



997.1 C2S ULTIMATE BUYER'S GUIDE

# Total 911

THE PORSCHE MAGAZINE

## DIY FAMILY RESTORATION

Father and son mission to reimagine a tired T



A  
CELEBRATION  
OF THE OPEN-  
TOPPED, TWO-  
SEATER 911



# Porsche Speedsters

THE FASCINATING TALE OF THE  
FIRST 911 SPEEDSTER

LATEST SPEEDSTER  
GETS GLORIOUSLY  
MODIFIED:  
FULL ROAD  
TEST INSIDE



## LARS KERN: RING KING

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# Welcome

**A**s you'll no doubt know, these are exceptional times we currently find ourselves living in. As we accelerate away from the worst of the pandemic, the world has been hit by new challenges around supply. The automotive industry has been caught up in this, including Porsche.

As you'll probably know, the issue affecting car deliveries specifically lies around a shortage of semiconductors (otherwise known as computer chips). You'll find a useful note in our Views section of this issue, where we document in a bit more detail why this shortage has taken hold, but there's no doubt the ramifications of this shortage have positively impacted used car values over the last 12 months. It's been a perfect storm spurring on with a new-found 'carpe diem' perspective in the wake of COVID-19, enthusiasts have tried to buy the new Porsche 911 they have always dreamed of, but have been unable to in the wake of year-long waits for their dream sports car. They have thus turned to the used market, where prices have been buoyant – many dealers have had their best year yet, providing they have

been able to get hold of good stock in the first place. However, Porsche and other manufacturers promise a return to normal delivery times very soon, in which case a good supply of new cars will once again flood the market. What will that do for used values? An adjustment is inevitable, and so those who have paid big money – via finance or otherwise – for used vehicles may find they are on the wrong end of this 'swing' as values return to something resembling the norm.

My advice? If you're looking to buy a used Porsche 911 right now, whether it's an entry-level or collector-grade car, you should be basing your finances on an ownership period of at least two years. I fear if you're hoping to hop into a 911 for any less time than that, you might find you'll be taking a bath on it by the time it comes to sell again, as new cars return to forecourts and the demand for used examples softens as a result. For used car buyers, that will then offer up more choice, while new car customers will finally be able to realise their dream of buying that 911 they always wanted, and so we approach 2022 with excitement – whatever happens!

**“You should be basing your finances on an ownership period of at least two years”**



*L. Sibley*

LEE SIBLEY • Editor at large  
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## 911 Opening Shot

Picture courtesy  
Porsche AG

A special wish, delivered on a special occasion, Porsche Exclusive's new Sonderwunsch programme has delivered its first bespoke vehicle in the form of a 991.2 GT3. The vehicle was made for Paolo Barilla, overall winner of Le Mans in 1985 in a private 956, with his GT3 based on that very car. Barilla took delivery of the vehicle on his 60th birthday.



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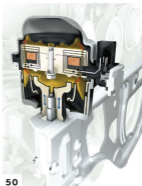
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# Update

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



## Porsche Bugatti Rimac project gets underway

With the merger complete, a new chapter in the history of the automotive industry is being written

The electric hypercar company Rimac has successfully completed its merger with Bugatti. Porsche became a stakeholder in Rimac in 2018 and has steadily increased its involvement ever since. News that Porsche would join with the Bugatti brand and Rimac to form a partnership broke a few months ago, and now the project has begun work – providing a clearer picture of how the collaboration will operate.

Under the new structure, 55% of Bugatti Rimac will be owned by the Rimac Group, based in Croatia, with Porsche AG taking the remaining 45%. Bugatti remains under the control of the Volkswagen Group, while Hyundai Motor Group owns 12% and other investors the remaining 27%. Porsche also holds a 24% share in Rimac directly. Internally at Porsche, the joint venture was named 'Operation Rush,' such was the speed at which the deal was arranged.

Mate Rimac, CEO of Rimac Automobili, will head the operation as CEO while Porsche AG will

'play a major role as strategic partner'. Importantly, Bugatti and Rimac will continue to operate as independent brands and manufacturers, retaining their production sites in Zagreb in Croatia and Molsheim in France respectively. Underneath Mate Rimac, who started the electric hypercar business just 12 years ago from his garage, comes a mixture of senior staff from Bugatti, Porsche and McLaren. Porsche chairman Oliver Blume and deputy chairman Lutz Meschke will serve on the supervisory board for the new venture.

Investment in the partnership will see Bugatti Rimac LLC move to a new 200,000-square metre Rimac campus in 2023, this is currently under development at a cost of €200 million and will become home to Bugatti Rimac's research and development facility, eventually employing 2,500 people. The venture will get underway with around 435 employees, 300 based in Zagreb and 135 in Molsheim. "Stay tuned for some truly extraordinary projects in the future," said Mate Rimac.





## Porsche Museum expands virtual exhibits

A digital tour of the Museum's '50 Years of Porsche Development Weissach' exhibit is now available online

In celebration of the 50th anniversary of the Weissach Development Centre (#211) the Porsche Museum has put together a special exhibition called "50 Years of Porsche Development Weissach". A visit to the Museum in Stuttgart is highly recommended by **Total 911**, however the Weissach exhibition is now available as part of the Museum's expanding range of digital exhibits, meaning that you don't need to leave home to enjoy it.

Visitors to the Porsche YouTube channel ([www.youtube.com/watch?v=KhABMllo5i4](http://www.youtube.com/watch?v=KhABMllo5i4)) or its website ([www.porsche.com/Museum](http://www.porsche.com/Museum)) can take the 12-minute online tour – available in both English and German languages – charting the historical development of the spiritual birthplace of all Porsche sports cars. An expert Museum guide provides insight into the development of the site, from the ground-breaking ceremony in 1961, to the present day, via fascinating stories and archive films. The 'Design', 'Porsche Engineering' and 'Motorsport' sections are as intriguing as you might expect.

## 992 GT3 pays tribute to 956

Porsche Exclusive Manufaktur has paid homage to the 1985 Le Mans-winning 956 of Paolo Barilla



In 1985 a privateer Porsche 956 did the unthinkable – winning the 24 Hours of Le Mans outright. Fast forward to the present day and the driver, Italian entrepreneur Paolo Barilla, decided to gift himself a tribute to mark the occasion of his 60th birthday. Working in collaboration

with Porsche Exclusive Manufaktur, Barilla has put together a project that became known as the 'dream car' – a unique 992 GT3 based on his Le Mans winning car.

Shot in Summer yellow with white and black details, the special car displays Barilla's winning race number, 7, on its bonnet and doors. The rear wing and gear lever are bespoke to the project; the former had to prove its worth in the wind tunnel before being fitted to the car, the latter mimics the magnesium 'knob' found in the 956 racer. The GT3's wheels nod to the white aeroblades found on the 956 in period, while the 'PB 60' emblazoned across its flanks represent Barilla's initials and age.

## Bespoke 992 sculpture for sale

Looking for that perfect piece of wall art for the home, office or workshop? Look no further...



This limited-edition, customisable wall art installation is new to the Porsche Driver's Selection shop. The show-stopping artwork consists of an original aluminium 992 Turbo chassis section measuring 4,800 x 550 x 1,480mm and weighing 45kg. Made to order in Germany, the 911 side section silhouette is available in 17 Porsche exterior hues, and it comes mounted to a five-part aluminium rear panel – available in a matte black or white finish – with a silver anodised aluminium frame. Limited to 99 examples worldwide, each

features a badge bearing its unique number. Priced at £13,500, Porsche item number WAP0501150N003 is available to order now from the online store ([shop.porsche.com](http://shop.porsche.com)) or via your local Official Porsche Centre.

## News in Brief

### 10th Porsche Experience Centre to open

Following on from the opening of the recent Tokyo Porsche Experience Centre comes news that the 10th version will be built in Toronto, Canada. Only the third of its kind in North America, the latest Centre will be the first 'urban' version of the concept, occupying a 20-acre site in Ontario which will also feature more than 400,000 square feet of retail space, a casino, concert hall and a luxury hotel with more than 300 rooms. It is slated to open by 2024.



### 996 coilover suspension

GAZ Shocks is now offering a height and damper rate adjustable suspension kit for the 996. Adjustable keels on the body of the units allow damping adjustment, the shortened body and stroke lengths provide a 25 to 55mm reduction in ride height. Each unit is plated in Classic Black Zinc to minimise corrosion. The kits can be ordered as part number GP9-5216 and retail at £207.90 each (including VAT). For further details visit [www.gazshocks.com](http://www.gazshocks.com)



# Top Porsche Products

Total 911 presents a selection of the best Porsche products for you this Christmas



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9WERKS offers a stunning array of Porsche-themed socks for the discerning enthusiast: if you've a passion for pasha, a hankering for houndstooth, or indeed a penchant for Porsche's iconic Pink Pig livery, then these are for you!

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[9werks.co.uk/shop/products](http://9werks.co.uk/shop/products)

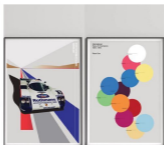


## 911 SPEAKER SPECIAL EDITION

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The original tailpipe of the Porsche 911 GT3 built as a high-end Bluetooth loudspeaker with brushed aluminium housing and high-gloss edges. Featuring Bluetooth 4.0 and aptX technology for wireless music transfer from smartphones, tablets and PCs in CD quality. 60-watt system power. True Wireless mode. NFC technology for the most simple connection with end devices. Up to 24 hours battery life. In silver colour/black. Size: approx 290x155x120mm. Weight: approx 3.3kg. Made in Germany.

