the opposite wheel. It made for smooth starts on wet or icy roads, plus enhanced mid-corner stability. These benefits were brought

into sharper focus by the arrival of the 993 Turbo in 1996. Overnight, the addition of four-wheel drive had transformed a 911 variant formerly nicknamed the 'widowmaker' into the ultimate daily-driver supercar. The Turbo hasn't looked back since.

Porsche stuck with a similar system for the 996, albeit with a universally-jointed cardan shaft instead of a transaxle tube to save weight – and make room for the water cooling pipes. The viscous coupling is also located in the front axle oil bath to improve cooling. The Carrera 4 and new Turbo-look 4S continued to represent around one in three 911s sold, but Porsche's four-wheel-drive journey was about to take a turn. Stuttgart was preparing to launch, well... a 4x4.



The 2002 Cayenne introduced Porsche Traction Management (PTM), a new system with a multi-plate clutch operated by an electric motor as a variable centre diff-lock. PTM does much more than simply detect speed differences between the axles; it uses sensors to monitor vehicle speed, throttle position, lateral movement and steering angle, then applies torque or lock accordingly. According to Porsche, it delivers 'great agility when taking bends and excellent driving stability when changing lanes'. In 2006, PTM debuted in the 997 Turbo.

Up to 400Nm of the 997I Turbo's 620Nm of torque can be directed to the front wheels within 100 milliseconds. This rapid ability to engage the front wheels helps quash any unruly behaviour, with the car reacting to driver inputs (e.g. oversteer correction) as they happen. It also makes for ferociously quick acceleration – 0-62mph in 3.9 seconds – and a feeling of calm control. Sample a Turbo back-to-back with a rear-driven 997 GT2 RS and you'll see what we mean...

Advances in 4WD tech have since become more about software than hardware. Porsche continued to refine the PTM system on the 991, combining it with Porsche Stability Management (PSM) and, where fitted, Porsche Torque Vectoring (PTV) and rear axle steering to build a formidable safety net. In the hands of all but the most God-like drivers, this technology also makes the 911 faster. Use launch control with a PDK gearbox, for instance, and PTM will lock the multi-plate clutches for a neck-snapping getaway.

Latest developments for the 992 include a water-cooled clutch and differential unit, plus the integration of the new Wet driving mode for further enhanced stability. Elsewhere in the range, the Taycan offers four-wheel drive via one electric motor per axle. Could Porsche come full-circle and fit a future 911 EV with one motor per wheel? It's what Ferdinand would do, right? **911**



**TOP** Cross section of 991 versus 964 AWD systems  
**ABOVE** The 993 was the first Turbo to utilise AWD

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# The International Race of Cham



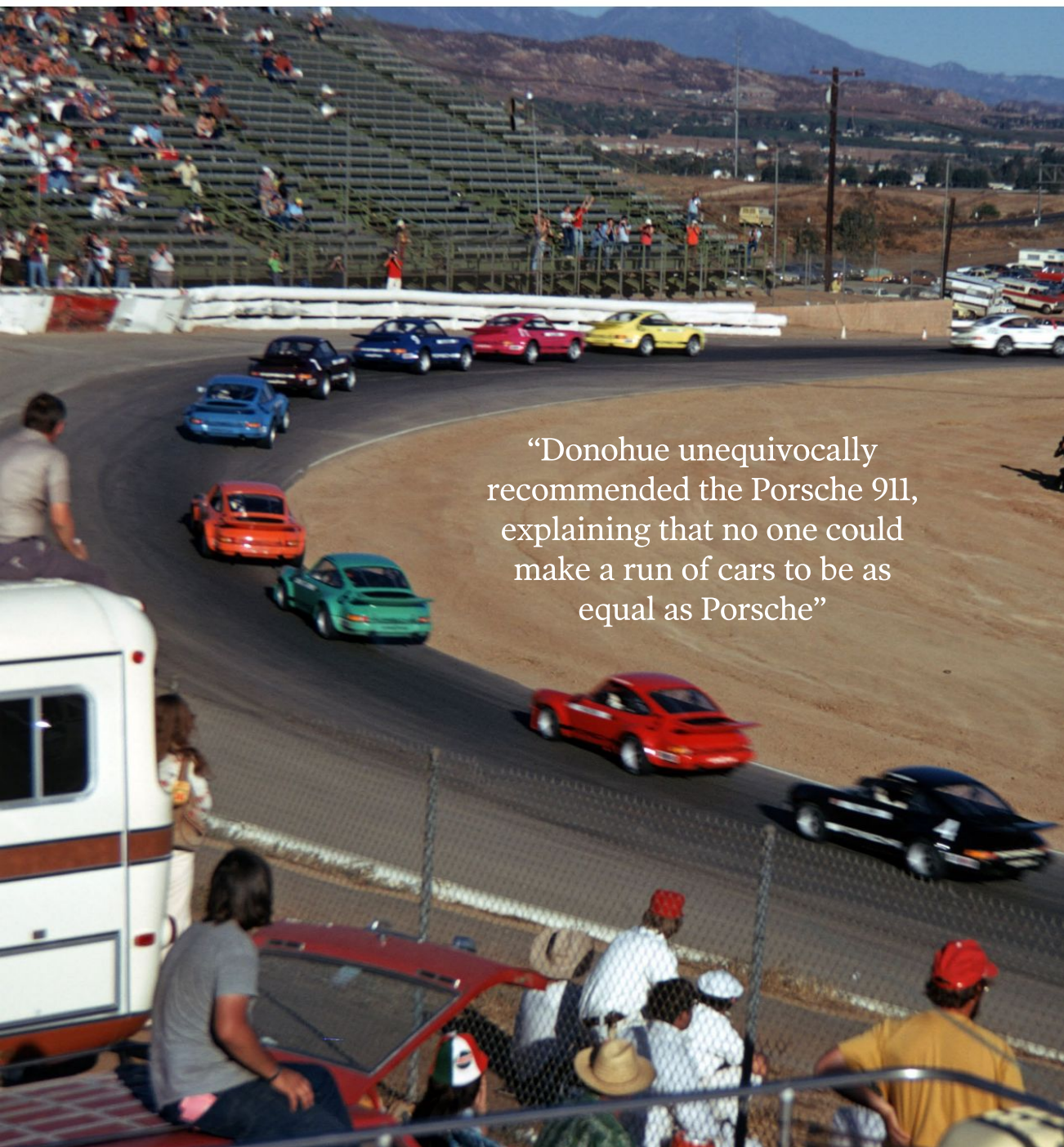


# Champions

The made-for-TV IROC series was a remarkable innovation and the genesis of the all-conquering 935. Total 911 looks back on the history and magic of America's special race series

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





“Donohue unequivocally recommended the Porsche 911, explaining that no one could make a run of cars to be as equal as Porsche”



The premise was disarmingly simple: a race bringing together the best drivers in motorsport, all competing in identical cars in a spectacle designed around the requirements of television. Three 45-minute races over a weekend

at the end of the 1973 season followed by a final in February 1974. The idea was essentially that of ambitious car dealer and race entrant Roger Penske. Today, the Penske Corporation is one of the biggest names in the automotive world and its president an obvious candidate, said *Motor Trend* in 2013, to take the helm at General Motors and by implication, run it properly. As it is, the Penske Corporation is a diversified transport business encompassing vehicle distribution and leasing, manufacture and logistics. It also includes the Indianapolis Speedway and a major shareholding in Ilmor Engineering.

Roger Penske's father was a director of a metal fabrication company and always encouraged his son to be self-reliant. A visit to the 1951 Indianapolis turned the 14-year-old Roger into a motor racing fan and by his early twenties he was a talented sports car racer; but at 28 he decided he would not make the top and turned to a business career. As well as establishing a Chevrolet dealership he also set up his own racing teams. He hired Mark Donohue, a fellow competitor from sports car racing and amongst other championships his team tackled the Can-Am series from 1967 when McLaren's were dominating it.

The partnership between Penske, business brain and strategist, and Donohue, racing driver and engineer, proved remarkably effective and their efforts with negligible works support to make the Ferrari 512 the fastest car in the 1971 Can-Am attracted the attention of Porsche. Penske was duly contracted to manage Porsche's entry in the Can-Am and the turbocharged 917 developed by Donohue and Porsche's Helmut Flegl was almost unbeatable in the 1972-3 seasons. During the same period Donohue also

won the Indy 500 and the NASCAR championship for Penske.

By the mid-1970s, Roger Penske's now substantial address book opened wider possibilities. He met Les Richter, promoter of Riverside International Raceway whose imagination had transformed this circuit from a rural backwater 50 miles east of Los Angeles into California's thriving racing hub; Penske's friendship with Mike Phelps, a TV and advertising talent scout gave him ideas of how to make motor racing more attractive to TV audiences and to build an event around the requirements of television. Today this seems obvious (thanks in no small part to the efforts of Bernie Ecclestone), but simply to watch the often-disconnected clips which pass for motor racing film in the 1960s shows that most broadcasters made little effort to popularise televised motorsport.

Phelps went to ABC, the American Broadcasting Company, to televise the IROC: ABC had been first to put the Indianapolis 500 on TV in 1965 and its renowned *Wide World of Sports* programme was attracted by the idea of a dozen of the best-known names in the sport in close combat; a deal was agreed after some discussion. This arrangement also generated the vital finance to enable Penske to buy 15 911 RSs from Porsche, an almost half-million-dollar outlay. Phelps also negotiated vital sponsorship from Goodyear and Champion.

In a very full racing calendar, getting the timing right was essential. The first three rounds were held at Riverside over the weekend of 27-28 October coinciding with the final Can-Am round where many of the same drivers were involved. The final took place on the other side of the country at Daytona during the NASCAR Speed Week in mid-February 1974, again because most of the IROC drivers would already be there.

Like the choice of two all-American venues, the driver selection was hardly 'international', the only non-US drivers were New Zealander Denny Hulme, well known locally for his exploits in the Can-Am, ➔



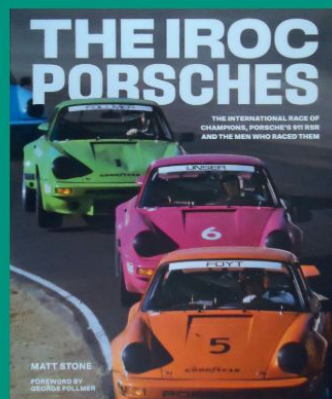
ABOVE Jackie Stewart interviews Mark Donohue for ABC television after the second IROC race



## Book Review The IROC Porsches

Matt Stone Motorbooks £45/\$60

The intriguing and ground-breaking IROC series of 1973-4 at last has the book it deserves. Matt Stone's handsomely presented and illustrated tome tells the story of how the series came to be and explains how this (almost) all-American event came to use Porsche 911s. The author describes the rigour with which the cars were prepared and the extraordinary planning behind this first made-for-TV motor race, describing each of the four races in compelling detail. He profiles the 12 drivers and has researched the subsequent history of each RSR. Stone also provides a fascinating incidental snapshot of Riverside, a famous circuit which depressingly would later succumb to commercial redevelopment. A very impressive study of an unusual chapter of Porsche history and an utterly absorbing read.





**ABOVE** Aside from their very different colours, each Carrera RSR was identical

**ABOVE LEFT** Engineers complete assembly of the RSR whaletail

**LEFT** AJ Foyt in action, who would go on to win IROC IV in 1977



and Brazilian Emerson Fittipaldi. The others were all winners and big names from NASCAR, Can-Am and other North American championships, but above all recognisable to US viewers. Indeed, only two really famous faces were missing, Al Unser and Mario Andretti, whose Firestone contracts prevented them from appearing in an event supported by their rivals Goodyear. Ever-popular Dan Gurney had retired two years early so was not eligible, but the organisers secured him to drive the Porsche 914 pace car at Riverside. They would willingly have included Jackie Stewart who had just announced his retirement after his third F1 world championship, but the Scot, with an eye on his post-competition career, offered himself as pitlane commentator, acquitting himself well for the *Wide World of Sport* commentary team.

As the logistics of the championship came together during 1973, Roger Penske also had to consider what cars he would use. He turned to Mark Donohue who unequivocally recommended the Porsche 911, explaining that no one could make a run of cars to be as equal as Porsche could, and that the factory would deliver a reliable turn-key racer for rather less than it would cost the Penske team to design and build one themselves. Penske, who had been racing Porsches himself ten years earlier and was still managing Porsche's Can-Am campaign (1973 would bring their second championship), needed little convincing. On Porsche's side, it helped that Ernst Fuhrmann knew that 1973 was the 911's swansong and he was keen to establish the 911 as a top line rather than club racer; the unexpected Daytona 24 Hours victory for the factory-supported 2.8 RSR prototype the previous February had been a promising start and he sought to build on it.

Porsche charged a handsome \$29,000 (about \$180,000 in 2021 dollars) for each IROC 911, but backed this with impeccable service: this was a huge

advertising opportunity for Porsche and Fuhrmann wanted no mistakes. Built in September 1973, the IROC 911s were a blend of 3.0 RS and RSR. The bodies were almost those of the 3.0 RS so that the cars looked as near to standard as possible. Their 15-inch Fuchs wheels were the normal five-bolt variety, but rims were nine inches at the front and 11 at the rear and shod with sponsor Goodyear's special low-profile tyres. The chassis had the standard racing reinforcements where the struts meet the body and a roll cage was fitted in a largely hollowed-out cabin, which did at least retain most of the dashboard and the handsome three-spoke steering wheel. Porsche went to some lengths to ensure the cars were as equal in performance and handling as possible. Engines were run-in and, using butterfly rather than slide throttles for their mechanical fuel injection, set to produce 316bhp; testing on the Weissach skid pad was carried out additionally to ensure they all gave equal cornering performance.

15 IROC 911s were built in total: the 12 race cars were despatched by ship out to America in late September followed by the three reserve cars which were airfreighted to California three weeks later. As produced by Zuffenhausen, the IROC 911s had the ducktail spoiler of the 2.7 RS which the German highway authorities subsequently outlawed. Full whale tail spoilers, which were not ready initially, were flown out and fitted at Riverside and the headlights were removed and replaced by black covers. Each car was painted a different primary colour to make identification easier for TV viewers. To ensure fairness, once the cars were at Riverside, they were impounded and not made available to the drivers until practice a couple of days before the race weekend, and the only adjustments allowed were to seat position. Penske was concerned that Follmer and especially Donohue might be perceived by ➤





the other drivers as having an advantage, having raced works RSRs several times through the season and in Donohue's case been a major influence in its development. Penske warned him to "stay away from those cars, don't even look at them" for fear of prejudicing the series. Certainly, the random method for selecting cars for drivers, a different car for each race, and the composition of the grid after round one which had the winning driver start last did inject an element of fairness which assuaged most of the sceptics. And race manager Les Richter, an imposing former football coach, did lay down the law: Fittipaldi and Follmer, both slightly late for the first drivers' meeting, were told to start from the back of the grid.

The closeness of the cars' performance and placing the slowest cars at the front was very effective in creating close racing. Some inspired soul has managed to find heats two and three and put them on YouTube and although the picture quality is grainy, that the IROC provided some pulsating motor racing is plain to see. The commentary too is sharp and maintains the tension, continually assessing this or that driver's chances of making enough points to be one of the six finalists. It is also fascinating to see the famous Riverside, a circuit rated highly by drivers and spectators alike, which alas was demolished to create a supermarket in 1989.

As the unofficial favourite, Donohue started on pole position by virtue of the faster of his two 'hot laps' in practice; this was the only heat to use conventional grid positions. He duly ran out unchallenged as winner, rather contrary to Penske's

instruction to him not to get too far ahead – "it won't look good." Even more impressive were Follmer and Fittipaldi as they climbed through the field, to 4th at the end for Follmer, but last for Fittipaldi who spun off, very fast, but seemingly less at ease with his RSR than Follmer despite a private test session at Weissach. In the second outing that day, Follmer went from 9th on the grid to win, while Donohue finished last with a sticking throttle butterfly. This gave him pole position for heat three the next day and once again he was largely unchallenged. By heat three, also apparent was that some American drivers were coping better than others with the idiosyncrasies of the 911. The main problem as Donohue had predicted was Porsche synchromesh: those used to cone synchromesh were often not depressing the clutch fully, despite a reminder in the cockpit not to exceed 7,700rpm and to push the clutch to the floor.