[shop.porsche.com](http://shop.porsche.com)



## GRUPPE SEE ARTWORK

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Inspired by Porsche and the Group C era of racing, Gruppe See creates the highest-quality A2 and A3 automotive graphic art and photographic prints. Some of our favourites include 'Rothmans 962', and 'Champions Finish', a tribute to the 1974 IROC race one with a graphic depiction of the result. Nobody need know it's a car picture on your wall! All artworks are printed on the highest-quality Hahnemühle paper.

[9werks.co.uk/shop/products](http://9werks.co.uk/shop/products)



## 917 SALZBURG COMPUTER MOUSE

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## Porsche Centre Bournemouth has moved.

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**PORSCHE**

and bolts with A4 (marine grade) stainless steel parts. They cost a few pence more, but it is the best few pence I have ever spent.

I now drive my 911 in all weathers, knowing that rain, salt and dirt will never cause me these problems again. Still a great car after 19 years and fantastic value for money.

**Peter Flynn**

Great to see your DIY project is moving along nicely, Peter! Corrosion is a problem for many 996 and 997s, particularly regarding seized header bolts – they are a known issue, whether a car has been driven on a beach or not! Refreshing too to hear you're continuing to drive your 911 in all weathers. Good luck with it!



## Semiconductor issue

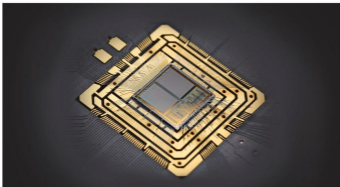
Dear Sir,

It's been well documented elsewhere that Porsche and other automotive manufacturers are facing huge delays to vehicle delivery times due to a global shortage of computer chips. I wondered if you had any more information on this, and how much longer Porsche thinks it will be facing such issues?

**Simon Wagstaff**

As you mention, this is an issue affecting all automotive manufacturers around the planet. The causes have been twofold: factory closures

in China due to COVID outbreaks, married to unprecedented demand for products around the world. Demand has gone up, while production has gone down, resulting in the situation we find ourselves in. A Dealer Principle at our local Porsche Centre told us that while the situation with delivery times is very tough currently, it is hoped we are through the worst of the backlog, though as you can imagine, there are many variables beyond Porsche's control which stops the company giving any direct forecasts as to when we may expect a return to normality.



## Porsche transparency?

Dear Sir,

Have you seen the Porsche adverts in this fine magazine and many others? 'Total transparency' it claims as its title, and briefly explains how they now offer servicing packages with clear pricing. However if you then follow the link there's anything but 'total transparency', with no mention of pricing anywhere!

**Simon Ferrari**

We followed the link as requested and found published service menu pricing for our mock model in question, a 991 Carrera. Many Porsche dealers and independent specialists offer menu pricing for service costs on new cars (and in some cases classics) to give you an 'apples with apples' comparison on pricing.

## 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,

With the cold mornings now more apparent here in the UK, my car is taking longer to start and I noticed the lower door cards are damp/wet, surely this can't be normal? I drive a 996 C4S.

**Carl Schwenker**

The lower section of the carpeted door panels on 996 and 997s are something of a common fault point on these cars. The door membranes can fall on the 996 models, as the glue can become hard and lose its stickiness due to age, allowing moisture past. Likewise on the 997 variations, the foam seal can perish and degrade, allowing water past. A new membrane will be required to rectify this.

This is also the perfect time of the year to check your water drains are clear on the bulkhead besides the 12V battery. Additionally on convertibles, ensure the roof drains flow freely in order to prevent any water ingress and costly repairs in the winter months.



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# Fresh

HOW THE SPEEDSTER CONCEPT SHOWED

The 911 Speedster Studie helped give Porsche's icon a new lease of life – and put fresh air between the plans of an infamous CEO...

Written by Richard Aucock Photography by Ali Cusick



# Start

THE 911 WAS ALIVE AND KICKING



Porsche spent much of the 1970s trying to kill the 911. Despite – or maybe because of – being a forward-looking and steadfast engineer, Porsche's first-ever CEO in the 1970s, Ernst Fuhrmann, was determined the 911 would die under his watch. His 928, developed to be an ultra-modern GT immune to proposed US crash protection regulations, was the future. It wasn't until 1981, when Fuhrmann was replaced by an American 911 aficionado, Peter Schutz, that such thoughts were bid to rest. Finally, development of the 911 could begin again.

The company had a lot of catching up to do. Evolution of the 911 had effectively been paused for years. The 1984 3.2 Carrera would be a stepping stone to models far in the future, such as the 964 and 993 – but development projects take years, and in the meantime, Porsche had a business to grow.

How can you bolster profitability today even when all your R&D spend is being pumped into the cars of tomorrow? With engineering ingenuity, open-minded management and a good understanding of your history; that's how. This is the story of the Porsche 911 Speedster Concept.

The name was originally coined in the 1950s. US importer Max Hoffman wanted something cheaper and driver-focused to offer American enthusiasts: cue the cleverly conceived 1954 356 Speedster, a sub-\$30,000 car with a steeply raked, cut-down and removable windscreen. Despite offering minimal standard equipment in order to keep the price low, buyers still flocked to the 356 Speedster and it lasted until 1959.

The Porsche Speedster became world-famous. The Porsche name became iconic in America because of it – a West Coast cult that was aided just as much by success on the racetrack as by the car's boulevard-cruising style. The United States would

develop into Porsche's most important global market, and it's largely thanks to the success of the Speedster.

Despite this, the name lay dormant throughout the 1960s and, as we know, Porsche in the 1970s was otherwise caught up in the mythology of complicated, expensive front-engined V8 GT cars. Legend has it that technical director Helmuth Bott, a secret Speedster fan, fashioned a simple open-top 911 concept – to the fury of Fuhrmann, who said Bott would be fired if he continued with the project. The half-finished prototype was rolled out of his Weissach workshop into an unassuming lockup, to be forgotten.

But it wasn't forgotten forever. As Porsche plunged into the losses that led to Fuhrmann's departure, Schutz took his place as CEO. The American was dismayed and furious to find an empty book of ideas for developing the 911. In just his third week in the job, the decision to cease production of the 911 was reversed. Soon after, work was underway on something that the US market would adore: a 911 ☺





“Porsche cheerily added that the club sports cover can be swapped for the roadworthy serial windscreen with just a few screws”

**TOP** Aero side mirrors never made it to production, though the 1964's later Cup mirrors would bear a resemblance

**LEFT** The 1987 Speedster Studio, seen here with club sports cover, made in homage to earlier 550 Spyders

**BELOW** While the Studie was based on a narrow body, most 3.2 Speedsters were built using a wide body



**BELOW** Club sports version replaced the windscreen with a small wind deflector



Cabriolet. The SC-derived model arrived within two years... but Schutz, and a now finally on-side Bott, had even more in store.

Bott was first to dust off his ideas. Work began in 1982 on a neat variation of the Cabriolet that ditched the roof, binned the windscreen, and replaced it with a tiny wraparound windshield that continued into the doors. There was talk internally of a very limited series of 200 cars, but other more urgent tasks in the company's fightback took over.

It wasn't until a few years later that Schutz visited the styling centre, came across the project and liked what he saw. Similar to Hoffman all those years ago, he had a potentially lucrative vision that was, in the spirit of the 356 Speedster, even simpler than Bott's earlier idea: basically, a variant of the new Cabriolet with no roof and a tiny removable windshield instead of a proper windscreen. With the design team enthused and the green light given, work recommenced apace. After several false starts, the Speedster name was definitely coming back.

Porsche actually assessed two prototypes in 1986 to hone the simple Speedster Concept. The first was a Cabriolet wearing a Turbo body, with the roof removed and windscreen replaced by a small aero screen. The idea was to include a detachable hard-top

that featured a regular windscreen. This was Schutz's idea for the 911 Speedster.

The second was based on the regular narrow-body SC. This was closer to Bott's original concept, with a wraparound screen and distinctive raised hump-back tonneau cover behind the front seats. Both concepts were two-seaters.

And that's how we got to the radical concept that wowed the 1987 Frankfurt Motor Show. Glinting under the spotlights in extensively colour-coded pearlescent white, complete with white-painted Fuchs wheel centres, it was about as '80s as can be. And the crowds, with their moustaches, perms and Filofaxes absolutely loved it. The 1987 show car was closest to Bott's original vision, albeit retaining the simple ethos he envisaged. The core car, as Porsche explained, was intended to 'represent Porsche's pure pleasure in driving sporty and "topless"'. The company admitted it was more adaptable (and less comfortable) than the Convertible. The idea was to easily switch between road use and 'club sports' competition, just like the original 356 Speedster did so successfully in the 1930s.

Around 70kg lighter than the Cabriolet – effectively negating the weight gain over the Coupe – the Speedster Concept was a two-seater with a very simple, unlined, lightweight roof. Its purpose was to

keep the rain out, no more than that. The intention was that it would rarely be raised, instead kept hidden beneath a fibreglass 'double hump' cover.

As for the chopped-down windscreen, this was inclined a further five degrees flatter than the regular Cabriolet, and instead of an extensive window surround, it used a simple and lightweight aluminium frame. For added authenticity, this could be removed – Porsche made sure it used all the items found in the regular vehicle tool kit. The usual quarterlights were also removed, and while it did have side windows, they were wound up and down manually. Again, as this was a car for the sunshine states, the intention was for them always to be down.

When combined with the lean, lithe lines of the Ur-911, it looks beautifully, almost alarmingly clean to modern eyes. You're drawn to the elegant curving waistline that runs front to rear, rather than the familiar 911 Coupe profile that designers often sketch out with just a few simple lines. That dainty windscreen surround almost disappears, and the rear double-hump tonneau also seemed less 'weighty' than a regular convertible, not least because of how motor show spotlights glinted and illuminated its surface. It seems dainty and delicate, with a very authentic 'skunkworks' feel. It even had beautiful,

**BELOW** Hinged at the front, removing the club sports cover was a two-person job





bespoke aero-look door mirrors, contrasting starkly with the regular cars' heavy-duty items.