Several drivers spun off and Riverside's unyielding sand, baked hard in the desert sun, sometimes caused suspension damage and also showed that the front-mounted oil cooler was vulnerable. During practice beforehand, the organisers were alarmed that they might not have a full set of 12 cars to start the race and in record time Zuffenhausen sent out replacement engines and parts. After the three preliminary rounds, six cars plus two reserves were selected for the final, their engines removed and sent back to Porsche for overhaul.

Of the six finalists at Daytona three months later, Follmer had most points by virtue of his win, a 4th and a 5th, but in Florida his transmission failed

**BELOW** Favourite before a tyre was turned, Mark Donohue was crowned the inaugural IROC champion



after a spin and he was credited with only 5th place. Donohue battled with Peter Revson and Bobby Unser and they finished in that order, which gave Donohue the championship; Follmer's championship position was 2nd. 3rd overall came Revson, his consistent top-half finishes had made him with Follmer the odds-on IROC champion before the final. The heir to the Revlon cosmetics empire, Peter Revson was killed at Kyalami in practice for the South African GP only six weeks later. For their part, Penske and Phelps were already planning changes for the 1975 IROC.

From the organisers' perspective, the choice of Porsche was a limited success – the 911s provided thrilling competition, but their unfamiliarity to most American racers raised on conventional front-engine and rear drive tended to shut out some of the best racers; Roger Penske as a GM distributor was also under some pressure to put the sporty Chevrolet Camaro in the series and shift the IROC more towards traditional American oval racing, and this would be the direction the IROC would take; the championship lasted 30 years, increasingly resembling any other NASCAR event, until Penske deemed it was no longer viable and ended it.

The IROC Porsches were quickly sold off, the first batch after the Riverside races and the remaining eight following the Daytona race. With their low mileages and exemplary maintenance histories, they were quite a bargain at \$21,500. Some went on in sporting careers which lasted into the 1980s, but today all 15 are accounted for, largely residing in private collections. **911**

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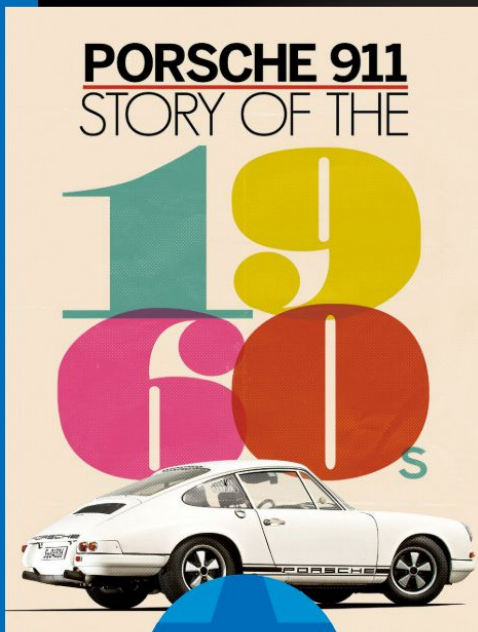
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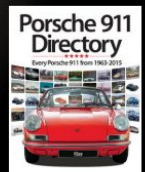
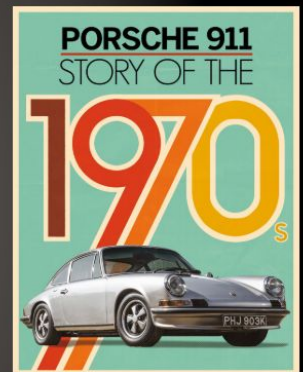
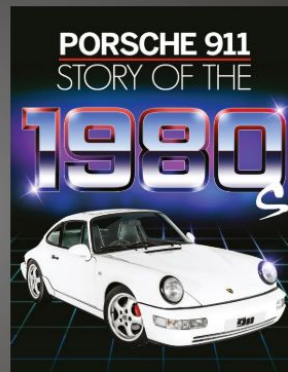
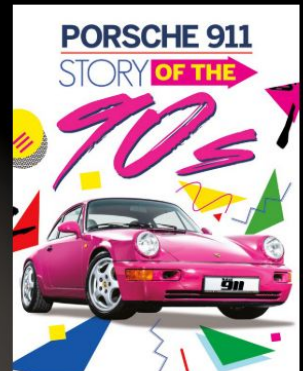
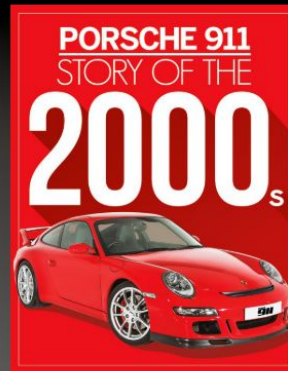
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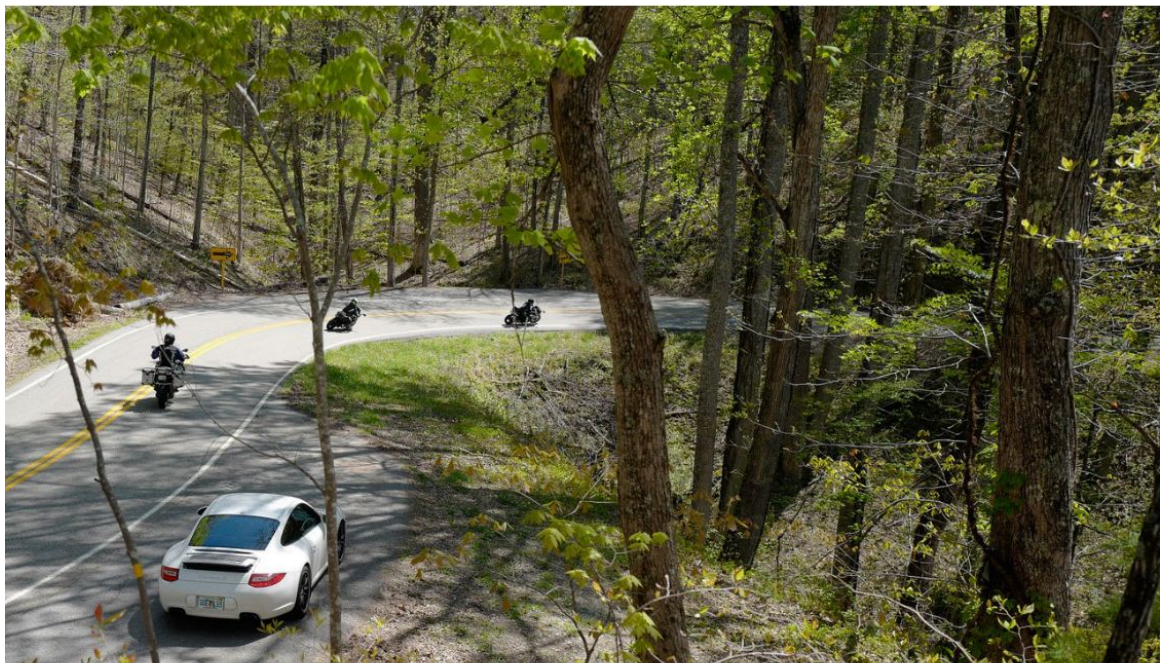


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# Living the Legend

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



**Anthony Coyne**  
Fort Lauderdale, FL

 @elferusa

Model **997.2 CARRERA S**  
Year **2009**  
Acquired **FEBRUARY 2021**



I've just acquired this car. Buying it remotely without an inspection, driving it the short 25-minute trip to our home in Fort Lauderdale,

before hauling it 850 miles up the road to Tennessee the very next day. The oil light appearing somewhere in Georgia was not a promising start.

Two days after arriving in Tennessee, the engine warning alert lit up the dash. The oil light had not been a worry for me, I know these cars use a bit, so all I needed to do was keep an eye on it, but this new signal of impending doom was of some concern. I dropped by Harper Porsche in Knoxville and shared my fears. Reassuringly the service advisor did not start sucking air through his teeth; oil as

per my prognosis, engine light "one of a thousand things, maybe a simple fix like the fuel cap. The light is just on, not flashing so that's a good sign." Later that day I picked it up. The error code was being thrown by the fuel cap! A perished seal. The 997 got a full check over, a service, the alignment adjusted to factory setting, and a vote of confidence from the mechanic. It was also nice to be told that if this car was for sale with them it would be sold in a day. I was happy I'd got a good one. Anyway, it was time to start laying down the right type of skid marks.

The excitement should have ended there, but ooh no, there's more. Renée went shopping with it, the fuel gauge already showing empty before she left. She asked if I thought there was enough to get her there. Where she was headed was 35-40 minutes away with lots of

places to fill up on the way, so no issue. Imagine my surprise when she returned, and I learned she had not refilled it! On the next trip out, the first stop had to be fuel – the flat six must have been running on vapours. Did we make it? No we didn't. Obviously I was a little niiffed by this. Instead of being out enjoying ourselves we were stuck on a slipway, with someone explaining to me how fortunate we were – getting to take time out by the dam and watch the sunset. A duck even turned up on the side of the road to witness our predicament as we waited for help. I was hungry. I could have barbecued it.

The car is going to be in Tennessee a while now. Alfred's vet for his immunotherapy treatment is here, and I'm due back in London to deal with a few things, so Renée is going to stay here. Before I went, this car needed using a



little, if for nothing more than it could have been the last time I saw it without kerbed wheels. When you are a few miles from the base of the Great Smoky Mountains there are some very special roads close by. The Tail of the Dragon (US 129) up in these hills is possibly the best road I've ever driven. 318 curves in 11 miles. It's popular though, and that's its downside – it can be overly busy. Pandemic precautions may be helping keep the traffic volume down, but you still need a bit of luck.

We didn't treat it like a forest stage when we were there, keeping our fun just within the realms of acceptability. It was a decent day and certainly something to remember while I am back in the UK. One of my missions while living in America is to find a road better than this one. A tough challenge. But in the words of Fox Mulder: "The road is out there".



**Peter Wilson**  
Adelaide, Australia  
@peterwilson\_oz

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



Now, where were we up to last month? Ah yes, the 930 had just been awakened from its offsite storage slumber for a driving weekend

and promptly rewarded me with a mystery ignition failure and tow truck ride home. After swapping out the MSD 6AL ignition module for a known good Bosch CDI, replacing the coil and restoring all the ignition wiring back to stock standard, there was still absolutely no spark.

Admitting defeat, I had trailered the car to Mark Poole at RSR Sports Cars Life for diagnosis. The next day Mark was on the phone and the car was up and running! The cause of the sudden failure turned out to be the distributor rotor. I hadn't checked this as it was a brand-new item installed during the engine rebuild, as was the distributor cap. The failure was almost invisible but enough to stop the car dead. There is a 5kΩ resistor potted into the rotor arm for noise suppression purposes

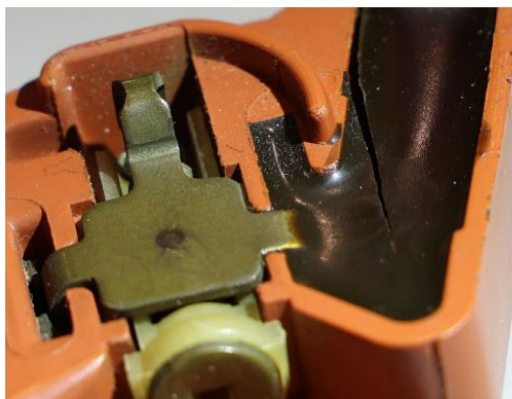
and it had failed, cracking the potting and resulting in an open circuit from rotor centre to tip. I did some Googling and found out that the resistor can overheat and fail when high-powered ignition systems are used – just like the MSD that I had installed to improve reliability!

With a replacement rotor installed (albeit with 6,600rpm integral rev limiter as Bosch no longer make the original 7,000rpm item), Mark reported that the car started but was not running smoothly. He suspected a secondary problem with the coax wiring from the magnetic pickup in the distributor, which was very brittle and fragile after 40 years of heat soaking in the engine compartment. I agreed with the diagnosis as I was already aware of the fragile wiring but knew that it wasn't a replaceable item, being part of the main engine wiring loom. Mark had a clever solution, which involved dismantling the loom until healthy wire was uncovered and then splicing in a new wire and magnetic pickup from a 911SC. After this the engine ran fine and the ignition timing was reset as per earlier dyno tuning.

By this time I had decided that I wanted to build an ultra-reliable ignition system, doing away with the standard rev-limiting distributor rotor and Bosch CDI, both of which had let me down in the past. I ordered a Classic Retrofit CDI+ unit from the UK, which plugs into the standard wiring loom and lets me carry the repaired original CDI as a roadside-swappable spare. In addition to modern electronics and a double spark to assist combustion, the Classic Retrofit unit also has an adjustable rev limiter to get me around the unavailability of the Bosch 7,000rpm rotor and the unreliability of this item. I will also be carrying a spare rotor, cap and coil on future long road trips for peace of mind.

With these decisions made, I asked Mark to fit a non-rev limiting rotor and went to collect the car. It was great to be back in the driver's seat again after such a long and frustrating period and I headed onto the road with excitement. Until I put my foot down and – nothing! The car would not rev or accelerate and felt 'flat as a pancake'. Back to RSR and a check with the timing light revealed it was hugely retarded. That final rotor swap had obviously disturbed the timing and it needed about 20 degrees of advance to get things right again.

After that, the car had all of its normal friskiness and noise as I drove it back to the storage garage. However I did note that it was pulling to the left under braking – more work on the horizon when I can eventually get it back into my own garage...







**Joe Williams**  
Sandbanks, UK

@joewilliamsuk

Road to Redline

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

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



There's only one thing I need to talk about this month and that is our *Road to Redline* podcast event, 'The Red Carpet', held at

CarNatter in Northampton.

In the interests of giving something back to our listeners, we thought a free, little get together over coffee one morning might be a nice idea. That quickly grew into a mini event of its own! CarNatter kindly provided the venue and an amazing backdrop for our 'little' gathering. The 1930s ex-artillery factory buildings are a bit like driving onto a movie set!

We quite literally added a car-sized red carpet with a pro photographer snapping a shot of everyone as they arrived at the event. We make a point of being all-inclusive on our podcast, and so everyone who attended was more than worthy of the red carpet treatment.

What we didn't bank on was the weather, and right on time (in good old British style) the heavens opened. To our amazement, people kept coming through the doors thick and fast – a bit of rain wasn't going to stop play. Luckily an hour in, that all passed and summer was able to resume.

The turnout was amazing with 60-plus cars from all corners of the UK in attendance. It's impossible to name them all but the sheer variety of Porsches was great to see. A sea of 996 and 997s (which is such a great entry point into



Porsche currently) was offset by highlights including my favourite spec dark blue 991.1 GTS boasting a manual box, folding buckets and Burmester stereo. Our friend Paul's ex-Magnus Walker STR was on show, which is such a well-prepped car, and it was nice to see it on the road being driven rather than tucked up in a dark garage somewhere. And flying the flag with a fellow air-ride setup was Luke's 991.1 GTS on a monster set of wheels. The list was endless!

Andy came up with a great idea of making everyone wear a branded R2R

lanyard with their name and Instagram handle. It worked as the perfect ice breaker, making it easy to chat to new people and put faces to online profiles too. The chat was in full flow and the coffee was coming out thick and fast. The only downside to organising the event was that we didn't get as much time to chat to people ourselves. As soon as we opened the doors it felt like the morning had shot past and it was soon time to do the closing live podcast.

Max from Gruppese kindly donated a couple of his historic-inspired prints as a prize draw for anyone who provided a question for the live pod. It was great to see the interaction and levels of interest in the room. It really felt like we had created so much more than just a podcast, the sense of community was really inspiring. With it being a very one-way medium, getting lots of positive feedback was a great reminder that people genuinely appreciate our efforts.

All in all the morning couldn't have gone much better. We were genuinely humbled and appreciative of everyone who made the effort to get out of bed in the rain and come to support our (now not so little) podcast. Who ever thought three guys rambling about Porsches every week would resonate so well with so many. To everyone that was there, thank you and to anyone who was not, we hope to see you next time. And if you've been living under a rock and not heard about the podcast *Road to Redline*, then look out for us on any of the relevant podcast platforms as you've got a lot of catching up to do.





**Lee Sibley**  
Poole, UK

Instagram @lee\_sibs

YouTube That Nine Eleven Guy

Podcast Road to Redline

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



It's been great to get out in the 911 and enjoy it with fellow Porsche friends of late. We've attended many shows and embarked on many

stellar drives, all of which have helped to soothe the soul after the last 15 months of restrictions on our day-to-day lives.

I've never quite been happy with the stance of my 996 since I put on a set of genuine Fuchs wheels last spring. They simply sit too far inside the 911's arch. My Fuchs wheels are the same width and diameter as the GT3 wheels which were originally on this 996. Despite the same offsets, the GT3 wheels just looked like they had a more correct fitment, probably through familiarisation and the fact those wheels are often seen rolling under 996s.

To help alleviate the problem I put 7mm spacers on the back of the car last year. However, attending shows again this year, I've seen a whole host of wheels fitted to 996s with a much wider, more aggressive fitment, which really finishes the car off in terms of stance.

The problem is evident on both axes with my 996, so to combat this I



decided to move the 7mm spacers currently on the back axle to the front, and have bought some 15mm spacers – with longer 45mm bolts – for the rear.

The result is a marked improvement: the 996 now has that much more aggressive stance I was after, and really has transformed the look of my 911.

I also affixed the Porsche Classic rear numberplate surround to the car, which I got as a complementary gift for signing up to Porsche Classic at my local Porsche Centre, Bournemouth. I love the surround and think it makes the car look

more 'Porsche', if that makes any sense? The front curvature of the car rendered a plate surround useless, which then made me realise how ugly the big front plate is on the 996. Despite looking much better without, a registration plate is a legal requirement in the UK, so I've opted for a happy medium and ordered a smaller front plate to still be legal (sort of) while making the 996 look better from the front.

I'm happy with the aesthetics of my 996... it's funny how small tweaks can make such a big difference to the look!



**Phil Farrell**  
Cheshire, UK

Instagram @mlx8pjf

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



As expected the MOT was passed with ease. No advisories although the emissions were borderline, but that is not unusual with

the 991 so I'm told. The main thing is the car has a clean bill of health for the next 12 months so I can get on and drive.

There's been a fair amount going on over the last month as we've all started to enjoy our rebound to freedom here in the UK. The highlight for me though was a spontaneous drive out locally one evening. As simple as it sounds it represented a real return to being able

to enjoy the cars again. A good drive with the roof open following good food and a chat with friends. To me, that's what it's all about.

Always one to learn, I went along to the AirCooled at the Club House event this month. I've never owned an air-cooled Porsche (yet) so I was keen to learn more about the air-cooled community and see what was possible. What surprised me, although on reflection I'm not sure why, was how well maintained so many of the cars were. They were like new in many cases. While the obvious downside of increases in values of air-cooled Porsche is that it makes it more difficult for owners to afford to buy them unless they did so many years ago, the obvious upside is that owners can invest in maintaining, improving, or just changing their cars to their own tastes and, importantly, preserving these beautiful pieces of art for years to come.

This last weekend marked a special day for my friends at *Road to Redline*. Having launched the podcast last year they got everyone together that had been on the podcast. There were many very special cars there. I've mentioned the car before but Chuck's 911 SC came



along and that's always great to see. A particular highlight for me though was seeing fellow columnist Max's (@maxripcor) 911.1. The car literally has every box ticked and the interior colour combination just works. Absolute rolling class. But cars aside, what was really fantastic was, as ever, getting to chat to such a broad spectrum of owners about their experiences with their cars and their reasons for ownership.

As I sign off I'm on the way to the Goodwood Festival of Speed. After Geneva it's my favourite event of the year so it's great to be going back, and in a year that the new GT3 is launched. It'll be the first time I've had eyes on it so I'm looking forward to it. The Porsche stand is always good so I'm hoping for that to continue this year.







**James McGrath**  
Minneapolis, USA

@auto.amateur

Auto Amateur

autoamateur.  
buzzsprout.com

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

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



Another month of Porsche 911 ownership and another mod! After quite literally a year of going back and forth on this one, I

decided to take the plunge and give my 991 a slight facelift by swapping the stock factory front bumper for the sportier, more aggressive-looking Aerokit front bumper. This is a factory part and at least for all of the water-cooled 911s, the Aerokit front bumper and rear spoiler has been an option the original buyer was able to add. I have to admit, I wasn't too excited about this mod until I saw the end result. At least what I think I mean is that I was trying really hard to manage my expectations for fear of the mod being a little bit of a disappointment. Thankfully it turned out better than my most optimistic hopes.

I did the same change to my former 2006 997.1 almost exactly two years ago. While I loved how that looked on the 997, it wasn't until I walked up to my car after finishing the job this week and seeing it sitting there for the first time with its new look. Like the 911 was a panther and it was sitting ready to pounce on its prey. As well as the bumper itself, I also opted for the factory Cup lower lip spoiler (or 'splitter') as opposed to the standard



Aerokit lower lip. I think it really adds to the look.

This mod was more a test of a hypothesis than anything else. On the one hand, would the Aerokit front bumper give my 991 a new lease of life for me, by shaking up the appearance just enough to give me that thrill of having a new car? On the other, could I do it on the cheap without having to sink what would have been over \$4,000 for the job had I bought brand-new parts? I found the bumper from a wreck in Los Angeles, from Sara and her crew at LA Dismantler, for \$500. When I discovered

this opportunity it was game on, knowing the new part from any online retailer would be anywhere between \$2,700 to \$3,500. This is the sort of challenge I love when it comes to my love of tinkering with Porsches. Could I restore the part? Could I fix any damage? Could I research and source all of the hardware needed to mount it to the car? Will anyone be able to tell the bumper didn't come with the car from the factory? These are the sort of conundrums I get a kick out of. The James McGrath in his 20s wouldn't have known the difference between the two bumpers. The James McGrath in his 30s would have gone to the dealership and spent top dollar on the factory parts and having everything done for him. The James McGrath of today, slowly but surely approaching his mid-40s, likes taking on the challenge himself. Be it to keep myself off the couch in the evenings, or simply that there are no movies or TV shows left on Netflix for me to watch since the pandemic hit – he lives for this kind of challenge.

This job was a tremendous amount of fun from start to finish. Now I have to figure out what's next! So take a look and let me know what you think! Do you like the change up? Does it look factory fresh? Here's to the next job.





**Nick Jeffery**  
Surrey, UK

@npjeffery

@npjeffery

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

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



Having taken the decision to have the PDK gearbox oil changed in my Carrera 4 GTS after only three years, I can now

report the gearbox is performing much more smoothly than before, with more seamless and seemingly quicker gear changes. I would totally recommend others doing so, especially as the PDK is recalibrated as part of the process!

I've experienced some issues with my newly acquired 981 Spyder which is a timely reminder why Porsches need to be driven. I expected some initial problems when 'waking up' the car as I

experienced similar when I purchased my GT3, which had also been stored as part of a collection, with very little mileage in the previous couple of years. The open and close button on the master key had become loose and temperamental. The outer cover needed to be replaced as one of the lugs that keeps that button in place was broken. The geometry on the car felt slightly off so I had that checked and the car now feels far more direct with sharper turn in at the front end.

Finally, I noticed the fuel gauge was misbehaving as soon as the car got down to half a tank. Once there, the needle on the gauge would stick even though the digital readout showing the range left would continue falling. When the needle finally 'caught up' (by all of a sudden dropping to a more accurate level) I fully expected to be able to fill the Spyder up with c.50 litres of fuel given it has a 54-litre tank. However, I could only put around 37-41 litres of fuel in the tank, indicating the car couldn't 'detect' the remaining fuel left in the tank. I booked the car into Paragon and they concluded it must be the fuel sender unit. They drained down the tank and, sure enough, there was around 14 litres left. They replaced the faulty sender unit, refilled the tank and calibrated the system. This appeared to remedy the problem, although I have since had to book the car back in as the problem is still there. I will report back next month!

I'd never had paint protection film (PPF) before until I acquired the GT3. Given the front end of my GT3 looks the same today as it did when I collected it, it made sense to have a full install of XPEL Ultimate Plus PPF on the Spyder prior to collecting the car. Paragon recommended

Supercar Paint Protection (SPP) in Matfield, near Tonbridge and whilst I will go on to explain PPF is not perfect, their customer service is!

Six days into my ownership at around 60mph a stone hit the windscreen. When I got out, I noticed either that stone (or another) had also hit the bonnet and torn through the PPF in four places! The damage looked terrible and I was concerned for the previously immaculate paintwork underneath. I contacted SPP and have to say Mark and Adam were absolutely excellent from start to finish. They asked to inspect the damage and applied a little alcohol to the impacted area to remove the glue. This cleaned the area and provided a far more accurate picture. It was clear the PPF had been compromised but it had fortunately protected the paintwork underneath with only one minor scratch which they felt they could remove.

The car was booked in to remove the damaged film from the panel, clean and polish the bonnet and replace the PPF as new. However, when they removed the film they found there was a dent in the bonnet. They contacted their dent specialist who was fortunately able to remove it! The PPF was then replaced, ready for my collection the following day. Whilst there were some initial 'bubbles' on the new PPF, SPP assured me this is normal and that they would disappear. Upon checking the car the following day, 90% of them had gone and now it is 100% perfect again. Thanks to Mark and Adam at Supercar Paint Protection for doing a fabulous job, restoring my pride and joy to her former glory again! I am going to take both the Carrera 4 GTS and the GT3 down to them at some point.







**Max Newman**  
Aylesbury, UK

@maxripcor

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

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



Unless you're fortunate enough to be ordering a brand-new 911 there is always a compromise to make when you're left

sifting through the classifieds for your dream car. With the 997 I compromised on the interior – Stone grey leather rather than black, and the standard stereo rather than Bose. When it came to my 991 I really fancied what I call a 'reference car' with the classic 911 spec of silver with black leather. What I bought as you'll know by now is a brown 911 with a two-tone light interior.

Part of my rationale – aside from the fact it looks ace, the mechanical spec is outstanding, and I could afford to buy it – was that it's an interesting and unusual 911, and a good talking point. I like to talk about Porsches a lot you see. If you were being unkind, or tactful, you might say that it is 'different' when you actually mean it's horrible – and I did ask myself that question before finally buying that car. Time passes at such a terrifying rate nowadays that I find I've been living with the car for nine months, and I like it more and more.

And the car has indeed proved to be a talking point both in person and across social media. It has facilitated conversations, photography, and new connections. Just imagine if it was green?! I've been chatting to the guys behind the 'Make Specs Great Again'



page on Instagram for a few months now and they invited me to a cars and coffee event they were organising. It was hosted by RPM Technik at their premises near Tring. The UPS 991 and I found ourselves amongst a handpicked selection of mostly GT, some PTS, but all interestingly specified Porsches, and in the company of many friends and familiar faces. Small and perfectly formed, it was an excellent way to spend a Sunday morning.

I am very excited about the new GT3. I've been lapping up all the launch drive reports and early build slot delivery content on my Instagram feed, but the early shots of the Shark blue car with black wheels left me slightly

disappointed. The launch pictures of the Touring on the other hand, in Agate grey with silver wheels and matching window surround looked fantastic.

Since then though, the pictures of lighter-coloured Touring spec cars I've seen have looked a bit odd. The front, which looked pretty challenging initially in black on the winged car now looks right, and even the nostrils less extreme, but the same piece painted body colour on a silver Touring looked strange. There is so much aero around the front and rear that without the wing it looks like there's something missing from the car. This wasn't so with the Touring variant of the 991 where the removal of the wing effectively recaptured the elegance of the 911 silhouette.

I believe that designers and manufacturers should be leading our taste and setting the tone, not reflecting what we think we want, so I might just be acclimatising to this new look. Time and seeing both in the flesh will tell.

Were I lucky enough to be ordering a new GT3 today I would choose the winged variant. The 991 is prettier perhaps but the new car drips with modernity, intent, stance, and sophisticated aero. The swan neck wing looks stunning to my eyes. Any wing supported on stanchions looks like it should qualify for historic racing now.

I'd definitely have silver wheels and, ignoring PTS, maybe non-metallic black, Carrara white, or even Guards red. I saw a UK delivery Python green with silver wheels on Instagram which looked stunning. Carrara white might actually look good with the new gold wheel variant, Neodyme. I'm sure it'll be hitting our Instagram feeds soon.





### Ron Lang

Ashland, Oregon

@ronlangsport

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 **996 GT2**  
Year **2003**  
Acquired **2021**

Model **997.2 GT3 RS**  
Year **2011**  
Acquired **2015**

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



Last issue I mentioned that I was about to take a 1,000-mile road trip to view a 2003 996 GT2 for sale by a trusted friend.

I haven't owned a 996-generation 911 for 20 years. Indeed, the 996 Carrera 4 that I got new as my company car in 2000 was a lovely thing and I enjoyed it as my daily driver for three years until company policy deemed that it be replaced. However, as the interest in 996s has increased over the last few years, I wondered if I was missing out on the joy of the most analog of the water-cooled 911s. And then this 9,800-mile GT2 became available and I decided to drive from southern Oregon to Seattle to give it a look and a drive. And what better way to evaluate the last of the 911 'widow-makers' than to test it on rainy roads that I was otherwise hoping to avoid? Let's just say that I kept cornering speeds down throughout the drive.

30 minutes in, I knew I would buy the car. It is a simple Arctic silver over black leather interior, and came from Stuttgart with a very light option spec. I like

some of the unique-to-GT2 shapes. The oversized air intakes at the front and the engine air intakes cut into the rear wing supports stand out in particular.

The car sat undriven in a collection from 2007 until 2021, getting all of 300 miles during that 14-year period. Cars don't do well sitting for years so I was concerned about dried-out seals leaking oil, old gasoline gumming up the works, and suspension that had given up long ago. However, having been inspected and serviced, the report was a dry drivetrain and nothing amiss. I decided to have the alignment checked and reset along with corner balancing before I picked up the car, and good thing too as several angles were out of spec, particularly rear toe.

The driving experience is best summed up as 'lively'. The car tends to be somewhat darty, following tarmac breaks and undulations faithfully and with significantly more steering feel than later water-cooled 911s. In the 911 GT tradition, the steering is most like the 997.2 GT3 RS 3.8 in my garage. I sold my 997.1 Turbo as part of this acquisition and by comparison, the lighter front end and more aggressive rose-jointed suspension of the two-wheel-drive GT2 means



much more info is transmitted through the wheel and seat-of-the-pants. The car demands full driver attention when moving at pace, as hoped for.

As expected, it has performance in spades. Though it precedes the Variable Turbine Geometry of the later 997 generation, turbo lag is a non-issue. The larger turbos and intercoolers (compared to the all-wheel-drive 996 Turbo) fitted to this ~460hp beast work a treat. When it is throttle-down time, like when nailing a short straightaway, the car leaps. The close ratio 6-speed 'box makes it easy to keep the boost up. Plenty of mechanical grip, hard on the brakes into the apex and bang on the boost at corner exit, that lively feeling that defines the 996 GT2 is ever present and thrilling.



### Natalie Stratos

London, UK

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



The interior of my car has suffered from lack of attention over the years. Even though I have had the Targa roof re-covered

three times in the 27 years it has been mine, it has not been enough to hold back the damage from constant water intake. I had a carport built and tried to protect the car with its cover as much as possible, but driving the Targa almost every day means it is at the mercy of the British elements most of the time.

The leaking roof is generally the cause of so much damage. The constant water leaks finally took its toll on most of the inner workings of my car. The arm rests and the door panels were the first to fall victim to the dampness and came away. They have been re-attached so many times but I had to admit defeat and remove most of the panelling from both doors. They are now displayed on shelves as a reminder of what needs to be addressed for the car to come back to its former glory one day.

The water leaks also caused the carpets to be soaked through most of the time, which meant I had to drive with the windows open and several chamois leathers at hand having to wipe down my windscreen just to see where the hell I was going. So I also removed the carpets and made drainage holes in the back seat floor wells. This gives the impression that my car is even more of a basic shell, with the raw metal showing in several areas. No fancy trimmings going on in my car.

Then when I had the car re-sprayed around five years ago, the garage who did it managed to punch through the back dashboard when fitting the car back together. They also left my wiring in a complete mess. So now I have a loose connection for the windows, which has



dumbfounded many people trying to diagnose the fault. The fuse blows every time I use the windows so I drive around with a jam jar full of them to replace on a regular basis.

The only way the whole problem can be fixed is for me to hand my car over to a real enthusiast who will have the time and dedication to pick my Targa apart and lovingly reassemble it. However, for now, this is a logistical impossibility. I don't have the money or the time to not have my car. So the car looks a beauty on the outside, but when you look inside it is a mess. All in all, it's a battered but beautiful thing. I cannot imagine having a working, boring car with no character. I haven't ever driven any other Porsche come to think of it. I would not know what it would be like to have electric doors or a steam-free windscreen. Let alone one that stops my hair from going frizzy during damp journeys.