But it's not often you see the concept car naked. Only in period 1987 Frankfurt Motor Show images will you be able to enjoy it. That's because Porsche also designed two more possible iterations of the Speedster. The first was a simple hard top which could be bolted on with the soft-top in place. This even had a heated rear window, which Porsche insisted would make it ideal for use in wintertime.

The second was the real attention-grabber: a 'club sports' version of the 911 Speedster, which was 'fully dedicated to motorsports'. It's this very vehicle you

see in our pictures, after *Total 911* was given access to the car thanks to kind folks at the Porsche Museum. The double bubble rear was removed, as was the aluminium-frame windscreen, and in came another Bott brainwave: the small wraparound wind deflector. This sat atop a body-colour cover that enclosed the entire car apart from the driver's seat. The idea was to replicate the look of the 350 Spyder single-seat racers of the 1950s. It even had a simple but sturdy-looking roll hoop behind the driver.

How did the driver get in? Why, by lifting up the club sport cover via gas struts, a bit like some sort of glorious rear-biased 'hatchback'. It truly looked like nothing else, and of course, was unlikely to be practical (two people were required to lift and close the lid of this single-seat car, for starters). But what a dramatic appearance it had, and how the '911 Speedster Clubsport' further built excitement for this thrilling Porsche.

Even Porsche's admission that it was unlikely to be street-legal didn't dampen enthusiasm. Indeed, this perhaps even underlined the 'weekend racer' vibes. In conceding it could only be used on a closed-road course, Porsche cheerily added that the club sports cover 'can be swapped for the roadworthy serial windscreen with just a few screws'. Simple. So simple, it often staged demonstrations of the process on motor show stands.

The firm didn't even have to worry too much about adding performance to build the buzz. Again, in keeping with the 356 Speedster spirit, the 3.2-litre engine had no more power, producing 231hp for 0-62mph in 6.1 seconds. The period press material stated the same 152mph top speed as the regular cars, but this was clearly fanciful as aerodynamics would surely cap things well before then – if the driver's head or neck didn't cry foul first.

The idea had been to base the new Speedster on the upcoming 964 911. But, remember how we said there was lots going on at Porsche at the time? The 964 project duly overran and wouldn't arrive until late in 1989. The Speedster, which would continue to be derived from the 3.2 Carrera platform thus had an extra job to do – maintain interest in the 911 as the high-tech 964 was readied for production.

The production 911 Carrera Speedster was shown in autumn 1988 and went on sale in early 1989 – fittingly, to celebrate 25 years of the 911. It was on the market for around six months, and just over 2,000 were sold, each with a starting price of around £47,500, although many ended up costing even more than that. Serious money, but they were still snapped up (some were itching to hand over deposits as the covers were pulled off the production-spec car). Porsche itself would have a few more stumbles along the way before becoming the powerhouse it is today, but the 911? It didn't look back.

Ironically, it was launched with neither Bott nor Schutz still at the company. Schutz was first to depart, at the end of 1987. Bott departed a few months later, two years ahead of his official retirement date. Change was afoot at Porsche – change which would, in time, see Wendelin Wiedeking take charge and, finally, realise an all-new 911. Ironically, as production manager in the 1980s, Wiedeking was Bott's nemesis.

By bringing the Speedster idea back to life, Porsche in the late 1980s gave us a taste of things to come. Today's multi-faceted, marvellously profitable range can in part trace its roots back to one man's fanciful idea and another man's determination. The Porsche Speedster Concept may have been hidden at first, but its eventual reveal proved to the world the 911 was no longer on life support, but once again open for business. **500**





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# Speedster Gains

JCR takes the only open-topped 911 product to hail from Porsche's GT department and applies some motorsport thinking, to tremendous effect

Written by **Kyle Fortune** Photography by **Ali Cusick**



**T**he call came late on Tuesday night. Tomorrow's off. With the rain outside bouncing with enough ferocity to consider boat building and lining up two by two, JCR's Jonny Cocker has sensibly suggested that the planned

Donington track day drive in the JCR 991 Speedster might not be particularly wise. Not that he's precious about it: the Speedster is used, it's very much a working car, but as such it's on a set of Cup 2 R tyres that have seen a bit of track work, and there's no time to get suitable replacement rubber. There's another option, though: it's forecasted to be dry on the other side of the country, that usefully being where both JCR and I are located, so plans are changed and we'll drive the Speedster on road rather than track.

The last 991 built was one of the 1948 Speedsters, which makes the open car significant for Porsche as well as the GT department. As such most of them are secreted away in collections, untouched, undriven

with mileages kept low with an eye on future values. Cocker's unsapologetic about using his, buying it as he recognised the Speedster would allow JCR a shortcut to developing parts for the 992 GT3. Primarily, but not limited to, exhausts, JCR is specialist in producing lighter, performance-enhancing exhaust systems that work with the existing OEM parts.

The Speedster, then, is his JCR's rolling test bed, it replacing a GT4 and a brace of 991.1 GT3 RSs before it, it serendipitous that the fitment of what would essentially be the same engine as the 992 GT3 would be situated in such a head-turning, limited-series model. Cocker explains: "The prime reason for getting the car was the engine and that it enabled us to get a head start with 992 GT3 development. The fact that it's a Speedster helps, because realistically, nobody else is going to take what's a £300,000 car and start pulling it to pieces, repaint it and change it. From a development point of view for us, it's cool, while from a marketing standpoint it's fantastic because it just gets so much attention."

He's not wrong, either: the reach of social media had made me aware of the JCR Speedster, and a chance meeting at Henry's Car Barn (HCB) cars and coffee event in Warwickshire is where we bent Cocker's ear asking for a drive. One week later, we're back at HCB holding the Speedster's key, it also being the home of Logic VTC, the company that did the colour change on the JCR Speedster. Originally painted Crayon, it's now Smyrna green - Logic used its peelable paint process where a clear, peelable layer covers the original paint, before conventional car paint, here with added silver glass flake, is painted over the top. The result is sensational, that glass flake not changing the base colour like a metallic flake would, but instead adding some richer sparkle in direct sunlight. Cocker chose it after seeing it on a 356 Speedster, and he's picked well, because it suits the 991 Speedster perfectly.

There's some of that sun today too, and despite a damp drive over from JCR's base the roads are now drying. Cusick's busy with his camera while there's



a break in the weather, while Cocker and I discuss what JCR has changed with its Speedster. The most obvious visual difference, other than that colour change, is the 991.2 RS front end. I say obvious, but with Speedsters not exactly a common sight, all but the well-informed might miss it.

"We've done a full 991.2 GT3 RS front end: bumper, wings, all the front underfloor aero, all of the suspension components. That is twofold, because from an aero standpoint it's great, it's more downforce; in percentage it's more, in actual kilos terms it's not huge, but it all helps. More usefully it's enabled us to put a bigger tyre on the front and all the RS suspension components because it's got a much wider (30mm) front track," explains Cocker. The wheels are magnesium BBS items, Cocker saying they're the result of a US customer commissioning BBS to make 30 sets so they could have a single set. They are 20-inch twin six-spoke wheels with the same width and offset as the GT3, the fronts weighing 6.8kg and the rears 8.3kg – a massive saving of 3.8kg per corner on the front axle, and a 3.9kg saving per wheel at the rear.

Fitted here with Michelin Cup 2 R tyres, in 245/35 ZR20 front and 305/30 ZR20s at the rear, the brakes are changed for Surface Transforms ceramic discs, with RSCL Pagid pads; Cocker says this setup runs cooler, bites better and delivers smoother modulation on both application and release. Those Surface Transforms discs can be re-finished as many as four times too, which is an enormous cost benefit if you're tracking them, while they're also slightly lighter than the PCCB disc. Cocker's working on some titanium bells to replace the Surface Transforms stock items, which he suggests will be 50 per cent lighter again, and offer greater cooling.

The current reduced unsprung mass hangs off the Manthey-Racing GT3 RS MR coilover kit with three-way front and three-way rear adjustable dampers. Cocker picked a three-way setup at the rear as the four-way system, a benefit for a higher downforce loading of an RS, just isn't necessary here. It sits around 40mm lower all round, it riding a touch lower at the back than the front to make the rear underfloor work better, while balancing out that harder working front. JCR is working on a rear underfloor setup which should let it lift the rear slightly. Presently it's stock underneath the back but helping at the rear, visually at least, is the 991.2 Sport Design Package spoiler with its kicked, longer lip – changing, for the better, the rear look without being too overt.

It's these kinds of details that define JCR's Speedster. Overall, it's been revised with a subtlety that really works, it undeniably more assertive in its overall appearance, yet achieving that without looking modified. The rear spoiler, says Cocker, "is a nice addition, that looks very factory. Actually the aero balance is good, it's not all on the front, it doesn't feel like a GT3 RS without any rear wing by any means. It's more, to me, stable, because it was so weighted to the rear anyway. The front had felt floaty before, but we've been able to dial it in massively with the dampers, the Cup 2 R tyre, the whole chassis, the damper and everything has been tuned around that tyre. That tyre is unbelievable, it's like cheating."

Elsewhere Cocker says 99 per cent of his customers aren't interested in cracking open the ECU to work on it, so the company's focus is all around the principles of getting air into and out of the engine more efficiently. JCR has a huge range of options to



**RIGHT** New seat inserts are a visual upgrade, a revised shift however is something the eye won't readily see



**BELOW** Wheel arch vents are taken from a 996 2 GT3 RS







**“From a development point of view for us, it’s cool, while from a marketing standpoint it’s fantastic because it just gets so much attention”**

**LEFT** Porsche’s latest 911 Speedster has been taken to the next level by JCR, using the car as a development vehicle for its own 991 and 992 GT products

do so, its exhaust systems being modular to allow any number of combination of choices to achieve your intended goal, be it sound, performance or weight reduction. The promise with all of them is you’ll get a combination of all three.

Cocker explains: “On the Speedster as it stands, we’ve got development manifolds and the particulate filters are removed, there’s a different cat section in there. We’re just at the very early stages of development, the next stage is to get the first complete development set on, and then work from there. The rear section again is modular so there’s a complete direct replacement for the rear silencer, we’ve got a titanium non-silenced system on that – we do three: silenced, non-silenced, and a valved version. The silenced and non-silenced have a valve delete module, so the valves are removed from the exhaust, but it keeps the ECU happy; if you remove them it just kicks off, limits the revs and does all sorts of weird things.” There are weight savings the manifolds are Inconel, which drops between 3-4kg a side, and the exhaust, made of ASNEX titanium, depending on the final configuration, drops around 15kg over the stock parts.

JCR tests all of this, using lap times around Silverstone to benchmark its changes, with Cocker setting the times during product development. His qualification to do so is his motorsport background: years of racing and testing, including four outright

championship wins – the most relevant ones to his Porsche work being the 2004 N-GT British GT Championship title in a 911 GT3 RSR and the 2005 Asian Carrera Cup title. His goal back then was to be a Porsche factory driver but, sensibly, Cocker always had an eye on a future outside motorsport. “I always loved Porsches, I wanted to drive cars that I liked the look of. Most racing drivers actively have no interest in cars, but I’ve always had more of an interest in cars than motorsport,” he says. Cocker set up JCR in 2014, with the goal of approaching cars from a motorsport angle, putting his experience into finessing their performance, and in 2018 he was able to realise his goal of working on Porsches by developing JCR’s first 991.1 GT3 RS.

The Speedster is the current iteration of the company’s growth, Cocker delighted that at any given trackday a number of GT3/GT4 and other Porsche models will be running JCR products. There’s no track today, but getting in the cabin, that track focus is a little bit more obvious with JCR adding a Alcantara wheel, shift boot and knob, as well as its own seat inserts. The flat six fires with a deeper timbre than I remember from a stock Speedster, the almost Italianate and rather uncharacteristic musicality of the Speedster’s standard exhaust being replaced here with a more authoritative and purposeful sound, that’s more immediately recognisable as a Porsche flat six.

Cocker hadn’t mentioned anything in relation to the manual shift, but the very first push through the gate reveals it’s been significantly changed, later questioning revealing that there’s now a billet assembly replacing the stock one, with all the plastic and rubber bushings removed for a more direct shift. That alone is pleasingly transformational, the shift feeling beautifully mechanical and positive in its movement, weighting and accuracy, appreciably



enhancing what was already a hugely appealing aspect of the Speedster's interaction. The steering feels equally rich in information, its weighting such that there's enough heft to require a bit of effort off-centre, the reward for doing so being a front axle that's extremely faithful in its response. It's not as hyperactive as the current 992 GT3, the Speedster's crispness here not to be confused with corruption – it delivers feel and accuracy, yet it's not so busy that taking a hand off it to shift that brilliant six-speaker results in deviation from your intended trajectory.

Cocker says there's 3 degrees of camber on the front, the rear being 2.7 degrees, highlighting that above 3 degrees on the road is too much, creating unwelcome distractions. It seems here they have found a sweet spot, precision mixed with feel and alertness, resulting in a hugely informative wheel. What's so impressive is the ride quality, achieved despite suspension that's significantly lower and obviously more focused in its intent. There's a quality to the damping, which like the rest of the package elevates the performance without being detrimental to the usability.

After a few tentative miles on the road to allow the tyres to get some heat in them, the initial concerns relating to the suspension's singularity simply don't manifest. Indeed, for something that promises GT3 RS rivaling – and potentially bettering – lap times, the Speedster rides very convincingly, the anticipatory winching on spotting pock marks or difficult surfaces on the road not borne out with any crashing or jarring. The significant reduction in rotating and unsprung mass, as well as the

sophistication of the damping, is demonstrated here to tremendous effect. The brakes, not tested at anything more than legal road speeds here reward with fine feel and bite, particularly during the initial push, where input is readily translated to retardation.

Like the brakes, opportunities to really exercise the engine's full rev range are limited on the road, but on the occasions the revs get close to and touch the red point the intensity with which it does so is undiminished, enhanced even, with the more satisfying sounds from the exhaust making us wish for more time in it. There's a touch more power, Cocker saying they're aiming ultimately for around 545hp, but it's about 20hp shy of that presently. He concedes it's not really a car that needs more power, but if it can be achieved by efficiencies via JCR's developments then that's not without appeal. The fact it's more overt and stronger in its note is similarly attractive, that done without the sounds emanating from it approaching obnoxiousness – the Speedster, as much as a car that looks like this, is able to blend quietly into traffic when you're in less of a hurry and, more significantly given its likely audience, pass noise regulations at a trackday.

That's an impressive quality, because so often changes to take a car in one direction remove so much from the whole as to be unsatisfactory for a larger proportion of the time. That's not the case with the Speedster, JCR's revisions taking an already polished, rounded package and elevating it to another level again, without being in any way compromising as a result. That, today, is in spite of the Cup 2 R tyres, which while coping admirably given the less

than perfect conditions for them, did temper enthusiasm slightly on cool, sometimes damp roads. Regardless, the JCR Speedster drive is revealing in that it demonstrates convincingly that there's always room for improvement, particularly in relation to Porsche's GT products. It'll be interesting to see where JCR takes it, because I'd argue that it's damned near perfect, but might I suggest Silverstone, sometime next summer, just to be sure... [JCR](#)

## Total 911 verdict

JCR does the unthinkable and messes with Porsche royalty, to very convincing effect. The Speedster comes from the GT department so applying more motorsport thinking to it is no bad thing. Especially when the result is as convincing as JCR's changes, it all being done hugely sympathetically, the biggest compliment being that if Porsche itself had taken the Speedster further, it would likely have come up with something much like this.

### LIKES

- An owner, albeit a company, that is prepared to use a Speedster properly, and also isn't afraid to modify it to suit their own ambitions – and here, very admirably indeed.

### DISLIKES

- Porsche only built 1,948 Speedsters and few if any owners will be brave enough to follow JCR's example.



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# 911 HERO Lars Kern

The 'Ring record-hoarding factory driver speaks to Total 911 about laps, life and what makes Porsche so special

Interview by **Kyle Fortune**

Lap times and race results, that's how you'll be familiar with the name Lars Kern, but there's a lot more to Kern than the headline-grabbing, rival-baiting stopwatch work at the Nürburgring. Kern's a factory driver: he's paid by Porsche, he races for Porsche, but he's got an office in Weissach and studied engineering at university. He's not a typical racer. Instead of the familiar route of karting, formula this, formula that and the untold expense to do so, Kern spent his childhood gaming. He was good enough and as a teenager he won the opportunity to drive a real car, and then his parents and some sponsors realised his talent might be worth investing in. ➔





Kern's role as Porsche Test Driver has seen him enter the record books on many occasions for his Ring lap times in the GT2 RS, GT2 RS MR, and Cayenne Turbo GT



"My parents saw, okay, there's a little talent, and they helped me a little bit here and there, or found sponsors, but at some point there was just nowhere to go for me. This is where me and my family decided, okay, there's no other option. If I want to be involved in the automotive industry, I have to go to university," explains Kern. He ended up at Porsche which, given the company is in his family, isn't really a surprise. "My father worked at Weissach, where he was in charge of quality and durability testing. We lived eight kilometres away and growing up we could always hear the Cup cars testing," admits Kern. He adds: "On Fridays we used to put a note into his work bag asking him to bring a 911 home for the weekend; we grew up with it, so I had to end up at Porsche somehow."

Kern spent a good deal of his early years at Porsche driving at the Experience Centres and on customer events, meaning he drove pretty much every Porsche from every era on a daily basis. That remains the case, Kern essentially having the keys to the sweetshop – beneficial to his present role in the company, which put simply is 'Test Driver.' "There's no average day in my life, everything is pretty flexible," Kern says, adding: "I have my office in Weissach, but I'm not part of the chassis or suspension department, there are better engineers for those areas, I'm a whole car development guy."

That encompasses everything; Kern might one day be asked to give feedback on a 718 Boxster, a new 911 derivative, Taycan, Macan or any other production car. He'll also be called on to test the race cars, Kern getting seat time in absolutely everything wearing a Porsche badge on it. "I think that I can give them a good view over the whole car. And because I didn't grow up with karting and stuff, I think I have a pretty good understanding, because I see myself a little bit like an amateur – I need to feel comfortable in a car in order to be quick. And we found out that when I'm quick and I'm feeling comfortable, the car is pretty good for customers."

He continues: "A day in my life could look like, on the one day the chassis guy comes around, he says, 'okay, I have new software for dampers. Can you just drive for five laps and give me your ideas?' And I'll do that. And then for the afternoon, the Porsche Motorsport guys ask, 'can you do a rollout with an RS RZ, or whatever, it really can be everything,' says Kern. "Tough gig, right?"