**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 **997.2 GT3 RS**  
Year **2010**  
Acquired **MAY 2021**



Well, as you can guess by the pictures I bought the 997.2 GT3 RS, and what a car! I feel this is one of the best GT3s made for the serious

driver. The Mezger engine is sublime with a useable 450bhp and a very mechanical 6-speed manual gear change that commands you to execute your gear changes with precision.

My particular car is fitted with a set of the aftermarket Surface Transform ceramic discs; I didn't know a huge amount about these until I owned this car with them fitted, and they are very impressive. They almost look like standard steel discs, but in fact they are a formed ceramic disc that is amazing from cold and can also be refaced so they last a long time. I'm really, really impressed by them, worth a Google.

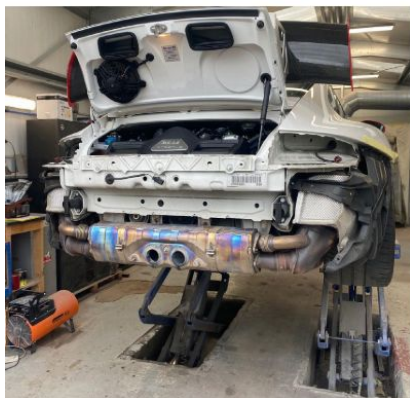
In true style I always like to make some modifications to my cars; the 997.2 GT3 RS is pretty much perfect, but two areas that I'm going to change straight away is a bypass exhaust and a DSC sport module box. The bypass exhausts are very easy to fit to the cars, remove the rear bumper (easier than it sounds) and a few bolts and the OEM centre pipe is removed. The new one just bolts in and took me a few hours to do. I went for a Hayward and Scott stainless bypass exhaust, mainly due to price point and quick availability. The car now sounds as good as it looks and screams towards the top end of the RPM. It's not too loud and the sports valves are still in place, so you can tone it down when you want to, a quick, easy and cheap solution that sounds great.

The second modification I've made is a DSC Sport module, which is a very clever device that takes minutes

to fit and replaces the factory PSM Suspension module. When the car was built in 2010 it used the latest technology for the module and would have been very good, ten years on and the car can feel a little bit crashy and harsh, compared to the later Porsche suspension setups. I bought the DSC box from Nine Excellence, who loaded the latest 991.2 GT3 RS map onto it. I was honestly speechless at the difference, the car felt more compliant and floated over the B-road bumps; for something that takes ten minutes to fit and costs just under £900, I think it's a superb upgrade.

I'm yet to do any track days in the GT3 RS and I'm still on the hunt for a 964 C2 that can be my forever car, but they are getting so hard to come by and prices are sky rocketing.

I'm very impressed by the 997.2 RS, not an easy car to drive but it feels special, and feels like a GT3 should do!



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# Data file

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



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

## General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 2021 Q4 will be October. The review for 2021 Q3 was July.

## Ratings

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



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

Production numbers	9,250
Issue featured	123
Engine capacity	1,990cc
Compression ratio	9.0:1
Maximum power	130hp @ 6,100rpm
Maximum torque	149Nm @ 5,200rpm
0-62mph	8.3 sec
Top speed	138mph
Length	4,163mm
Width	1,610mm
Weight	1,079kg
Wheels & tyres	
F	5.4x15-inch; 165/60/R15
R	4.5x15-inch; 165/80/R15



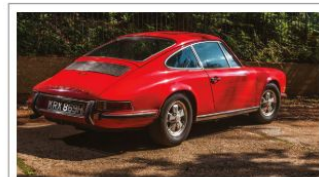
● (A series) ★★★★★  
**911R 1968**  
The lightest 911 of all time, the R was essentially a prototype racer fitted with a 906 flat six engine producing 210hp. Of the 19 produced, four would stay at the factory as works cars.

Production numbers	19
Issue featured	94
Engine capacity	1,990cc
Compression ratio	10.5:1
Maximum power	210hp @ 6,000rpm
Maximum torque	152Nm @ 4,800rpm
0-62mph	5.9 sec
Top speed	152mph
Length	4,163mm
Width	1,610mm
Weight	800kg
Wheels & tyres	
F	6.5x15-inch; 185/70/R15
R	7.5x15-inch; 185/70/R15



● (C & D series) ★★★★★  
**911S 1970-1971**  
An upgrade in engine size gave the 911S 182bhp. Unlike the 911E, the S didn't gain improved low-down power and torque, so you had to keep the revs up for good power.

Production numbers	4,691
Issue featured	120
Engine capacity	2,195cc
Compression ratio	9.8:1
Maximum power	180hp @ 6,500rpm
Maximum torque	199Nm @ 5,200rpm
0-62mph	6.6 sec
Top speed	145mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	
F	6x15-inch; 182HR
R	6x15-inch; 182HR



● (C & D series) ★★★★★  
**911T 1970-1971**  
Like the E, the 911T's torque curve was flatter, making the car more drivable. Ventilated discs from the S were fitted, and a five-speed gearbox became standard.

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



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

Production numbers	16,993
Issue featured	127
Engine capacity	2,340cc
Compression ratio	7.5:1
Maximum power	130hp @ 5,600rpm
Maximum torque	197Nm @ 4,000rpm
0-62mph	7.6 sec
Top speed	128mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	
F	5.5x15-inch; 165HR
R	5.5x15-inch; 165HR



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

Production numbers	109
Issue featured	145
Engine capacity	2,994cc
Compression ratio	8.5:1
Maximum power	230hp @ 6,000rpm
Maximum torque	275Nm @ 5,000rpm
0-62mph	5.3 sec
Top speed	152mph
Length	4,185mm
Width	1,680mm
Weight	900kg
Wheels & tyres	
F	8x15-inch; 215/60/R15
R	8x15-inch; 235/60/R15



▼ ★★★★★  
**930 3.3 1978-1983**  
Larger engine resulted in extra 40bhp, and an intercooler on top of the engine led to the adoption of a 'teatray'. Brakes were upgraded from 917 racer.

Production numbers	5,807 (plus 78 to 79 Call cars)
Issue featured	116
Engine capacity	3,296cc
Compression ratio	70:1
Maximum power	300hp @ 5,500rpm
Maximum torque	412Nm @ 4,000rpm
0-62mph	5.4 sec
Top speed	160mph
Length	4,291mm
Width	1,775mm
Weight	1,300kg
Wheels & tyres	F 7.0x15-inch; 265/55 VR16 R 8.5x16-inch; 225/50/VR16



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

Production numbers	60,740
Issue featured	156
Engine capacity	2,994cc
Compression ratio	8.5:1 (8.6:1/9.8:1)
Maximum power	180/188/200hp @ 5,500rpm
Maximum torque	265/265/267Nm @ 4,200rpm
0-62mph	6.5 sec
Top speed	141/142mph
Length	4,291mm
Width	1,665mm
Weight	1,300kg (1,670kg)
Wheels & tyres	F 6.5x15-inch; 185/70/R15 R 7.5x15-inch; 215/60/R15



● (A series) ★★★★★  
**911S 1968**



Porsche soon produced more powerful variants. The first of these was the 911S – for Super – which had a higher compression engine and twin Weber 40D5 carburetors.

Production numbers	4,015
Issue featured	148
Engine capacity	1,991cc
Compression ratio	9.8:1
Maximum power	160hp @ 6,000rpm
Maximum torque	179Nm @ 5,200rpm
0-62mph	8.9 sec
Top speed	137mph
Length	4.163m
Width	1.610m
Weight	1,030kg
Wheels & tyres	
F 4.5x15-inch, 185/80/R15	
R 4.5x15-inch, 185/80/R15	

● (A series) ★★★★★  
**911L 1968**



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

Production numbers	1,603
Issue featured	138
Engine capacity	1,991cc
Compression ratio	9.0:1
Maximum power	130hp @ 6,100rpm
Maximum torque	177Nm @ 4,600rpm
0-62mph	8.4 sec
Top speed	132mph
Length	4.163m
Width	1.610m
Weight	1,080kg
Wheels & tyres	
F 5.5x15-inch, 185/8R	
R 5.5x15-inch, 185/8R	

● (A series) ★★★★★  
**911T 1968**



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

Production numbers	6,338
Issue featured	127
Engine capacity	1,991cc
Compression ratio	8.6:1
Maximum power	110hp @ 5,800rpm
Maximum torque	156Nm @ 4,200rpm
0-62mph	8.8 sec (est)
Top speed	124mph
Length	4.163m
Width	1.610m
Weight	1,020kg
Wheels & tyres	
F 5.5x15-inch, 185/8R	
R 5.5x15-inch, 185/8R	

● (B series) ★★★★★  
**911E 1969**



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

Production numbers	2,826
Issue featured	n/a
Engine capacity	1,996cc
Compression ratio	9.1:1
Maximum power	140hp @ 5,800rpm
Maximum torque	179Nm @ 5,500rpm
0-62mph	7.9 sec
Top speed	139mph
Length	4.163m
Width	1.610m
Weight	1,020kg
Wheels & tyres	
F 5.5x15-inch, 185/8R	
R 5.5x15-inch, 185/8R	



● (B series) ★★★★★  
**911S 1969**  
 Like the E, the S gained a fuel injection, boosting power to 170bhp. To help cope with the extra demands on the engine, an additional oil cooler was fitted in the front right wing.

Production numbers	2,106
Issue featured	n/a
Engine capacity	1,991cc
Compression ratio	9.1:1
Maximum power	170hp @ 6,800rpm
Maximum torque	182Nm @ 5,500rpm
0-62mph	7.0 sec (est)
Top speed	140mph
Length	4.163m
Width	1.610m
Weight	999kg
Wheels & tyres	
F 6.5x15-inch, 185/70/R15	
R 6.5x15-inch, 185/70/R15	

● (C & D series) ★★★★★  
**911E 1969-1971**



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

Production numbers	4,927
Issue featured	107
Engine capacity	2,396cc
Compression ratio	9.1:1
Maximum power	155hp @ 6,500rpm
Maximum torque	196Nm @ 5,500rpm
0-62mph	7.0 sec
Top speed	137mph
Length	4.163m
Width	1.610m
Weight	1,020kg
Wheels & tyres	
F 6.5x15-inch, 185/8R	
R 6.5x15-inch, 185/8R	

● (E series) ★★★★★  
**911E 1972**



2.341cc was achieved by increasing the stroke from 66mm to 70.4mm while at the same time leaving the bore unchanged. The new 91S transmission was stronger.

Production numbers	4,406
Issue featured	117
Engine capacity	2,341cc
Compression ratio	8.0:1
Maximum power	169hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
0-62mph	7.5 sec
Top speed	137mph
Length	4.163m
Width	1.610m
Weight	1,079kg
Wheels & tyres	
F 6.5x15-inch, 185/8R	
R 6.5x15-inch, 185/8R	

● (E series) ★★★★★  
**911T 1972**



A lower compression ratio and the inclusion of Zenith 40 TINI triple-choke carburetors led to the relatively lower power output of 150bhp despite the new 2.341cc engine size.

Production numbers	16,933
Issue featured	107
Engine capacity	2,341cc
Compression ratio	7.5:1
Maximum power	130hp @ 5,600rpm
Maximum torque	197Nm @ 4,000rpm
0-62mph	7.8 sec
Top speed	129mph
Length	4.163m
Width	1.610m
Weight	1,077kg
Wheels & tyres	
F 5.5x15-inch, 185/8R	
R 5.5x15-inch, 185/8R	

● (E series) ★★★★★  
**911S 1972**



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

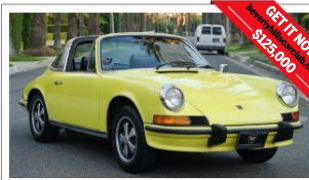
Production numbers	5,054
Issue featured	120
Engine capacity	2,341cc
Compression ratio	8.5:1
Maximum power	190hp @ 6,500rpm
Maximum torque	221Nm @ 5,200rpm
0-62mph	6.6 sec
Top speed	140mph
Length	4.163m
Width	1.610m
Weight	1,077kg
Wheels & tyres	
F 6.5x15-inch, 185/70/R15	
R 6.5x15-inch, 185/70/R15	

● (F series) ★★★★★  
**Carrera 2 RS 1973**



The RS had a 2.687cc engine that developed 210bhp. The body was lightened and fitted with flared rear arches and an optional ducktail. Sport and Touring available.

Production numbers	1,590
Issue featured	145
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	210hp @ 6,300rpm
Maximum torque	259Nm @ 5,000rpm
0-62mph	5.8 sec
Top speed	152mph
Length	4.163m
Width	1.652m
Weight	979kg (Sport)
Wheels & tyres	
F 6.5x15-inch, 185/70/R15	
R 7.5x15-inch, 215/60/R15	



● (F series) ★★★★★  
**911E 1973**  
 After incidents of people filling E series 911s with petrol via the external oil-filler, the filler returned to under the engine decklid. Fitted with the front spoiler of the 911S.

Production numbers	4,406
Issue featured	144
Engine capacity	2,341cc
Compression ratio	8.0:1
Maximum power	169hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
0-62mph	7.5 sec
Top speed	137mph
Length	4.163m
Width	1.610m
Weight	1,077kg
Wheels & tyres	
F 6.5x15-inch, 185/8R	
R 6.5x15-inch, 185/8R	

● (F series) ★★★★★  
**911S 1973**



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

Production numbers	5,054
Issue featured	120
Engine capacity	2,341cc
Compression ratio	8.5:1
Maximum power	190hp @ 6,500rpm
Maximum torque	221Nm @ 5,200rpm
0-62mph	6.6 sec
Top speed	140mph
Length	4.163m
Width	1.610m
Weight	1,079kg
Wheels & tyres	
F 6.5x15-inch, 185/70/R15	
R 6.5x15-inch, 185/70/R15	



● (G, H, L series) ★★★★★  
**911 1974-1977**

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

● (G, H, L series) ★★★★★  
**911S 1974-1977**

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



● (G, H, L series) ★★★★★  
**911S 1974-1977**

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



Production numbers	17,124
Issue featured	n/a
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	173hp @ 5,800rpm
Maximum torque	239Nm @ 4,000rpm
0-62mph	7.0 sec
Top speed	142mph
Length	4.291m
Width	1.610m
Weight	1,080kg
Wheels & tyres	
F 6.5x15-inch, 185/8R	
R 6.5x15-inch, 185/8R	

● (G & H series) ★★★★★  
**911 Carrera 2.7 1974-1976**



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

Production numbers	1,667
Issue featured	134
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	210hp @ 6,300rpm
Maximum torque	259Nm @ 5,000rpm
0-62mph	6.3 sec
Top speed	148mph
Length	4.291m
Width	1.652m
Weight	1,079kg
Wheels & tyres	
F 6.5x15-inch, 185/8R	
R 7.5x15-inch, 205/6R	

● (G & J series) ★★★★★  
**911 Carrera 3.0 1976-1977**



Not sold in the US, the Carrera 3.0 was basically the same model as the previous Carrera, only fitted with a new 2.994cc engine, essentially from the 911 Turbo.

Production numbers	3,687
Issue featured	148
Engine capacity	2,994cc
Compression ratio	8.5:1
Maximum power	197hp @ 6,000rpm
Maximum torque	259Nm @ 4,200rpm
0-62mph	6.3 sec
Top speed	145mph
Length	4.291m
Width	1.610m
Weight	1,093kg
Wheels & tyres	
F 6.5x15-inch, 185/70/R15	
R 7.5x15-inch, 215/60/R15	

● (G & J series) ★★★★★  
**930 3.0 1975-1977**



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

Production numbers	2,850
Issue featured	157
Engine capacity	2,994cc
Compression ratio	8.5:1
Maximum power	260hp @ 5,500rpm
Maximum torque	343Nm @ 4,200rpm
0-62mph	5.5 sec
Top speed	155mph
Length	4.291m
Width	1.779m
Weight	1,140kg
Wheels & tyres	
F 7.5x15-inch, 185/70/R15	
R 8.5x15-inch, 215/60/R15	

● (SC series) ★★★★★  
**SC RS 1984**



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

Production numbers	21
Issue featured	158
Engine capacity	2,994cc
Compression ratio	10.3:1
Maximum power	259hp @ 7,000rpm
Maximum torque	250Nm @ 5,000rpm
0-62mph	4.9 sec
Top speed	142mph
Length	4.253m
Width	1.755m
Weight	940kg
Wheels & tyres	
F 7.5x15-inch, 205/55/VR16	
R 8.5x15-inch, 225/50/VR16	



● (G series) ★★★★★  
**930 3.3 1984-1989**

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



Production numbers	11,135
Issue featured	144
Engine capacity	3,299cc
Compression ratio	10.1:1
Maximum power	300hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	5.4 sec
Top speed	160mph
Length	4.291m
Width	1.775m
Weight	1,300kg (1,255kg from 86)
Wheels & tyres	
F 7.5x15-inch, 205/55/VR16	
R 8.5x15-inch, 225/55/VR16	



● (G series) ★★★★★  
**Carrera 3.2 1984-1989**

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



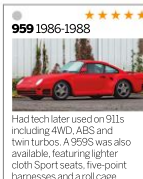
Production numbers	70,044
Issue featured	148
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.6 sec
Top speed	152mph
Length	4.291m
Width	1.652m
Weight	1,290kg
Wheels & tyres	
F 7.5x15-inch, 195/65/VR16	
R 8.5x15-inch, 215/60/VR15 (6" for 89)	



● (G series) ★★★★★  
**930 SE 1986-1989**

Slantnose and based on 935 race car, with pop-up headlights. Front spoiler made deeper to accommodate extra oil cooler; rear intakes fed air to brakes.