"Within the last few years, my role grew so that they ask me more and more, and I see every Porsche. A lot of people like the GT3, GT3 RS or whatever, but I think a Macan or a Taycan, even if it's the standard car, has to drive like a Porsche, it has to be sporty and on point. We sell all of them as a Porsche. The Porsche badge is on them all. So



**BELOW** Kern is seen here fulfilling his Motorsport duties, racing for Frkadeck in 2019





for me, all of them are just as relevant as the other," Kern enthuses.

Essentially Kern validates the work of the engineers, though he is quick to point out: "I'm just telling them what I think and what I feel. And it's not my responsibility what they do with this information, but I'm happy that we [Porsche] still have this idealism to always be on it, and even if it's a Cypresse, it has to last for laps around the Nürburgring."

Inevitably Kern spends a great deal of time in 911s. Indeed, we've just jumped out of a GTS having quickly, but effortlessly, lapped around Porsche's Experience Centre in Italy. Asked to define the 911, Kern's quick to reply: "For me, the 911 is the perfect sports car, but it's also a bit of everything. This is what I like about the car. I have two small kids, you can still... I mean, not in this one (he laughs, pointing at a lightweight optioned GTS with no rear seats). You can use the 911 with four people and it's still comfortable, but it can be super quick. You can track it, but you can also drive it every day. It has grown, but it's still not a big car compared to the competition," says Kern.

That growth, in the 992 series, did initially concern Kern, he admits, as did the inclusion of things like Lane Keeping Assist, but he's unconcerned about it now. "The car grew, it was bigger and had bigger tyres, and I was like, ah, we need to be a little sharper. Also our customers, they change. They want comfort, and this is also something I have to have

myself, because then I'm like we need lane assist, everybody sells it. So we have to do it as well," before adding, "with the core things, we are still perfect – driving the car around here, 20 laps and it's so capable and fast." The car we've been in was a manual, though when asked Kern says he prefers PDK; laughing, he says: "because we're lazy bastards," before qualifying that by adding: "the main thing here on track though is that we normally do left foot braking, so when on track it's better."

Speaking specifically about the GTS, and the lightweight option, Kern concedes that adding it would make a slight difference to track time over a non-lightweight car – a marginal one, but quantifiable in a back-to-back test. "It's not a GT3, it's a GTS, but we still want to give the customer the option to go a little bit more towards the track option, and that's what the lightweight option does." He explains that, overall, he finds the GTS to be the sweet spot in the 911 range: "I really like it. From the first-generation GTS we launched, it just has everything. It looks good, it has all relevant options. For me, it's always the best 911 you can have. It still looks like the normal 911s so you can park it anywhere."

You might think, racing internationally and being busy with his work at Weissach, that Kern's completely immersed in Porsche, but he describes it as work – his real passion is evidently his family. He's a father to two under three, and says: "they are growing up not really in this world, because I try to

**RIGHT** Taking first place at Sebring in 2021 alongside Laurens Vanthoor and Zacharie Robichon for Pfaff Motorsports







keep them out of it. The racing, and all that stuff, it's cool that I do it, but for me that's not the real world. I don't take them to the track, it's my job." Naturally it does mean that he's away from home a bit, but he adds, having just built a new family home, he needs to pay the bills. Unsurprisingly he does have a Porsche, which he keeps at his parents' house, his daughter occasionally asking to go and get ice cream in it. Recounting the story, he laughs, saying: "It's more about the ice cream though."

Interestingly it's not a 911. "It's a Boxster Spyder. The current one. But if I could choose, I would go for the 981 Spyder," says Kern, admitting it made more sense to buy the new one under the company scheme than buy a used 981. His fondness for the 981 is apparent, saying the way it moves around and works as a road car is what made it so special. His current 718 Spyder might be faster and sharper still. He says thought: "I put normal tyres on it. Because why would I need a Cup tyre on the street? I want the car to move a little bit, but it's still not as cool as the 981 was," Kern

validating my own belief that the 981 Spyder was wrongly considered the poor relation to the 981 GT4.

We're off topic for this publication, so changing direction I ask if he still games. "No," he says, the response actually a bit stronger than that, saying in his spare time he likes to enjoy time with family

well," says Kern, adding: "all our management and middle management and higher management, they can all drive. They can all validate if this feels like Porsche. And this is really important. We all have the same focus to make the car feel like a Porsche, make it drive like a Porsche."

That's true even for the future, Kern unconcerned about the march of electrification, saying: "As an engineer being in the role I am in, you have to be pretty open minded and accept that the world is changing. And I did so pretty early – with the Taycan when I drove it for the first time, the prototypes, I was like: 'oh my god'. It's a little bit rough to say this, but I think it's a better technology at the end of the day. And if you see how young it still is, I think there's a hell of a lot of potential in this and I'm really looking forward to experiencing what we are going to do with it and what we are going to see with it." One thing's for sure, it'll feel and drive like a Porsche, and those lap times are sure to keep tumbling, too. **SW**

**"For me, the 911 is the perfect sports car, but it's also a bit of everything. This is what I like about the car"**

and friends and not be around cars. Biking, skiing and more. Kern saying that when he was younger he wanted to be a ski racer. Wälder Röhrl is a famously good skier, and I ask if there's something in it among good drivers. Kern says he'd never really considered it, but concedes there most certainly is. "In the Porsche management, the guys who ski a lot, drive well. Michael Mauer, our head of design, he's a crazy skier, he does a lot of it, and he drives very



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# 997.1 CARRERA S

It's arguably the best-value Porsche 911 right now, so here's everything you need to know about buying a £25k 997.1 C2S

Written by **Kieron Fennelly**



## HISTORY AND TECH

The 997 was universally praised for its looks and Porsche was keen to tell correspondents that this was no mere reskin – all body panels except the roof were new, and Peter Robinson of Autocar was largely alone in finding the shape of the new 911 a shade too conservative. All testers though were impressed with revisions to the chassis which endowed more stable handling and a smoother ride. Robinson atoned for his earlier observation by adding that adhesion was so good that he could not make the 911 oversteer on

dry roads, and body control was “brilliant”. There were no complaints about performance either, especially the S for which Porsche claimed a top speed of 182mph. In 911 history, the ‘S’ began as a higher-tuned model before disappearing for 20 years, then reborn simply as a wider-body version of the Carrera. However, with the 997, the S got its own engine – while the Carrera 997 inherited the 996’s 3.6, an increase in bore (95 to 99mm) endowed the S with 3,824cc and 30 more horsepower. A canny move as the better-margin S versions would out-sell the Carrera 2.1.

There was no doubt that the 997 was a better car in all departments than its predecessor: quite apart from its dynamics, the gearshift was shortened and for most drivers, the variable-ratio (still hydraulic) power steering was an improvement. The evident quality of the entirely revised cabin was also praised. As a statement of Porsche engineering and finesse, the 997 was unimpeachable,

but it did have one crucial weakness, not apparent in the first two or three years: it carried over the same ‘open deck’ flat six M96 engine of the 996. A new design, the 9A1 was in the wings, but not ready: it would be introduced in 2008 with the second-generation 997. The critical component of the (now) M97 engine was its intermediate shaft which drove the camshafts from the crankshaft. The bearing on the heavily loaded ‘bottom’ end of this shaft had been known to fail on 996s, which usually destroyed the engine. In its defence, Porsche introduced at least four modifications to this bearing and instances of M97 failure were far fewer, and even rare towards the end of the model life. This flaw rather darkened the reputation of the early 997, but today the IMS is a relatively minor worry: many 997s have had aftermarket IMS modifications and on the used market buyers should be far more concerned about the car’s general health and service history.



## WHAT'S IT LIKE TO DRIVE?

The air-cooled 911 fan feels immediately at home in the 997. Despite the much overdue updating of the cabin, all the major controls are exactly where you expect to find them, although the 'button fest' of minor controls on the central panel is not one of this 911's best features, but visibility, control weights, clutch and gearshift all have a reassuring familiarity. Response and performance however make the 997 very much a 21st century car. The S packs 70 more horses than its visually similar predecessor the 993, and these are very apparent as soon as the throttle is depressed. PASM is a standard fitting and as well as firming the dampers, it also tightens accelerator response. While PSM is obviously standard (and is difficult to provoke) the 997 S is so smooth and so eager to race right up to

its 7300 redline that the neophyte has to be careful not to underestimate the car's sheer velocity. That said, the 997 S is quite unlike hyper-fast, hyper-electronic moderns. The 997 driver should always feel in touch with the road: for the experienced pilot, its 350bhp is a very manageable package and the 997 remains amenable when the traffic slows to a crawl, a state of affairs that was never to the air-cooled 993's liking.

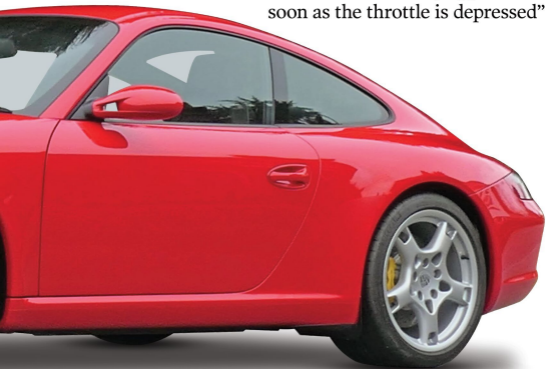
These comments apply to cars in first-class, properly maintained condition: 15 years will take their toll and a half-hour road test should soon reveal obvious faults such as brake imbalance, reluctance to rev and non-functioning PASM.



## THE VALUES STORY

The 997 Carrera was launched in the UK in 2004. The S retailed at £65,000, some £6,200 more than the base Carrera; prices remained strong, and even after the introduction of the 991 in 2012, there were plenty of 997.1 C2Ss for sale around £40-45,000. The passage of time brought this down to below £30k and the lowest point was reached in 2017-8 when high-mileage/multi-owner Carrera Ss started to appear around £20,000. Today the 997's worth is related directly to its condition and mileage: the gap between higher and lower-priced examples has widened as all Porsche used prices have strengthened over the last 18 months. Entry level remains about £22,000 and average cars – four or five owners with mileages of 70 to 90,000 – are on offer in the mid £20,000s. Lower mileage models can make £10-12,000 more: broker Hamptons of Surrey sold a brace of 35,000-mile C2Ss recently in the £34-37,000 bracket.

“The S packs 70 more horses than its visually similar predecessor the 993, and these are very apparent as soon as the throttle is depressed”



## MARKET RIVALS

The spread of prices between £20-37,000 allows a variety of other 911 options, though largely water-cooled, to be contemplated.

### 997 Carrera

This was the less popular model, but if the 'S' on the engine cover and marginally more torque and power are not important, a one- or two-owner Carrera with low mileage and unimpeachable history might offer better value for money at £30,000.



### 996 4S

The handsome widebody 996 remains very popular and because it was always slightly special, many were pampered and have remained low-mileage cars. £27,500 here may be preferable to a more worn and used 997 S.



### 997.2 S

These are generally in a higher price bracket. GT One offers a well-specified, 53,000-mile 997.2 S with PDK at £42,995: this is the very top of Gen1 territory – at this level a pristine, barely used C2S Gen1 should be expected.



### 911 SC

The classic option. The least costly air-cooled 911s are priced £25,000-30,000 and at this level are likely to be rolling projects, says specialist Paul Stephens. A good, though still well-used example is £50-60,000. 991 Carrera S territory.



## BUYING ONE

**P**orsche built around 100,000 first-phase 997s, which means plenty to choose from and as previously observed, a wide range of pricing. But whether the buyer's budget is £23,000 or £40,000, the same advice applies: these are 15+ year-old Porsches and all are likely to exhibit signs of age. Logically, offers in the lowest price category are likely to require the most expenditure. While the 997 will not exhibit structural corrosion (unless accident repairs have been carried out incompetently) the underside, especially on high-mileage examples, will have suffered during salty winters. This takes its toll on suspension mountings, exhaust pipework and brackets, brake lines and electrical connections. Uneven tyre wear is a sign that geometry needs adjustment at least and probably further investigation.

Porsches are engineered to high standards, nevertheless components corrode and wear out and bushes fail, control arms slacken, struts become fatigued. Exposed pipework in particular corrodes and after 15 years the complex exhaust manifolds will be fused to the engine, a very labour-intensive intervention if they require replacing. Situated behind the front valance, the air-conditioning radiators are especially vulnerable to corrosion and may have been renewed at least once. Replacing the coolant radiators at the same time is practical as these sit just behind the a/c matrices, but renewing both ventilation and coolant systems will not leave much change from £2,500. These are all general maintenance items which should have been dealt with on a correctly serviced car and be apparent in the history file.

Although nowadays specialists such as Ray Northway or Cridfords rarely have the 997I S on their forecourts, both enterprises service them regularly and concur that if there is a mechanical problem, albeit occasional, it is not the IMS, but scored bores. No one appears to have a definitive answer to why the S is so afflicted – suggestions range from cylinder liner material to inadequate heat dispersion by the larger-bore block. A reputable dealer such as RSJ in Slough, a long time 997 specialist, always has a wide range of 997I C2Ss in the £30,000-40,000 bracket. RSJ offers a year's warranty which includes scored cylinders, but owner Joel claims that he has come across only a tiny handful of cylinder problems since 2006 among the 3,000 997s he has sold. The secret he says is buying wisely and ensuring that the car's service history is immaculate with oil changes and maintenance carried out on time either by Porsche or recognised independents. The service record also indicates what components such as brakes have been renewed, and may provide a basis for negotiating the asking price.



**BELOW** 3.8-litre M57 was punchy enough, but they seem to suffer more with scored bones over the G2's 3.6



**ABOVE** Sport Chrono Pack was optional for the first time on the 997.1, which gave you the now famous Chrono clock atop the dash

#### DESIRABLE OPTIONS

Despite being the more expensive 'S' model, the 997 was not generously equipped so examples with heated and/or sports seats and sunroofs are worth seeking out. No particular colour stands out, according to RSJ. 'They all sell.' In its day, Tiptronic transmission was a popular option, but unlike the 996 Tiptronic commands much the same price as the six-speed manual. Here in its final iteration, the Tiptronic is particularly smooth, but has nothing like the dynamism and reaction time of the PDK, optional on the 997.2. The G2S was shod with 19-inch alloy wheels with unusual, and to some eyes, rather distinguished slotted spokes. Crested Carrera Sport wheels finished in 'GT silver' were a popular option, but perhaps the most expensive add-on was the X51 Powerkit which took output to 382bhp (for a mere £9,000).



**ABOVE** The 997's interior marked a return to tradition, but buttons can become excessively worn over time





## INVESTMENT POTENTIAL

No naturally aspirated 997 Carrera should be looked on as having investment potential – Porsche made far too many of them. Clearly, the better cars, those with uninterrupted and verifiable service records and which have been looked after, will retain their value better and have even increased their worth significantly in the present strange circumstances of chip shortages and COVID repercussions. But Porsches are thoroughbreds and besides a careful diet of meticulous routine attention, they also need exercise: very low mileages are not commensurate with the best health and stratospheric pricing for 10,000- or 15,000-mile examples should never be seen as a measure of these cars' future profit potential.

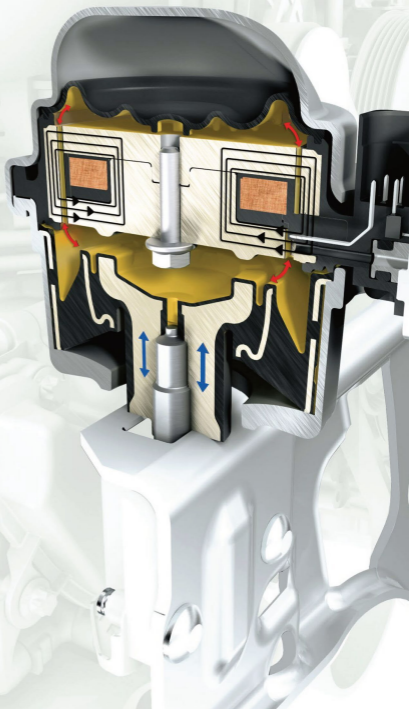
**“Porsches need a careful diet of meticulous routine attention”**

## TOTAL 911 VERDICT

The 997 Carrera is, by general consent, the last analogue 911. The next in the dynasty, the 991 was bigger, better built, faster, more refined and more economical, as might be expected from a design conceived more than a decade after the 996-997 platform. But such advances come at a price and in the case of the 911, electronics, hitherto playing an assisting role, now created a distance between the driver and the road – imperceptible to most people who might take the wheel, but plain enough to any 911 enthusiast who tried the 991. The 997 also retained much of the traditional 911 visibility and ‘feel’ even if the still hydraulic steering had a clever variable ratio gearing and took off some of the rougher feedback of earlier 911s’ steering.

It becomes a question of budget: a 997.2 C2S offers the same virtues and is a younger car, but will cost 25-30% more than the equivalent C2S of the first phase. The Gen2 certainly has a more advanced engine, but as a second or weekend car, rather like an air-cooled 911, the earlier car fits the bill and increasingly this seems to be the basis on which the model is now being acquired. The 997 combines classic 911 looks and modest dimensions with huge, but usable performance: selected wisely, a 997.1 C2S is very unlikely to disappoint.







TECH

# PADM

Total 911 explores the quiet magic of Porsche Active Dynamic Mounts for the flat six engine...

Written by **Kieron Fennelly**

**E**lectronics started to appear in premium cars in the 1970s: the 911's fuel injection, introduced in collaboration with Bosch on the 1973 G series, was the first significant application on a Porsche and marked the

beginning of a process. The Mercedes S class was the first production car to feature ABS in 1978 and five years later the Carrera 3.2 was launched with one of the first comprehensive engine management systems. This linked fueling, air mass, temperature and other parameters and was the precursor of the sophisticated and complex software which today underpins all dynamic (and even static) aspects of the 992. The ubiquity of electronic controls and safeguards is such that we tend to overlook just how ingenious some of them are.

While most cars have some form of traction control and all post-2011 cars are mandated to have stability control, PSM in Porsche-speak, Zuffenhausen habitually takes the technology

further. In the case of stability, Porsche developed this into torque vectoring, PTV. Dampers too came into consideration: the 2004 997 C2 introduced adjustable suspension, PASM, which hardened the dampers, giving the driver the choice of comfort and sport settings and with the latter, enhanced throttle response; in the last five years, PDCC, chassis control (through hardening the anti-roll bars) has been combined with rear-steer, intelligent developments which help to offset the modern 911's greater weight and size and concomitant loss of agility. But perhaps in some ways the cleverest innovation is actually one of the simplest: rethinking how the engine sits in the chassis.