Production numbers	50 (UK only)
Issue featured	148
Engine capacity	3,299cc
Compression ratio	10.1:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6 sec
Top speed	173mph
Length	4.291m
Width	1.775m
Weight	1,339kg
Wheels & tyres	
F 7.5x15-inch, 205/55/VR16	
R 8.5x15-inch, 245/45/VR16	



● (G series) ★★★★★  
**959**



## Speedster 1989



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

<b>Production numbers</b>	2,274 (for both wide and narrow-bodied)
<b>Issue featured</b>	128
<b>Engine capacity</b>	3.266cc
<b>Compression ratio</b>	10:1
<b>Maximum power</b>	231hp @ 5,500rpm
<b>Maximum torque</b>	284Nm @ 4,800rpm
<b>0-62mph</b>	5.0 sec
<b>Top speed</b>	162mph
<b>Length</b>	4.291m
<b>Width</b>	1.775m
<b>Weight</b>	1,229kg
<b>Wheels &amp; tyres</b>	
F	6x16-inch 205/45/VR6
R	8x16-inch 245/40/VR6

## 3.2 Clubsport 1987-89



Removing 'luxuries' sliced off around 43kg of weight. Revised engine management gave a higher rev limit of 6,840rpm. Suspension updated and 1.5D standard.

<b>Production numbers</b>	340
<b>Issue featured</b>	126
<b>Engine capacity</b>	3.266cc
<b>Compression ratio</b>	10:1
<b>Maximum power</b>	231hp @ 5,500rpm
<b>Maximum torque</b>	284Nm @ 4,800rpm
<b>0-62mph</b>	5.1 sec
<b>Top speed</b>	162mph
<b>Length</b>	4.291m
<b>Width</b>	1.650m
<b>Weight</b>	1,160kg
<b>Wheels &amp; tyres</b>	
F	6x16-inch 205/55/VR6
R	7x16-inch 225/55/VR6

## 930 LE 1989



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

<b>Production numbers</b>	50
<b>Issue featured</b>	110
<b>Engine capacity</b>	3.298cc
<b>Compression ratio</b>	10:1
<b>Maximum power</b>	330hp @ 5,500rpm
<b>Maximum torque</b>	432Nm @ 4,000rpm
<b>0-62mph</b>	4.4 sec
<b>Top speed</b>	173mph
<b>Length</b>	4.291m
<b>Width</b>	1.775m
<b>Weight</b>	1,359kg
<b>Wheels &amp; tyres</b>	
F	7x16-inch 205/55/VR6
R	8x16-inch 245/45/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.

<b>Production numbers</b>	39,684
<b>Issue featured</b>	119
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11:1
<b>Maximum power</b>	250hp @ 6,100rpm
<b>Maximum torque</b>	310Nm @ 4,800rpm
<b>0-62mph</b>	5.5 sec
<b>Top speed</b>	162mph
<b>Length</b>	4.250m
<b>Width</b>	1.652m
<b>Weight</b>	1,350kg
<b>Wheels &amp; tyres</b>	
F	6x16-inch 205/55/2R16
R	8x16-inch 225/50/2R16



## 964 Carrera 4 1989-1993

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

<b>Production numbers</b>	13,353 (Cops)
<b>Issue featured</b>	111
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11:1
<b>Maximum power</b>	250hp @ 6,100rpm
<b>Maximum torque</b>	310Nm @ 4,800rpm
<b>0-62mph</b>	5.5 sec
<b>Top speed</b>	162mph
<b>Length</b>	4.250m
<b>Width</b>	1.652m
<b>Weight</b>	1,450kg
<b>Wheels &amp; tyres</b>	
F	6x16-inch 205/55/2R16
R	8x16-inch 225/50/2R16



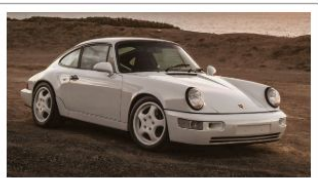
## (C & D series) 964 3.8 RS 1993

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

<b>Production numbers</b>	55
<b>Issue featured</b>	12
<b>Engine capacity</b>	3,746cc
<b>Compression ratio</b>	11:1
<b>Maximum power</b>	300hp @ 6,500rpm
<b>Maximum torque</b>	309Nm @ 5,250rpm
<b>0-62mph</b>	4.9 sec
<b>Top speed</b>	168mph
<b>Length</b>	4.250m
<b>Width</b>	1.775m
<b>Weight</b>	1,210kg
<b>Wheels &amp; tyres</b>	
F	8x18-inch 235/40/2R18
R	9x17-inch 285/35/2R18



<b>Production numbers</b>	911
<b>Issue featured</b>	112
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11:1
<b>Maximum power</b>	250hp @ 6,100rpm
<b>Maximum torque</b>	310Nm @ 4,800rpm
<b>0-62mph</b>	5.7 sec
<b>Top speed</b>	162mph
<b>Length</b>	4.250m
<b>Width</b>	1.775m
<b>Weight</b>	1,470kg
<b>Wheels &amp; tyres</b>	
F	7x17-inch 205/50/17
R	9x17-inch 255/40/17



## 964 RS America 1993

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

<b>Production numbers</b>	701
<b>Issue featured</b>	157
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11:1
<b>Maximum power</b>	250hp @ 6,100rpm
<b>Maximum torque</b>	310Nm @ 4,800rpm
<b>0-62mph</b>	5.5 sec
<b>Top speed</b>	164mph
<b>Length</b>	4.250m
<b>Width</b>	1.650m
<b>Weight</b>	1,340kg
<b>Wheels &amp; tyres</b>	
F	7x17-inch 205/50/2R17
R	9x17-inch 255/40/2R17



## 964 C2 Speedster 1993-94

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

<b>Production numbers</b>	936
<b>Issue featured</b>	128
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11:1
<b>Maximum power</b>	250hp @ 6,100rpm
<b>Maximum torque</b>	310Nm @ 4,800rpm
<b>0-62mph</b>	5.5 sec
<b>Top speed</b>	162mph
<b>Length</b>	4.250m
<b>Width</b>	1.652m
<b>Weight</b>	1,340kg
<b>Wheels &amp; tyres</b>	
F	7x17-inch 205/50/2R17
R	9x17-inch 255/40/2R17



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

<b>Production numbers</b>	1,014
<b>Issue featured</b>	119
<b>Engine capacity</b>	3,746cc
<b>Compression ratio</b>	11:1
<b>Maximum power</b>	300hp @ 6,000rpm
<b>Maximum torque</b>	350Nm @ 5,400rpm
<b>0-62mph</b>	5.0 sec
<b>Top speed</b>	172mph
<b>Length</b>	4.245m
<b>Width</b>	1.735m
<b>Weight</b>	1,279kg
<b>Wheels &amp; tyres</b>	
F	8x18-inch 225/40/2R18
R	10x18-inch 265/35/2R18



## 993 Carrera 4S 1995-1996

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

<b>Production numbers</b>	6,948
<b>Issue featured</b>	109
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11:1
<b>Maximum power</b>	285hp @ 6,100rpm
<b>Maximum torque</b>	340Nm @ 5,250rpm
<b>0-62mph</b>	5.3 sec
<b>Top speed</b>	168mph
<b>Length</b>	4.245m
<b>Width</b>	1.795m
<b>Weight</b>	1,520kg
<b>Wheels &amp; tyres</b>	
F	8x18-inch 225/40/2R18
R	10x18-inch 285/30/2R18



## 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'.

<b>Production numbers</b>	5,937
<b>Issue featured</b>	147
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	9.0:1
<b>Maximum power</b>	408hp @ 5,700rpm
<b>Maximum torque</b>	540Nm @ 4,500rpm
<b>0-62mph</b>	4.3 sec
<b>Top speed</b>	180mph
<b>Length</b>	4.245m
<b>Width</b>	1.795m
<b>Weight</b>	1,500kg
<b>Wheels &amp; tyres</b>	
F	8x18-inch 225/40/2R18
R	10x18-inch 285/30/2R18



## 993 Carrera S 1997-1998

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

<b>Production numbers</b>	3,714
<b>Issue featured</b>	118
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11:1
<b>Maximum power</b>	285hp @ 5,250rpm
<b>Maximum torque</b>	340Nm @ 5,250rpm
<b>0-62mph</b>	5.4 sec
<b>Top speed</b>	168mph
<b>Length</b>	4.245m
<b>Width</b>	1.795m
<b>Weight</b>	1,450kg
<b>Wheels &amp; tyres</b>	
F	8x18-inch 225/40/2R18
R	10x18-inch 285/30/2R18



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

<b>Production numbers</b>	20,499
<b>Issue featured</b>	132
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	9.4:1
<b>Maximum power</b>	420hp @ 6,000rpm
<b>Maximum torque</b>	550Nm @ 2,700rpm
<b>0-62mph</b>	4.2 sec
<b>Top speed</b>	180mph
<b>Length</b>	4.435m
<b>Width</b>	1.830m
<b>Weight</b>	1,540kg
<b>Wheels &amp; tyres</b>	
F	8x18-inch 225/40/18
R	10x18-inch 295/30/18



## 996 Carrera 4S 2001-2005

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

<b>Production numbers</b>	22,055
<b>Issue featured</b>	155
<b>Engine capacity</b>	3,596cc
<b>Compression ratio</b>	11.1:1
<b>Maximum power</b>	320hp @ 6,800rpm
<b>Maximum torque</b>	370Nm @ 4,250rpm
<b>0-62mph</b>	5.1 sec
<b>Top speed</b>	174mph
<b>Length</b>	4.435m
<b>Width</b>	1.830m
<b>Weight</b>	1,495kg
<b>Wheels &amp; tyres</b>	
F	8x18-inch 225/40/18
R	10x18-inch 295/30/18



## 996 GT2 2001-2003

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

<b>Production numbers</b>	1,287
<b>Issue featured</b>	127
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	9.4:1
<b>Maximum power</b>	462hp @ 5,700rpm
<b>Maximum torque</b>	620Nm @ 3,500rpm
<b>0-62mph</b>	4.500rpm
<b>Top speed</b>	141sec
<b>Top speed</b>	186mph
<b>Length</b>	4.650m
<b>Width</b>	1.830m
<b>Weight</b>	1,494kg
<b>Wheels &amp; tyres</b>	
F	8x18-inch 235/40/18
R	12x18-inch 355/30/18



## 996 C2 2002-2004

Facilitated with Turbo-style headlamps and revised front and rear bumpers, fitted with more powerful 13.6-litre engine and VarioCam Plus. Manual and Tiptronic boxes updated.

<b>Production numbers</b>	29,389
<b>Issue featured</b>	136
<b>Engine capacity</b>	3,596cc
<b>Compression ratio</b>	11.1:1
<b>Maximum power</b>	320hp @ 6,800rpm
<b>Maximum torque</b>	370Nm @ 4,250rpm
<b>0-62mph</b>	5.0 sec
<b>Top speed</b>	170mph
<b>Length</b>	4.430m
<b>Width</b>	1.770m
<b>Weight</b>	1,370kg
<b>Wheels &amp; tyres</b>	
F	7x17-inch 205/50/17
R	9x17-inch 255/40/17



★★★★★  
**964 C4**  
**Lightweight 1991**  
 964 Leichtbau made use of surplus parts from 963 Paris-Dakar project. Highlights include four-way adjustable differential, short-ratio gearbox and stripped interior.

Production numbers	22
Issue featured	131
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	265hp @ 5,720rpm
Maximum torque	304Nm @ 6,720rpm
0-62mph	4.5 sec
Top speed	125mph
Length	4,275mm
Width	1,650mm
Weight	1,100kg
Wheels & tyres	
F 7x16-inch, 205/55/2816	
R 9x16-inch, 245/55/2816	



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

Production numbers	3,660
Issue featured	160
Engine capacity	3,296cc
Compression ratio	7.0:1
Maximum power	320hp @ 5,720rpm
Maximum torque	450Nm @ 4,500rpm
0-62mph	3.4 sec
Top speed	168mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F 7x17-inch, 205/50/2817	
R 9x17-inch, 255/40/2817	



★★★★★  
**964 RS**  
**1991-1992**  
 120kg saved by deleting 'luxuries' and fitting magnesium Cup wheels. Power was boosted by 10bhp, suspension lowered by 40mm and updated, as were brakes.

Production numbers	2,405
Issue featured	138
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.4 sec
Top speed	162mph
Length	4,250mm
Width	1,650mm
Weight	1,230kg (sport)
Wheels & tyres	
F 7.5x17-inch, 205/50/2817	
R 9x17-inch, 255/40/2817	



★★★★★  
**964 Turbo S**  
**1992-1993**  
 150kg lighter than Turbo. Intakes in the rear arches funnelled air to the brakes, while the engine power was boosted by 60bhp. RS-spec updated suspension.

Production numbers	81
Issue featured	108
Engine capacity	3,296cc
Compression ratio	7.0:1
Maximum power	388hp @ 6,000rpm
Maximum torque	490Nm @ 4,800rpm
0-62mph	4.6 sec
Top speed	180mph
Length	4,250mm
Width	1,775mm
Weight	1,290kg
Wheels & tyres	
F 8x18-inch, 225/40/2818	
R 10x18-inch, 265/35/2818	



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

Production numbers	1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	7.5:1
Maximum power	360hp @ 5,500rpm
Maximum torque	520Nm @ 4,200rpm
0-62mph	4.8 sec
Top speed	174mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F 8x18-inch, 225/40/2818	
R 10x18-inch, 265/35/2818	



★★★★★  
**993 Carrera**  
**1993-1997**  
 Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. The 3,600cc engine was revised, with VarioRam available from 1996.

Production numbers	38,626
Issue featured	160
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	272hp @ 6,000rpm
Maximum torque	330Nm @ 5,000rpm
0-62mph	5.6 sec
Top speed	162mph
Length	4,245mm
Width	1,735mm
Weight	1,370kg
Wheels & tyres	
F 7x16-inch, 205/55/2816	
R 9x16-inch, 245/45/2816	



★★★★★  
**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	28,884 (Coup)
Issue featured	131
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	272hp @ 6,000rpm
Maximum torque	330Nm @ 5,000rpm
0-62mph	5.8 sec
Top speed	166mph
Length	4,245mm
Width	1,735mm
Weight	1,420kg
Wheels & tyres	
F 7x16-inch, 205/55/2816	
R 9x16-inch, 245/45/2816	



★★★★★  
**993 GT2**  
**1995-1996**  
 911 Turbo, but with reduced equipment. Also included rear-wheel-drive, making it a better track car. Fitted with huge front and rear wings and bolt-on arch extensions.

Production numbers	173
Issue featured	131
Engine capacity	3,600cc
Compression ratio	9.0:1
Maximum power	430hp @ 5,750rpm
Maximum torque	540Nm @ 5,000rpm
0-62mph	3.9 sec
Top speed	189mph
Length	4,245mm
Width	1,855mm
Weight	1,290kg
Wheels & tyres	
F 9x18-inch, 235/40/2818	
R 11x18-inch, 285/35/2818	



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



★★★★★  
**996.1 Carrera**  
**1998-2001**  
 An all-new 911 with larger, restyled bodywork and a water-cooled engine. Interior was redesigned in order to enable better ergonomic efficiency and more room.