If sources of NVH (noise vibration and harshness) relating to rotation of the road wheels can be dealt with through improved suspension techniques and insulation materials, disturbance created by the engine provides a different challenge. Since time immemorial, car engines have been



**RIGHT** PASM, introduced on the 997.1, brought active damping to the 911's repertoire

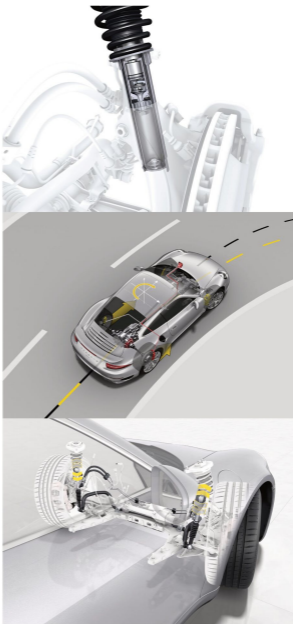
**MIDDLE RIGHT** Porsche Torque Vectoring altered power sent to inner and outer wheels, aiding traction in corners

**BOTTOM RIGHT** PDCC essentially means active anti-roll bars, keeping the 911 flat in corners to stop excessive weight transfer

“The ubiquity of electronic controls and safeguards is such that we tend to overlook just how ingenious some of them are”

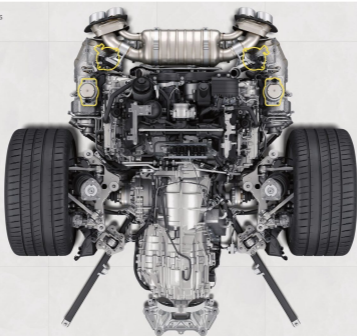
mounted on rubber blocks which filter out much of the vibration that would be transmitted to the passenger compartment, if the engine were bolted directly to the chassis. Modern formulations of these blocks offer very effective damping qualities. However, in a high-performance car like a 911, lateral cornering forces are now routinely capable of exceeding 1g; these will cause the engine – a 270kg mass largely outside the wheelbase, it should not be overlooked – to shift. This is the famous pendulum effect, a trap for the unwary in the early days of the 911. But while chassis, suspension and tyre improvements have eliminated the worst of such wayward behaviour, the engine's significant mass compresses the rubber mounting points on the outside of the corner, much in the way the suspension that side is also compressed, and this affects handling.

With infinite monitoring and control of traction and suspension already available, Porsche looked to see how engine mounts too could become part of the dynamic management system. The idea was not original – Honda devised a simpler mechanism for the Accord in 1990, but there the object was to reduce NVH at low rpm. With a far more dynamic application in mind, Porsche designed a method to impose real-time control of the engine mounts both laterally and vertically as well as creating better insulation of the cabin from low-frequency, road-induced vibration. To achieve this Porsche turned to magnetorheological (MR) technology. This ➡





**BELOW** Revised mount positions on a 992 Carrera S



involves engine mounts containing soft iron particles suspended in fluid; in unmagnetised state, they remain relatively pliant and the resultant flexibility of the mount absorbs much of the vibration that the engine would otherwise be transmitting to the chassis. When an electric current is applied to the mounts, the resultant magnetism aligns these particles, making them resistant to fluid flow, and stiffening the mount.

On the face of it the technology is straightforward: the stronger the electrical current applied, the greater the magnetic force, and the firmer the mount. Operation is carried out by a processor using data stored in the car's management system and it reacts instantaneously. The result is that rather than simply retaining the engine, Dynamic Engine Mounts control the moving mass of the powertrain and also reduces what it calls 'the challenging lower frequencies and higher amplitudes caused by transient torque events'. In other words, the mounts firm up in cornering, especially as lateral forces build up, then soften again according to the sensors' interpretation of key parameters such as throttle opening, braking and engine speed. The mechanism works not only from side to side, but also from front to back: under full acceleration, the front of the 911

tends to lift. Sensors assess the throttle position and firm the mounts appropriately, reducing vertical oscillations and the inclination of the 911 to raise its bonnet line; as operation of the active mounts directly responds to throttle input, this also enhances traction during high-speed cornering, increasing stability by offsetting load transfer.

A £2,500 option if not already fitted, active engine mounts are subtle in their operation and to assess the difference they make, a 911 so fitted would need to be tried in a back-to-back with an identical 911 with plain mounts and over the same course. Advocates claim greater stability when cornering with the track dynamics of a semi-race car, without compromising the 911's normal road ride qualities. On the track, the intervention of the active mounts is imperceptible, but what the experienced driver does notice is how power can be applied earlier through a corner – the 'anchoring' of the engine to the chassis improving traction at the precise moment when conventional damping would be unable to prevent both lift and lateral movement of the engine mass.

The mounts were first seen on the 997.2 GT3.

Since then, further advances such as rear steer, mentioned earlier, have simply added to the 911's usable cornering velocity. **911**

**2014**  
**PORSCHE**  
**991 TURBO**  
**SATIN GREY**  
**17,000 MI**



**2011**  
**PORSCHE**  
**GT3 RS 4.0**  
**#211 OF 400**  
**12000 MILES**  
**GRANPRIX WHITE**

**1998**  
**PORSCHE**  
**911 TURBO S**  
**RACER SPEC**  
**1 OF 23**  
**66,000 MI**



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# Chasing the 911 Dream

A father and son project set out to turn a 1972 911T into the Neunelfer of their dreams. Here is the stunning result, thanks to a little help from their friends...

Written by **Johann Venter** Photography by **Michael Schmucker**





**ABOVE** Agate gray paintwork is usually seen on 991-generation 911s





“My intention from the outset was to find a project that I could work on with my son Dylan... it would allow us to bond even further”

In Porsche terms, ‘T’ is for Touring, as signified by the 911T which was first introduced to the 911 lineup in 1967, alongside the 911L (for Luxury) and 911S (Super). The T was the entry-level 911 of the time, and largely due to the fact a T doesn’t carry the same price tag as the L, E (which replaced the L) or S models, many 911Ts have been modified by owners over the years.

It’s worth having a quick recap on the 911T from which this delectable restomod sprang. The 911T was a crucial part of Porsche’s expansion plan in the late ‘60s, aiming to help the 911 appeal to a wider audience at different price points and to streamline engine production – offering only six cylinders. Launched in 1967, it was the replacement for the entry-level 912, four-cylinder, which had been introduced just two years earlier, but strangely kept on until 1969. Production costs were cut by using cast iron cylinder heads, without the Biral (aluminium) fins. Anti-roll bars were omitted, and the T had solid instead of vented disc brakes with steel wheels.

The interior was a sea of vinyl, with not even a whiff of walnut, while cheap Perlon carpeting (nylon material-looking, much like felt) covered the floors. The 2.0-litre flat six was equipped with Zenith carburettors, more tame camshafts, a revised crank and lower compression pistons, resulting in 100hp.

The 911T was an instant hit, with buyers having to fork out less, yet enjoying the same cachet as the more expensive models, due to the six cylinders found at the back. Their cars however made use of a black stencil for the Porsche name and identification script, opposed to the gold stencil used on the more expensive models. The most significant change to the 911 line-up yet came in 1967, when the wheelbase was lengthened by 57mm to improve handling, and the wheel arches were flared to accommodate larger size tyres. The ‘L’ in the 911 nomenclature changed to ‘E’ for Einspritzung, which is injection in German, as

Bosch (Kugelfischer) mechanical fuel injection would drive the engine. The same applied to the ‘S’, but not to the ‘T’. In 1969 the 911T was fitted with a 2.2 litre engine, the carbs remained, but power was up to a respectable 125hp. Ventilated rotors were also fitted.

The final upgrade for the European 911T came in 1972 when a 2.4-litre engine was installed. Still making use of carbs, it also had a new Type 915 gearbox, with a slight power increase to 130hp. The 2.4-litre 911T destined for the US, Canada, Australia and Japan received the Bosch mechanical fuel injection (due to emissions regulations), as was used on the premium models, with a power increase to a spirited 140hp. The badge at the rear was updated to 911 T/E, and by 1973, the Touring was further uprated with Bosch K-jetronic fuel injection. Power output however remained the same. In the six years in which the 911T was in production, it outsold all other 911 models: thus the 38,333 produced between 1967 and 1973 represents over double the number of any other Porsche sold during the same period.

Let us now turn our attention to this incredible recreation of the 911T from South Africa you see in our pictures. There is so much to appreciate here: it is truly something to behold and such a far cry from the bare-bones, black 911 it once was. Those headlights are so mesmerising and what stands out most from the front of the car. But that is not all: there is a protruding silver grille in the valance, which is neatly finished off with a chin spoiler, first seen on the impact bumper 911 Carrera 2.7 RS. Moving to the side, one immediately notices the flared arches, with Bridgestone rubber tucked in tightly, bearing split rim Fuchs type wheels, finished in black, silver and chrome. Perched on each door are the original mirrors – they look superb and tie in perfectly with the rest of the brightwork. At the rear there is a winglet, a nod to the original RS, incorporated into the decklid. The rear valance neatly tucks in the exhaust silencer, with the pipes extending out dead centre.

Step inside and you are greeted by an earth tone of brown leather, covering the modern sport bucket seats with headrests (which is a nice touch) rear seats, door cards, side rear panels, and is also used as piping for the carpeting. The most unusual feature on the inside is the lower panel of the door card with aluminium surrounds: it incorporates a speaker, storage inserts on top and on the side, plus the leather door pull. There is a racing theme that permeates through the cockpit, equipped with a MOMO steering wheel, racing pedals, foot rest, perforated metal floor boards and the beautiful wooden gear knob reminiscent of the 917.