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



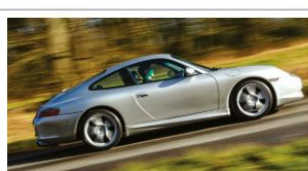
★★★★★  
**996.1 C4**  
**1998-2001**  
 Four-wheel drive transmission fed five per cent of power in normal driving, increasing to 40 per cent when required. PSM used for first time, rolled out across the range in 2001.

Production numbers	22,054
Issue featured	131
Engine capacity	3,387cc
Compression ratio	11.3:1
Maximum power	300hp @ 6,800rpm
Maximum torque	350Nm @ 4,600rpm
0-62mph	5.2 sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,375kg
Wheels & tyres	
F 7x17-inch, 205/50/R17	
R 9x17-inch, 255/40/R17	



★★★★★  
**996.1 GT3**  
**1998-2000**  
 Commonly called the Gen1 GT3, this was a lightweight 996 with power driving the rear wheels. Suspension was lowered by 30mm and brakes were updated.

Production numbers	1,885
Issue featured	117
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	360hp @ 7,200rpm
Maximum torque	370Nm @ 5,000rpm
0-62mph	4.8 sec
Top speed	188mph
Length	4,430mm
Width	1,765mm
Weight	1,350kg
Wheels & tyres	
F 8x18-inch, 225/40/R18	
R 10x18-inch, 285/35/R18	



★★★★★  
**996.2 C4**  
**2002-2004**  
 Facelifted in line with rear-drive Carrera, though the all-wheel-drive version drives very much like its rear-driven brethren. Cabin received minor updates over Gen1.

Production numbers	10,386
Issue featured	107
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	320hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0 sec
Top speed	179mph
Length	4,430mm
Width	1,770mm
Weight	1,430kg
Wheels & tyres	
F 7x17-inch, 205/50/R17	
R 9x17-inch, 255/40/R17	



★★★★★  
**996 Anniversary**  
**03-04**  
 Available in GT silver, and included a Turbo front bumper and chrome Carrera wheels. Powerkit, -10mm sports suspension and mechanical LSD standard.



★★★★★  
**996.2 GT3**  
**2003-2005**  
 Based on facelifted 996 Carrera, but with new wings. Suspension lowered and updated. PCCB optional. Full-spec interior unless Clubsport option was ordered.

Production numbers	2,313
Issue featured	142
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	381hp @ 7,400rpm
Maximum torque	385Nm @ 5,000rpm
0-62mph	4.5 sec
Top speed	182mph
Length	4,435mm
Width	1,770mm
Weight	1,380kg
Wheels & tyres	
F 8.5x18-inch, 235/40/R18	
R 11x18-inch, 295/30/R18	



★★★★★  
**996 GT3 RS**  
**2004-2005**  
 Same 3,600cc engine as in GT3, but with weight saving, offering 280bhp per ton – an improvement of four per cent over the 996 GT3 Clubsport. PCCB optional.

Production numbers	682
Issue featured	161
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	381hp @ 7,400rpm
Maximum torque	385Nm @ 5,000rpm
0-62mph	4.4 sec
Top speed	186mph
Length	4,435mm
Width	1,770mm
Weight	1,360kg
Wheels & tyres	
F 8.5x18-inch, 235/40/R18	
R 11x18-inch, 295/30/R18	



# Sales debate

## How will the new 992 affect 991 GT3 Touring values?



When it was released in 2017, the 991.2 GT3 with Touring Package was widely hailed as the ultimate modern Porsche 911, capable of breathtaking performance while maintaining everyday practicality with its under-the-radar styling. The first GT3 without a rear wing has remained a highly desirable 911 among collectors and enthusiasts in the years since, and Porsche has rightly decided to continue the new legend of its wingless GT3 on the 992.

First deliveries of Porsche's 992 GT3 Touring are imminent, so will the arrival of a new Touring affect the 991 GT3 Touring market, and if so, how?

Jonathan Franklin, the independent trader of high-end Porsche, believes the 991.2 GT3 Touring will be largely unaffected by the arrival of the new 992. "If anything, prices may tick up slightly," he tells us. "The arrival of a new GT car always sparks interest in older variants of the model line, particularly when numbers are low and deliveries are staggered for the new model. In this case if somebody wants a 992 GT3 Touring but does not make the list for available build slots, he or she may look to the 991 as a more than ample replacement. We expect 991 GT3 values to remain buoyant, certainly for the rest of 2021 at least."

Karl Meyer, proprietor at 2111 The Porsche Buyer, offers some further clarity on the subject, pointing to the original Touring's low build numbers. "There aren't many around, particularly in right-hand drive in the UK. With such low build numbers, demand will always outstrip supply, so these will always be highly sought after. We noticed values of standard 991.2 GT3s increase significantly on the used market at the start of summer, and again because of the build numbers, the Touring will always sit above those. There's no sign of the market slowing down anytime soon, so if you're waiting for a sub-£150,000 GT3 Touring in this country, you're likely to be waiting quite a while," he offers.

It seems the arrival of the 992 GT3 Touring has only been good news for its predecessor. The flatback 991 GT3 remains a highly desirable 911 and our experts agree that the model will continue to demand strong money for a while to come, if indeed you can find one for sale at all.




**996 Turbo S**  
2004-2005

★★★★★

Production numbers 1,563  
Issue featured 132  
Engine capacity 3,600cc  
Compression ratio 9.4:1  
Maximum power 450hp @ 5,700rpm  
Maximum torque 620Nm @ 3,500-4,500rpm  
O-62mph 4.2sec  
Top speed 191mph  
Length 4,290mm  
Width 1,850mm  
Weight 1,500kg  
Wheels & tyres  
F 8x18-inch; 235/40/R18  
R 11x18-inch; 295/30/R18

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



**997.1 Carrera**  
2004-2008

★★★★★

Production numbers 25,788  
Issue featured 112  
Engine capacity 3,596cc  
Compression ratio 11.3:1  
Maximum power 325hp @ 6,800rpm  
Maximum torque 370Nm @ 4,250rpm  
O-62mph 5.0sec  
Top speed 177mph  
Length 4,427mm  
Width 1,808mm  
Weight 1,395kg  
Wheels & tyres  
F 8x18-inch; 235/40/R18  
R 10x18-inch; 255/40/R18

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



**997.1 GT3 RS**  
2006-2007

★★★★★

Production numbers 1,106  
Issue featured 156  
Engine capacity 3,600cc  
Compression ratio 12.0:1  
Maximum power 411hp @ 7,600rpm  
Maximum torque 409Nm @ 5,500rpm  
O-62mph 4.2sec  
Top speed 194mph  
Length 4,460mm  
Width 1,808mm  
Weight 1,372kg  
Wheels & tyres  
F 8.5x19-inch; 235/35/R19  
R 12x19-inch; 305/30/R19

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




**997 GT2**  
2007-2009

★★★★★

Production numbers 1,242  
Issue featured 127  
Engine capacity 3,600cc  
Compression ratio 12.5:1  
Maximum power 530hp @ 5,500rpm  
Maximum torque 680Nm @ 2,200-4,500rpm  
O-62mph 3.7sec  
Top speed 204mph  
Length 4,460mm  
Width 1,850mm  
Weight 1,440kg  
Wheels & tyres  
F 8.5x19-inch; 235/35/R19  
R 12x19-inch; 325/30/R19

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



**997.2 GT3 RS**  
2009-2012

★★★★★

Production numbers 1,500  
Issue featured 125  
Engine capacity 3,800cc  
Compression ratio 12.2:1  
Maximum power 450hp @ 7,500rpm  
Maximum torque 430Nm @ 6,750rpm  
O-62mph 4.0sec  
Top speed 192mph  
Length 4,460mm  
Width 1,852mm  
Weight 1,370kg  
Wheels & tyres  
F 8.5x19-inch; 245/35/R19  
R 12x19-inch; 325/30/R19

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




**997 Speedster**  
2010

★★★★★

Production numbers 356  
Issue featured 128  
Engine capacity 3,800cc  
Compression ratio 12.5:1  
Maximum power 408hp @ 7,300rpm  
Maximum torque 420Nm @ 4,400-5,600rpm  
O-62mph 4.4sec  
Top speed 190mph  
Length 4,440mm  
Width 1,862mm  
Weight 1,540kg  
Wheels & tyres  
F 8.5x19-inch; 235/35/R19  
R 11x19-inch; 305/30/R19

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



**997 Sport Classic**  
2010

★★★★★

Production numbers 250  
Issue featured 146  
Engine capacity 3,800cc  
Compression ratio 12.5:1  
Maximum power 408hp @ 7,300rpm  
Maximum torque 420Nm @ 4,200-5,600rpm  
O-62mph 4.6sec  
Top speed 187mph  
Length 4,485mm  
Width 1,852mm  
Weight 1,425kg  
Wheels & tyres  
F 8.5x19-inch; 235/35/R19  
R 11x19-inch; 305/30/R19

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



**997 Turbo S**  
2011-2013

★★★★★

Production numbers 2,000  
Issue featured 123  
Engine capacity 3,800cc  
Compression ratio 9.8:1  
Maximum power 510hp @ 6,250-6,750rpm  
Maximum torque 700Nm @ 2,300-4,250rpm  
O-62mph 3.3sec  
Top speed 199mph  
Length 4,435mm  
Width 1,852mm  
Weight 1,580kg  
Wheels & tyres  
F 8.5x19-inch; 235/35/R19  
R 11x19-inch; 305/30/R19

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

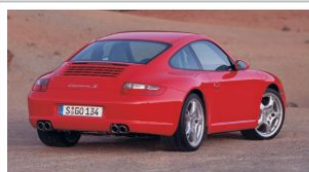


**999.1 Carrera**  
2011-2015

★★★★★

Production numbers Unknown  
Issue featured 137  
Engine capacity 3,436cc  
Compression ratio 12.5:1  
Maximum power 350hp @ 7,400rpm  
Maximum torque 350Nm @ 5,600rpm  
O-62mph 4.8sec  
Top speed 179mph  
Length 4,489mm  
Width 1,808mm  
Weight 1,380kg  
Wheels & tyres  
F 8.5x19-inch; 235/40/R19  
R 11x19-inch; 285/35/R19

The first of the newest and latest Gen7 911, it takes styling cues 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	41,059
Issue featured	307
Engine capacity	3,800cc
Compression ratio	11.8:1
Maximum power	355hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.9 sec
Top speed	182mph
Length	4,427mm
Width	1,808mm
Weight	1,429kg
Wheels & tyres	
F 8.5x18 inch, 235/35/R19	
R 12x19 inch, 295/30/R19	



### 997.1 GT3 2006-2007

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

Production numbers	2,378
Issue featured	117
Engine capacity	3,600cc
Compression ratio	12.0:1
Maximum power	415hp @ 6,800rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.1 sec
Top speed	193mph
Length	4,445mm
Width	1,808mm
Weight	1,399kg
Wheels & tyres	
F 8.5x18 inch, 235/35/R19	
R 12x19 inch, 305/30/R19	

### 997.1 Carrera 4 2005-08

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

Production numbers	8,513
Issue featured	3
Engine capacity	3,596cc
Compression ratio	11.1:1
Maximum power	325hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.1 sec
Top speed	174mph
Length	4,427mm
Width	1,852mm
Weight	1,450kg
Wheels & tyres	
F 8x18 inch, 235/40/R18	
R 11x18 inch, 255/35/R18	

### 997.1 C4S 2005-2008

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

Production numbers	30,973
Issue featured	111
Engine capacity	3,826cc
Compression ratio	11.8:1
Maximum power	355hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.9 sec
Top speed	179mph
Length	4,427mm
Width	1,852mm
Weight	1,479kg
Wheels & tyres	
F 8x19 inch, 235/35/R19	
R 12x19 inch, 305/30/R19	

### 997.1 Turbo 2005-2008

Similar to 997 C4S body, but with extra intakes at the front and sides. Essentially the 996 Turbo engine, but with all-new twin turbos. V10 gave best of small/large turbos.

Production numbers	19,201
Issue featured	159
Engine capacity	3,600cc
Compression ratio	9.8:1
Maximum power	480hp @ 6,000rpm
Maximum torque	620Nm @ 1,950rpm
0-62mph	3.9 sec
Top speed	193mph
Length	4,450mm
Width	1,853mm
Weight	1,589kg
Wheels & tyres	
F 8.5x19 inch, 235/35/R19	
R 12x19 inch, 305/30/R19	



### 997.2 Carrera 2008-2012

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

Production numbers	10,500
Issue featured	144
Engine capacity	3,614cc
Compression ratio	12.5:1
Maximum power	345hp @ 6,500rpm
Maximum torque	390Nm @ 4,400rpm
0-62mph	4.9 sec
Top speed	178mph
Length	4,435mm
Width	1,808mm
Weight	1,419kg
Wheels & tyres	
F 8x18 inch, 235/40/ZR18	
R 10.5x18 inch, 265/40/ZR18	

### 997.2 Carrera S 2008-12

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

Production numbers	15,000
Issue featured	61
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	389hp @ 6,500rpm
Maximum torque	420Nm @ 4,400rpm
0-62mph	4.7 sec
Top speed	187mph
Length	4,435mm
Width	1,808mm
Weight	1,429kg
Wheels & tyres	
F 8x19 inch, 235/35/ZR19	
R 12x19 inch, 295/30/ZR19	



### 997.2 C4S 2008-2012

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

Production numbers	7,910 (Coupé)
Issue featured	111
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	385hp @ 6,500rpm
Maximum torque	420Nm @ 4,400rpm
0-62mph	4.7 sec
Top speed	185mph
Length	4,435mm
Width	1,852mm
Weight	1,482kg
Wheels & tyres	
F 8x19 inch, 235/35/ZR19	
R 12x19 inch, 305/30/ZR19	

### 997.2 GT3 2009-2012

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

Production numbers	2,200
Issue featured	117
Engine capacity	3,797cc
Compression ratio	12.2:1
Maximum power	435hp @ 7,500rpm
Maximum torque	430Nm @ 6,250rpm
0-62mph	4.1 sec
Top speed	194mph
Length	4,460mm
Width	1,808mm
Weight	1,399kg
Wheels & tyres	
F 8.5x19 inch, 235/35/ZR19	
R 12x19 inch, 305/30/ZR19	

### 997.2 Turbo 2009-2013

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

Production numbers	3,800
Issue featured	125
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	500hp @ 6,000rpm
Maximum torque	650Nm @ 1,950rpm
0-62mph	3.4 sec
Top speed	194mph
Length	4,450mm
Width	1,852mm
Weight	1,570kg
Wheels & tyres	
F 8.5x19 inch, 235/35/ZR19	
R 12x19 inch, 305/30/ZR19	



### 997 GT3 RS 4.0 2010

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

Production numbers	600
Issue featured	125
Engine capacity	3,996cc
Compression ratio	12.5:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 5,750rpm
0-62mph	3.9 sec
Top speed	193mph
Length	4,460mm
Width	1,852mm
Weight	1,360kg
Wheels & tyres	
F 9x19 inch, 245/35/ZR19	
R 12x19 inch, 325/30/ZR19	



### 997 918 Edition 2010

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

Production numbers	121
Issue featured	74
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	530hp @ 6,250/6,700rpm
Maximum torque	700Nm @ 2,100rpm
0-62mph	4.250rpm
Top speed	3.3 sec
Top speed	195mph
Length	4,435mm
Width	1,852mm
Weight	1,385kg
Wheels & tyres	
F 8.5x19 inch, 235/35/ZR19	
R 12x19 inch, 305/30/ZR19	

### 997 GT2 RS 2010-2011

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

Production numbers	500
Issue featured	155
Engine capacity	3,600cc
Compression ratio	12.5:1
Maximum power	620hp @ 6,500rpm
Maximum torque	700Nm @ 2,500rpm
0-62mph	3.5 sec
Top speed	205mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	
F 9x19 inch, 245/35/ZR19	
R 12x19 inch, 325/30/ZR19	

### 997 C2 GTS 2010-2012

C4's wider rear body, and powered by the 3.8-litre Carrera S engine, with a PowerKlet producing extra 20bhp. GTS is laden with Porsche options.

Production numbers	Unknown
Issue featured	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	420hp @ 7,300rpm
Maximum torque	420Nm @ 4,200rpm
0-62mph	4.6 sec
Top speed	190mph
Length	4,435mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	
F 8.5x19 inch, 235/35/ZR19	
R 12x19 inch, 305/30/ZR19	

### 997 C4 GTS 2011-2012

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

Production numbers	Unknown
Issue featured	125
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 8,300rpm
Maximum torque	420Nm @ 4,200rpm
0-62mph	4.6 sec
Top speed	188mph
Length	4,435mm
Width	1,852mm
Weight	1,480kg
Wheels & tyres	
F 8.5x19 inch, 235/35/ZR19	
R 12x19 inch, 305/30/ZR19	



### 991.1 Carrera S 2011-2015

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

Production numbers	Unknown
Issue featured	114
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5 sec
Top speed	188.9mph
Length	4,490mm
Width	1,808mm
Weight	1,399kg
Wheels & tyres	
F 8.5x20 inch, 245/35/ZR20	
R 12x20 inch, 265/35/ZR20	

### 991.1 Carrera 4 2012-2015

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

Production numbers	Unknown
Issue featured	98
Engine capacity	3,436cc
Compression ratio	12.5:1
Maximum power	350hp @ 7,400rpm
Maximum torque	390Nm @ 5,600rpm
0-62mph	4.9 sec
Top speed	177mph
Length	4,490mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	
F 8.5x20 inch, 235/40/ZR19	
R 12x19 inch, 305/35/ZR19	



### 991.1 Carrera 4S 2012-2015

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

Production numbers	Unknown
Issue featured	118
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5 sec
Top speed	185mph
Length	4,490mm
Width	1,852mm
Weight	1,449kg
Wheels & tyres	
F 8.5x20 inch, 245/35/ZR20	
R 12x20 inch, 305/30/ZR20	



### 991.1 GT3 2013-2015

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

Production numbers	3,000 (estimate)
Issue featured	143
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	475hp @ 6,250rpm
Maximum torque	440Nm @ 6,250rpm
0-62mph	3.5 sec
Top speed	196mph
Length	4,545mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	
F 9x20 inch, 245/35/ZR20	
R 12x20 inch, 305/30/ZR20	



# TALES FROM THE TARMAC



© Bonhams

## Beverly Hills Car Club owner, Alex Manos, looks back on the 911 of choice for the late, legendary footballer Diego Maradona

I saw recently a 1992 964 Carrera 2 Cabriolet Works Turbo Look, owned by the late footballing superstar Diego Maradona, was sold in Paris for €483,000, nearly twice the estimated sale price.

Widely regarded as one of the greatest players in the history of football, he was – with the Brazilian Pelé – one of the two joint winners of the FIFA Player of the 20th Century award.

Delivered to 'El Diego' in November 1992 in Seville, Spain, where he played his last season of European soccer, the Porsche was Maradona's regular transport to football training in the city. So much so, in fact, that he was once stopped by armed police after jumping a red light and driving at 180km/h through Seville's city centre. Clearly Diego must have got out of bed late on that training day!

One of only 1,200 Type 964 Carrera 2 Cabriolet Works Turbo Look variants produced in a two-year run, this soft-top supercar was powered by a 250bhp, 3.6-litre engine, giving it a staggering top speed of 260km/h. For someone who was brought up on the streets, where he honed his soccer skills, Maradona seemed to have acquired the perfect automobile.

Although Diego Armando Maradona's life was cut short, passing away last November at the age of 60, he is undoubtedly one of the best footballers ever to grace our planet. Former England striker Gary Lineker sums his genius up perfectly: "When Diego scored that second goal against us in the 1986 'Hand of God' World Cup game, I felt like applauding. I'd never felt like that before, but it's true... and not just because it was such an important game. It was impossible to score such a beautiful goal. He's the greatest player of all time, by a long way. A genuine phenomenon."

And in football heaven I have no doubt whatsoever that Diego Maradona is continuing to drive to training in his Porsche 911 Type 964 Carrera 2 Convertible Works Turbo Look... at 180km/h.



### 991.1 Turbo 2013-2014

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

Production numbers	Unknown
Issue featured	109
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	560hp @ 6,500rpm
0-62mph	3.4sec
Top speed	195mph
Length	4,506mm
Width	1,889mm
Weight	1,595kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20



### 991.1 Turbo S 2013-2015

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

Production numbers	Unknown
Issue featured	115
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	560hp @ 6,500rpm
0-62mph	3.1sec
Top speed	197mph
Length	4,506mm
Width	1,889mm
Weight	1,602kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20

### 991.2 Carrera S 2015-2018

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

Production numbers	Unknown
Issue featured	132
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	422hp @ 6,500rpm
Maximum torque	500Nm @ 1,700-5,000rpm
0-62mph	3.9sec
Top speed	183mph
Length	4,499mm
Width	1,808mm
Weight	1,440kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20



### 991.2 Carrera 4 2016-2018

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

Production numbers	Unknown
Issue featured	133
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.1sec
Top speed	181mph
Length	4,499mm
Width	1,852mm
Weight	1,450kg
Wheels & tyres	F 8.5x19-inch; 235/40/ZR19 R 11x19-inch; 295/35/ZR19



### 991.2 C2 GTS 2017-2019

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

Production numbers	Unknown
Issue featured	150
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	450hp @ 6,500rpm
Maximum torque	550Nm @ 2,150-5,000rpm
0-62mph	4.1sec
Top speed	193mph
Length	4,528mm
Width	1,852mm
Weight	1,575kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20

### 991.2 C4 GTS 2017-2019

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

Production numbers	Unknown
Issue featured	151
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	450hp @ 6,500rpm
Maximum torque	550Nm @ 2,150-5,000rpm
0-62mph	3.8sec
Top speed	193mph
Length	4,528mm
Width	1,852mm
Weight	1,575kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20

### 991.2 GT3 RS 2018-19

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

Production numbers	100 UK cars (est)
Issue featured	164
Engine capacity	4,000cc
Compression ratio	Unknown
Maximum power	520hp
Maximum torque	480Nm
0-62mph	3.2sec
Top speed	193mph
Length	4,549mm
Width	1,880mm
Weight	1,420kg
Wheels & tyres	F 9.5x20-inch; 265/35/ZR20 R 12x21-inch; 325/30/ZR21

### 991 Speedster 2019

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

Production numbers	1,948
Issue featured	172
Engine capacity	3,996cc
Compression ratio	13.1:1
Maximum power	500hp @ 6,500rpm
Maximum torque	460Nm @ 6,000rpm
0-62mph	3.9sec
Top speed	189mph
Length	4,560mm
Width	1,852mm
Weight	Unknown
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x12-inch; 305/30/ZR20

### 992 Carrera S 2019-

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

Production numbers	In production
Issue featured	174
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque	530Nm @ 2,500rpm
0-62mph	3.5sec
Top speed	191mph
Length	4,538mm
Width	1,852mm
Weight	1,515kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11.5x21-inch; 305/30/ZR21



### 991 Anniversary 2013-2014

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

<b>Production numbers</b>	1,963
<b>Issue featured</b>	112
<b>Engine capacity</b>	3,800cc
<b>Compression ratio</b>	12.5:1
<b>Maximum power</b>	400hp @ 5,600rpm
<b>Maximum torque</b>	440Nm @ 2,500rpm
<b>0-62mph</b>	4.5 sec
<b>Top speed</b>	188mph
<b>Length</b>	4.49m
<b>Width</b>	1.85m
<b>Weight</b>	1,420kg
<b>Wheels &amp; tyres</b>	
F 9x20-inch, 245/35/ZR20	
R 11.5x20-inch, 305/35/ZR20	

### 991.1 Carrera GTS 2014-16



<b>Big spec GTS utilises wide body and a host of good options including Powerkit, PASM, Sport chrono, Sport exhaust to name a few, all for £7,000 more than Carrera S.</b>	
<b>Production numbers</b>	Unknown
<b>Issue featured</b>	157
<b>Engine capacity</b>	3,800cc
<b>Compression ratio</b>	12.5:1
<b>Maximum power</b>	430hp @ 5,700rpm
<b>Maximum torque</b>	440Nm @ 2,500rpm
<b>0-62mph</b>	4.0 sec
<b>Top speed</b>	190mph
<b>Length</b>	4.49m
<b>Width</b>	1.85m
<b>Weight</b>	1,420kg
<b>Wheels &amp; tyres</b>	
F 9x20-inch, 245/35/ZR20	
R 11.5x20-inch, 305/35/ZR20	

### 991.1 C4 GTS 2014-2016



<b>Almost the same as the C2 GTS, but with additional trims offered by four-wheel drive. As a result, performance times are altered slightly over its rear-driven variant.</b>	
<b>Production numbers</b>	Unknown
<b>Issue featured</b>	125
<b>Engine capacity</b>	3,800cc
<b>Compression ratio</b>	12.5:1
<b>Maximum power</b>	430hp @ 5,700rpm
<b>Maximum torque</b>	440Nm @ 2,500rpm
<b>0-62mph</b>	4.1 sec
<b>Top speed</b>	188mph
<b>Length</b>	4.49m
<b>Width</b>	1.85m
<b>Weight</b>	1,470kg
<b>Wheels &amp; tyres</b>	
F 9x20-inch, 245/35/ZR20	
R 11.5x20-inch, 305/35/ZR20	



### 991.1 GT3 RS 2015-2017

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

<b>Production numbers</b>	6,000
<b>Issue featured</b>	136
<b>Engine capacity</b>	3,996cc
<b>Compression ratio</b>	12.9:1
<b>Maximum power</b>	500hp @ 6,250rpm
<b>Maximum torque</b>	460Nm @ 2,500rpm
<b>0-62mph</b>	3.7 sec
<b>Top speed</b>	193mph
<b>Length</b>	4.545m
<b>Width</b>	1.880m
<b>Weight</b>	1,420kg
<b>Wheels &amp; tyres</b>	
F 9.5x20-inch, 265/35/ZR20	
R 12.5x21-inch, 325/35/ZR21	

### 991.2 Carrera 2015-2018



<b>Facelift model substantially changed underneath with power coming from completely new 3.0-litre 9A2 turbocharged engine. PASM now standard.</b>	
<b>Production numbers</b>	Unknown
<b>Issue featured</b>	137
<b>Engine capacity</b>	2,980cc
<b>Compression ratio</b>	10.0:1
<b>Maximum power</b>	370hp @ 5,500rpm
<b>Maximum torque</b>	450Nm @ 1,700rpm
<b>0-62mph</b>	5.000rpm
<b>Top speed</b>	183mph
<b>Length</b>	4.499m
<b>Width</b>	1.808m
<b>Weight</b>	1,450kg
<b>Wheels &amp; tyres</b>	
F 8.5x19-inch, 235/40/ZR19	
R 11.5x19-inch, 295/35/ZR19	

### 991.2 Carrera 4S 2016-18



<b>As per C4 but using revised turbos, exhaust and engine management from C2S to produce extra 50hp. Faster 0-62mph than C2S for first time.</b>	
<b>Production numbers</b>	Unknown
<b>Issue featured</b>	154
<b>Engine capacity</b>	2,980cc
<b>Compression ratio</b>	10.0:1
<b>Maximum power</b>	420hp @ 6,500rpm
<b>Maximum torque</b>	500Nm @ 1,700rpm
<b>0-62mph</b>	3.8 sec
<b>Top speed</b>	187mph
<b>Length</b>	4.499m
<b>Width</b>	1.852m
<b>Weight</b>	1,490kg
<b>Wheels &amp; tyres</b>	
F 8.5x20-inch, 245/35/ZR20	
R 11.5x20-inch, 305/35/ZR20	



### 991.2 Turbo 2016-2018

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

<b>Production numbers</b>	Unknown
<b>Issue featured</b>	135
<b>Engine capacity</b>	3,800cc
<b>Compression ratio</b>	9.8:1
<b>Maximum power</b>	540hp @ 6,400rpm
<b>Maximum torque</b>	700Nm @ 2,250rpm
<b>0-62mph</b>	4.000rpm
<b>Top speed</b>	311mph
<b>Length</b>	4.507m
<b>Width</b>	1.880m
<b>Weight</b>	1,559kg
<b>Wheels &amp; tyres</b>	
F 9x20-inch, 245/35/ZR20	
R 11.5x20-inch, 305/35/ZR20	



### 991.2 Turbo S 2016-2018

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

<b>Production numbers</b>	Unknown
<b>Issue featured</b>	145
<b>Engine capacity</b>	3,800cc
<b>Compression ratio</b>	9.8:1
<b>Maximum power</b>	580hp @ 6,750rpm
<b>Maximum torque</b>	760Nm @ 2,250rpm
<b>0-62mph</b>	2.9 sec
<b>Top speed</b>	205mph
<b>Length</b>	4.507m
<b>Width</b>	1.880m
<b>Weight</b>	1,600kg
<b>Wheels &amp; tyres</b>	
F 9x20-inch, 245/35/ZR20	
R 11.5x20-inch, 305/35/ZR20	



### 991 R 2016

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

<b>Production numbers</b>	991
<b>Issue featured</b>	153
<b>Engine capacity</b>	3,996cc
<b>Compression ratio</b>	12.9:1
<b>Maximum power</b>	500hp @ 6,250rpm
<b>Maximum torque</b>	460Nm @ 2,500rpm
<b>0-62mph</b>	3.8 sec
<b>Top speed</b>	207mph
<b>Length</b>	4.532m
<b>Width</b>	1.852m
<b>Weight</b>	1,370kg
<b>Wheels &amp; tyres</b>	
F 9x20-inch, 245/35/ZR20	
R 12x21-inch, 305/35/ZR21	



### 991.2 GT3 2017-2019

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

<b>Production numbers</b>	222 (UK est)
<b>Issue featured</b>	153
<b>Engine capacity</b>	3,996cc
<b>Compression ratio</b>	13.3:1
<b>Maximum power</b>	500hp @ 6,250rpm
<b>Maximum torque</b>	460Nm @ 2,000rpm
<b>0-62mph</b>	3.9 sec (manual)
<b>Top speed</b>	199mph
<b>Length</b>	4.562m
<b>Width</b>	1.852m
<b>Weight</b>	1,413kg (manual)
<b>Wheels &amp; tyres</b>	
F 9x20-inch, 245/35/ZR20	
R 12x20-inch, 305/35/ZR20	



### 991 GT2 RS 2017-2019

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

<b>Production numbers</b>	2,900 (estimate)
<b>Issue featured</b>	161
<b>Engine capacity</b>	3,800cc
<b>Compression ratio</b>	9.0:1
<b>Maximum power</b>	700hp @ 7,000rpm
<b>Maximum torque</b>	750Nm @ 2,500rpm
<b>0-62mph</b>	2.8 sec
<b>Top speed</b>	210mph
<b>Length</b>	4.549m
<b>Width</b>	1.880m
<b>Weight</b>	1,470kg
<b>Wheels &amp; tyres</b>	
F 9.5x20-inch, 265/35/ZR20	
R 12.5x21-inch, 325/35/ZR21	



### 991 Turbo S Exclusive Edition

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

<b>Production numbers</b>	500
<b>Issue featured</b>	170
<b>Engine capacity</b>	3,800cc
<b>Compression ratio</b>	9.8:1
<b>Maximum power</b>	607hp
<b>Maximum torque</b>	750Nm @ 2,500rpm
<b>0-62mph</b>	4.000rpm
<b>Top speed</b>	219 mph
<b>Length</b>	4.507m
<b>Width</b>	1.880m
<b>Weight</b>	Not specified
<b>Wheels &amp; tyres</b>	
F 9x20-inch, 245/35/ZR20	
R 12.5x21-inch, 305/35/ZR21	



### 991 Carrera T 2018

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

<b>Production numbers</b>	5,000
<b>Issue featured</b>	162
<b>Engine capacity</b>	2,980cc
<b>Compression ratio</b>	10.0:1
<b>Maximum power</b>	370hp @ 5,500rpm
<b>Maximum torque</b>	450Nm @ 1,700rpm
<b>0-62mph</b>	5.000rpm
<b>Top speed</b>	183mph
<b>Length</b>	4.499m
<b>Width</b>	1.808m
<b>Weight</b>	1,400kg
<b>Wheels &amp; tyres</b>	
F 8.5x19-inch, 235/40/ZR19	
R 11.5x19-inch, 295/35/ZR19	



### 992 Carrera 4S 2019

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

<b>Production numbers</b>	In production
<b>Issue featured</b>	174
<b>Engine capacity</b>	2,980cc
<b>Compression ratio</b>	10.5:1
<b>Maximum power</b>	450hp @ 6,500rpm
<b>Maximum torque</b>	530Nm @ 2,500rpm
<b>0-62mph</b>	3.4 sec
<b>Top speed</b>	190mph
<b>Length</b>	4.539m
<b>Width</b>	1.852m
<b>Weight</b>	1,565kg
<b>Wheels &amp; tyres</b>	
F 8.5x20-inch, 245/35/ZR20	
R 11.5x20-inch, 305/35/ZR21	



### 992 Carrera 2020

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

<b>Production numbers</b>	In production
<b>Issue featured</b>	189
<b>Engine capacity</b>	2,980cc
<b>Compression ratio</b>	10.5:1
<b>Maximum power</b>	385hp @ 6,500rpm
<b>Maximum torque</b>	450Nm @ 1,900rpm
<b>0-62mph</b>	5.000rpm
<b>Top speed</b>	180mph
<b>Length</b>	4.539m
<b>Width</b>	1.852m
<b>Weight</b>	1,502kg
<b>Wheels &amp; tyres</b>	
F 8.5x19-inch, 235/40/ZR19	
R 11.5x19-inch, 295/35/ZR19	



### 992 Carrera 4 2020

Same spec as the 992 Carrera, albeit with variable torque sent to the front wheels in an improved multi-plate clutch AWD P7M system over the 991.2.

<b>Production numbers</b>	In production
<b>Issue featured</b>	N/A
<b>Engine capacity</b>	2,980cc
<b>Compression ratio</b>	10.5:1
<b>Maximum power</b>	385hp @ 6,500rpm
<b>Maximum torque</b>	450Nm @ 1,950rpm
<b>0-62mph</b>	5.000rpm
<b>Top speed</b>	180mph
<b>Length</b>	4.539m
<b>Width</b>	1.852m
<b>Weight</b>	1,559kg
<b>Wheels &amp; tyres</b>	
F 8.5x19-inch, 235/40/ZR19	
R 11.5x19-inch, 295/35/ZR19	



### 992 Turbo S 2020

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

<b>Production numbers</b>	In production
<b>Issue featured</b>	190
<b>Engine capacity</b>	3,745cc
<b>Compression ratio</b>	8.7:1
<b>Maximum power</b>	640hp @ 6,750rpm
<b>Maximum torque</b>	800Nm @ 2,500rpm
<b>0-62mph</b>	4.000rpm
<b>Top speed</b>	217 mph
<b>Length</b>	4.539m
<b>Width</b>	1.852m
<b>Weight</b>	1,900mm
<b>Wheels &amp; tyres</b>	
F 8.5x20-inch, 255/35/ZR20	
R 12.5x21-inch, 315/35/ZR21	



### 992 Targa HDE 2020

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

<b>Production numbers</b>	992
<b>Issue featured</b>	193
<b>Engine capacity</b>	2,980cc
<b>Compression ratio</b>	10.5:1
<b>Maximum power</b>	450hp @ 6,500rpm
<b>Maximum torque</b>	530Nm @ 2,500rpm
<b>0-62mph</b>	3.6 sec
<b>Top speed</b>	189mph
<b>Length</b>	4.539m
<b>Width</b>	1.852m
<b>Weight</b>	1,679kg
<b>Wheels &amp; tyres</b>	
F 8.5x20-inch, 245/35/ZR20	
R 12x21-inch, 305/35/ZR21	

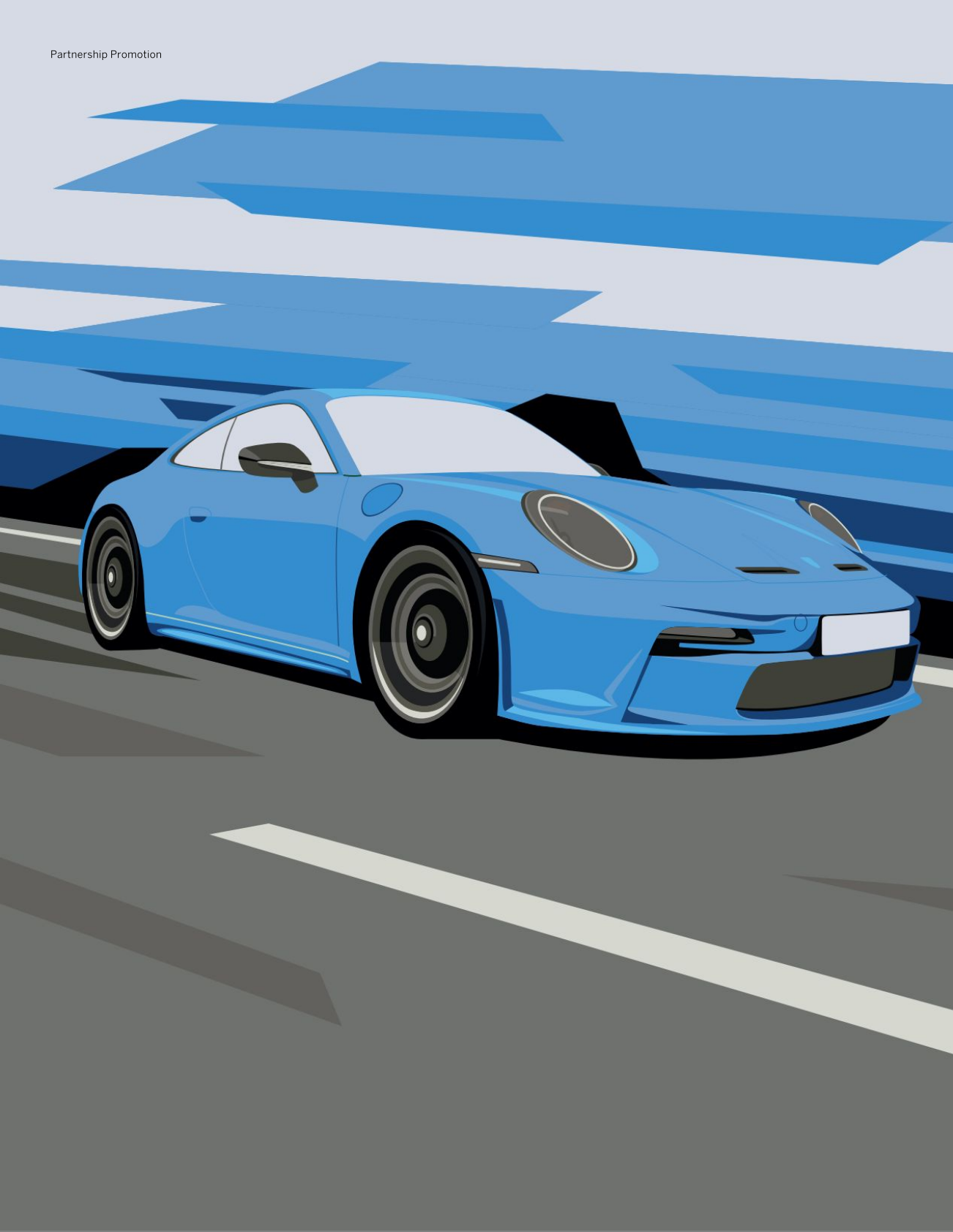


### 992 GT3 2021

New swan neck wing design, double wishbone front axle and GT3 R diffuser. 50% more downforce over 991.2 GT3, sub 7-sec Ring time.

<b>Production numbers</b>	1,000 (est. for 2021)
<b>Issue featured</b>	199
<b>Engine capacity</b>	3,996cc
<b>Compression ratio</b>	13.3:1
<b>Maximum power</b>	510hp @ 8,400rpm
<b>Maximum torque</b>	470Nm @ 3,000rpm
<b>0-62mph</b>	3.4 sec
<b>Top speed</b>	199mph
<b>Length</b>	4.573m
<b>Width</b>	1.820m
<b>Weight</b>	1,418kg (manual)
<b>Wheels &amp; tyres</b>	
F 9.5x20-inch, 255/35/ZR20	
R 12x21-inch, 315/35/ZR21	





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The reviews are in. And it's great news for Porsche as far as the 911 GT3 Touring (2021) model goes.

Four years ago, Porsche created a new 'touring package' for the iconic car and in doing so provided one of the most coveted performance vehicles of all time. So it's no surprise the latest iteration is earning plenty of praise among the motoring press.

Autocar's Richard Lane wrote that 'once again, simply the sight of this car gets the blood pumping, not least because while the elegant silhouette is regular 992-series 911, only set lower to the road, the details are plain devilish'. He rated it five stars.

With a cool price tag of £127,820 the six-cylinder four-litre engine can knock out a reported top speed of 199mph and go from 0-60mph in 3.4 seconds.

*It's no surprise the latest iteration is earning plenty of praise among the motoring press.*

Over at Auto Express Alex Ingram's review explains that the new package 'tones down the styling, but keeps the blistering performance' on the way to another five-star review.

The lack of a rear wing is also highlighted by Ben Miller, penning his thoughts for Car Magazine. But once again he's full of praise for a vehicle he expects to go 'toe-to-toe' with several very special performance cars set to be released later this year and next.

In summary he adds: 'Track drivers will want the GT3's genuine downforce. But for the rest of us the Touring Package is the definitive road-going 'event' 911.'

PistonHeads' Matt Birds raises a smile when he begins his analysis with the sentence 'Saved up some money during the pandemic? Good - you're going to need it...'

Although he eventually concludes that if you have the cash, the GT3 is 'is nothing less than Porsche at its unadulterated, brilliant best, as finely honed and outrageously desirable a driver's car as can be found in 2021. Anyone who can, must - and keep it forever.'

Those who are lucky enough to be able to afford one will no doubt hold onto theirs for a long time if they feel the same way as the reviewers do.

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**£249,995****911 Carrera 2 GTS (991)**

Carmin Red • Black Half-Leather Sports Seats • PDK Gearbox with Paddles • 20" Black Centre Lock Wheels • Sports Exhaust • Sport Chrono • 25,112 miles • 2014 (64)

**£77,995****911 Carrera 2 Targa (993)**

Iris Blue • Marble Grey Leather Seats Tiptronic S Gearbox • 17" Targa Split Rim Wheels • Air Conditioning • Sports Exhaust • Previously Sold & Serviced by Paragon • 29,259 miles • 1996 (P)

**£71,995****911 Turbo (997)**

GT Silver • Black Leather Adaptive Sports Seats • Tiptronic S Gearbox 19" Turbo Wheels • Satellite Navigation Previously Sold & Serviced by Paragon 52,542 miles • 2007 (07)

**£54,995****911 Carrera 4 S Targa (997)**

Atlas Grey • Black Leather Seats • PDK Gearbox with Paddles • 19" Carrera S II Wheels • Sport Chrono • Previously Sold & Serviced by Paragon • 45,287 miles • 2010 (60)

**£44,995****Boxster Spyder (987)**

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

**£44,995****Boxster Spyder (987)**

Jet Black • Black Leather Sports Seats Manual Gearbox • 19" Turbo II Wheels Switchable Sports Exhaust • Heated Seats • Porsche Sound Pack Plus 33,234 miles • 2011 (61)

**£41,995****Cayman S (981)**

Carrera White • Black Leather Sports Seats • 19" Cayman S Wheels PDK Gearbox • Switchable Sports Exhaust • Previously Sold & Serviced by Paragon • 23,381 miles • 2015 (65)

**£39,995****Macan S Diesel**

Volcano Grey • Black Leather Seats PDK Gearbox with Paddles • 21" Turbo Design Wheels • Heated Seats Cruise Control • Front & Rear Parking Sensors • 22,373 miles • 2017 (17)

**£39,995****911 Carrera 2 S (997)**

Arctic Silver • Dark Blue Leather Adaptive Sports Seats • Tiptronic S Gearbox • Satellite Navigation • 19" Sport Design Wheels • Sport Chrono 23,707 miles • 2004 (54)

**£35,995****911 Carrera 2 S (997)**

Atlas Grey • Dark Grey Leather Seats Manual Gearbox • Switchable Sports Exhaust • Satellite Navigation Previously Sold & Serviced by Paragon 64,290 miles • 2004 (54)

**£31,995****Cayman S (987 GEN II)**

Basalt Black • Black Leather Sports Seats • Manual Gearbox • 19" Black Carrera S Wheels • Previously Sold & Serviced by Paragon • 56,583 miles 2011 (11)

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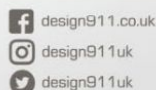
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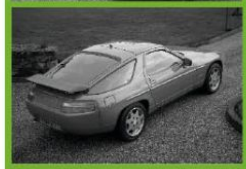
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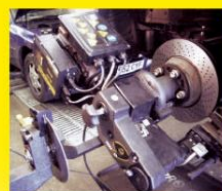
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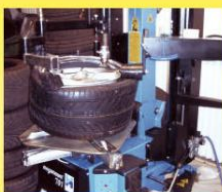
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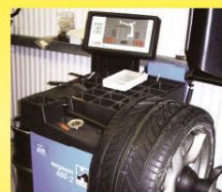


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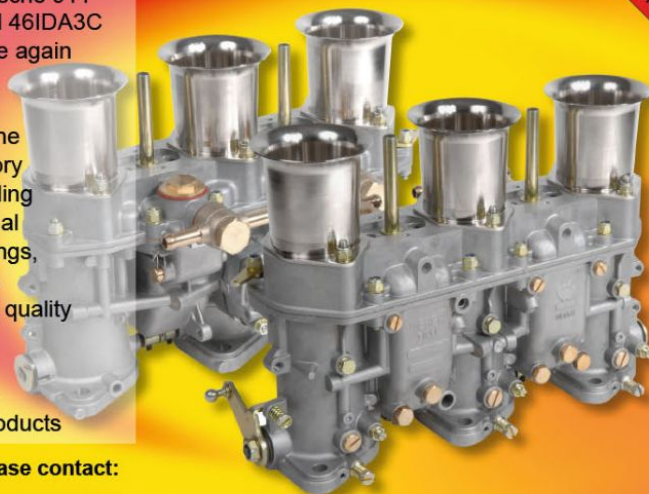
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Issue 209 in shops and available for download from **14 September**



## INVESTMENT 911S

Total 911 assesses the (whisper it) investment potential of two very different 911s from different eras. Where's best to place your money?



### TOP 10 MANUAL 911S

A countdown of the most decorated 911s with stick shift



### MANUAL 992 ROAD TRIP

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### WOODEN SHIFTERS

Tony Hatter on the history of Porsche's iconic race-bred shifters





Bohn's stay at Porsche was both short and controversial, but the CEO would contribute significantly to the saving of the 911 – and company at large

Bohn only worked at Porsche for two years between 1990 and 1992, and many will remember those tumultuous 24 months for the overseeing of a stillborn 989 project, as well as notable motorsport failings including heavy spending for an ultimately fruitless F1 venture. However, Bohn's contribution to the history of Porsche is significant if short, and more enthusiasts should do well to remember this.

Bohn arrived at Porsche with no professional experience in the automotive industry, let alone at Zuffenhausen, his only tie to the company being the purchase of a 2.4E back in 1974. He'd call in annually at Porscheplatz for a service on the way to amassing 75,000km in his middle-range 911.

Nevertheless, Bohn was approached by the Porsche family in 1989 to take over an ailing company which was being hammered by poor sales and a tumbling Dollar. The 911 model of the time, the 964, lacked a Turbo model, and though the 993 was already in development, there were serious misgivings about the long-term feasibility of the air-cooled flat six, which was expensive to make.

The 964 lineup would flourish under Bohn, in terms of models if not outstanding sales, and the later 993 – released after Bohn's departure – would realise the full potential of an

air-cooled 911, but Bohn's legacy stretched much further ahead than even that. From the outset, Bohn recognised the fact that Porsche needed a smaller and lower-cost sports car, much like the 912, to boost sales and create meaningful profits. Moreover, production of Porsche's cars needed to be harmonised: the transaxle cars were built 50km away in Neckarsulm, while the 911 line was retained at Zuffenhausen. This setup only added to

the company's expenditure, which were more bruising amid a period of poor sales. Bohn's solution was to build two cars, both the 911 and an entry-level sports car, on the same platform, with its start date mooted for 1996. The embryonic 996/986 platform idea was duly conceived, and Bohn's idea would prevail in rather handsome fashion. The shared 911/Boxster line streamlined costs while the new water-cooled 911 would comfortably outsell the 993, a move which saved the



company from financial ruin.

Bohn had departed Porsche five years prior to the start of 996 production, but it was his vision which quite literally set the wheels in motion, and put Porsche on a path to automotive redemption. His tenure at Zuffenhausen might have been short, but by virtue of the fact the company still exists today, Bohn's contribution to Porsche and its 911 was certainly sweet. **911**

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