Brandon Topham, the owner, reveals how this all came to be. “Five years ago, I realised that I could only fully appreciate my 996 GT3 on a racetrack, and needed something I could enjoy on public roads. Initially I considered an AC Cobra as a project car, but was deterred over its safety. My intention from the outset was to find a project that I could work on with my son Dylan, he is the youngest of three and the only boy. As my wingman to various Porsche Club meets in the GT3, I knew he would thoroughly



enjoy tackling a project car with me, and it would allow us to bond even further. Through my research the Porsche restomod concept started to grow on me, and soon thereafter I came across a 1972 911T in Durban." Topham recalls. The very same car we see in front of us? "Four years ago it was a very different car. It was black, with a black interior and had been made to look like a 930 Turbo, which I liked, as the Turbo appeals to me. The original engine had been replaced with a 1975 90ES engine, which had been upgraded to a twin-spark, and I thought it would make for a great project. I had to move quickly on the deal, so I flew down to Durban and drove back the 600km (373 miles)." Topham declares. So I take it the restoration started in earnest as soon as you got back? "Not by a long shot, we were not exactly sure what we were going to do with it. We drove around in it for about a year. I knew I wanted something we could fully enjoy on the road. The idea had not fully crystallised but I was sure we could come up with something special... that would be uniquely ours. What really spurred us on were the many electrical gremlins the car was plagued with. I remember the brake lights not working, the indicators failing to flash, and the electric windows opening at will. And from the outset we knew that it was going to be a full nut and bolt restoration," he states.

So how and when did the transformation start? "I came across online the now famous 'Prisco 911' of South African André Bezuidenhout (as previously featured in T910) who toured half the world in his 1969 911T, which had previously served as his race car. I saw the winglet on the deck lid which I took a fancy to, so I contacted André and enquired where he got it from, and he put me in contact with Exclusive Conversions, who had restored the car. I met with Anton Dekker, who heads up Exclusive Conversions, and we decided that our best plan of attack would be if he and his team coordinated and managed the restoration process."

"We agreed on a three-pronged approach: Anton and his team would strip and disassemble the car, he recommended Coachmans Auto Body do the paint and I suggested Café 9, who service my GT3, deal with the engine and gearbox," Topham remarks. Sounds pretty straightforward! "Not exactly," he retorts. "Getting all the colour schemes to work and securing the parts that would create the right aesthetic was a challenge. Anton indicated that our starting point would be the colour of the car: after

much deliberation Dylan and I settled on Agate grey, first seen on the Porsche 911 Turbo S Exclusive Series in 2007. Coachmans duly delivered a spray out, we were then able to pair other colours that would complement the grey inside and out. By then Anton had roped in Naserre Ebersohn, of Five Past Five Design who had assisted with the Prisco 911. We settled on matt silver, satin black and gold, the colour of the hides for the seat were decided on later."

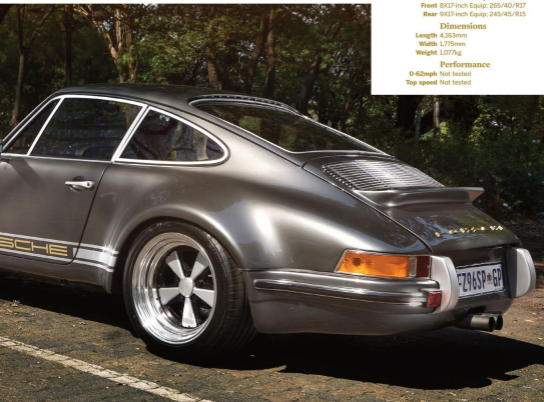
Topham continues: "Coachmans did an amazing job, they stripped the car down to a bare metal shell and went through the painstaking process of filling all the holes with lead, instead of body-filler, to get a smoother, more durable paint finish. While that was happening, Dylan and I spent an inordinate amount of time on the Internet, going through a plethora of possibilities in terms of the parts we needed. One of the first things we sourced were the Raven S Gun Metal headlights, from 9Eleven Headlights in LA. They look supreme and work brilliantly at night. It was a very exciting time... whenever a new package arrived, it felt like Christmas for both of us. As for the rest of the exterior, Anton fabricated the glass-fibre wraparound bumpers, over-riders and front chin spoiler, which is finished with a paint texture that gives the appearance of rubber. We added an anodised aluminium mesh grille behind the centre and side vents in the valence. Glass-fibre was used to fabricate the trunk lid and the engine lid with the custom winglet, which underscores the racing theme and pays tribute to the RS. The window surrounds, door handles, bumper over-riders and the beadings around the rubbers on the bumpers were gun coated in matt silver, which match the stripes on the flanks."

Shall we delve into the interior? "Our biggest challenge was to find the right seats, as that would determine the look and feel for the rest of the cabin. Anton presented the perfect solution, a modern sport seat which is based on the '64 RS, but with less side bolsters to make entry and egress easier. We sourced four leather hides from Hanetian – my wife convinced me to go with the red tan, which has the colour of a baseball glove, and I am glad she did, otherwise my accounting instincts would have drawn me towards a neutral black. Anton made a new dash out of steel and glass-fibre and covered it in vinyl, which is far more durable than leather, especially with the South African sun. The vinyl was also used to cover the top of the door cards and rear three-quarter panels. Initially we thought that we would just do



**BELOW LEFT** In a previous life the 911T was forward-dated to imitate a 930 Turbo





## Model 911T Restomod

Year 1972

### Engine

Capacity 2,800cc

Compression ratio 9.5:1

Maximum power 240bhp @ 7000rpm

Maximum torque 250Nm @ 5,000rpm

Transmission Type 915 five-speed short ratio with 7.31 crown wheel

**Modifications** Dougherty Cams (Dougherty DC 40) and valve springs – fitted high-rate valve springs and titanium retainers, Twinspark Conversion, using Dictator Wasted Spark EMS, comprising of 12 iridium spark plugs, Jewey individual throttle bodies, Dansk RSR headers

### Suspension

Front Torsion bar; Bilstein dampers

Rear Torsion bar; Bilstein dampers; trailing arms

### Wheels & tyres

Front 8X17-inch Equip. 265/40/R17

Rear 9X17-inch Equip. 245/45/R15

### Dimensions

Length 4,163mm

Width 1,775mm

Weight 1,077kg

### Performance

0-62mph Not tested

Top speed Not tested

the usual RS door card, but decided we might need some storage space. So we came up with a custom panel at the bottom of the door card that offers an insert where you can leave your phone, sunglasses and whatever else, with leather door pulls that still incorporates a race feel. Continuing with the racing theme are the Rennline, aluminium, four-piece pedal set with rubber grip, from Design 911 in the UK. The aluminium floor inserts complement the pedals, they are custom made, with a matt silver backing and a black front which has an abrasive coating to prevent slippage. The steering wheel is a Momo Prototipo Heritage edition, 380mm in diameter, also from Design 911. Closing out the racing theme is the 911 tribute gear knob, sourced locally. The Becker Europa Basketweave Vintage radio is from Chrome London in the UK. This Becker has been upgraded with a higher sound output, it plays through Rockford Fosgate speakers mounted in the door card, and it has Bluetooth built in, which offers some modern convenience, like hands-free calling and streaming. And to make sure it all works and we are no longer plagued by electronic demons, Phillip Visser, from Stuttgart Restorations, refurbished and reinstalled the wiring harness," Topham concludes.

I must say that the trunk is extremely well finished: "Yes, I am rather pleased with the outcome of the trunk, it presents extremely well. There is a custom aluminium dash cover with laser-cut holes which has been powder coated in satin black, the same goes for the 'smuggler's box'. The spare tyre is kept in place with leather straps, identical to that of the interior. The jack and tools are placed in bags which we obtained from Abbot Cars," he remarks.

Can you talk us through the engine? "We bought the car with an extensively modified engine, the 2.7-litre engine from a '75 911S had been bored to 2.8 litres and a big bore kit from JE, comprising of pistons and cast-iron liners were installed. Furthermore Dougherty camshafts, DC 40, with high-rate valve springs and titanium retainers were fitted. The engine was also converted to a twin-spark, with iridium spark plugs, fitted with Jervey individual throttle bodies. To manage all of these modifications, a Dickator Wasted Spark engine management system has been installed," Topham observes. You mentioned that the engine had been sent to Café 99 "Correct! They did a top-end rebuild of the engine, which comprised of skimming the cylinder heads and replacing the following components: six intake valves, 12 valve guides, all valve stem seals and one exhaust valve. The brake master cylinder and steering rack was also replaced. In terms of the gearbox, a new crown wheel and pinion was fitted to effect shorter gear ratios. We sourced Dansk RS/R headers which came with an exhaust, from Design 911, which gives the 911T more of a rich burlesque sound. To round off the mechanical overhaul, new polyurethane bushes have been fitted and the calipers have been rebuilt with new pistons. The calipers were gun coated gold, to match the engine fin, gold Porsche script on the flanks and the Porsche lettering on the deck-lid."

I take it this is a keeper? "Yes!" exclaims Topham. "I don't think I could ever part with this 911, as we put



so much of ourselves into it. Dylan and I, together with the various Porsche specialists were able to build something unique, which is truly special. Dylan is now 16 and soon he will be able to experience the 911T for himself, and someday it will become his."

Eventually it is time to put this 911T through its paces. These custom sport seats are adjustable for reach but not for rake and I find myself hunkering down to reach the pedals. Fl style. Ignite the flat six and it springs to life, emanating that distinct rasp of an early 911 into the cockpit. The Dansk headers and exhaust is amplifying the exhaust pitch to eleven. Manoeuvring out of the parking area we find ourselves in requires an inordinate amount of physicality, due to the small-diameter Momo, large wheels and lack of power steering. The clutch feels slightly heavy and travels one third of the way before the rear rubber bites into the tarmac. The process is smooth, as the engine is not erratic – it manages a constant idle, opposed to other early 911s with performance enhancements, where one has to

constantly keep the revs. Once on the open road, one is able to reach for higher gears the throws are shorter than on the standard box, but by no means snappy. The low-slung stance, rigid seats and low-profile tyres means your posterior is subjected to the many imperfections of our badly maintained B-roads. At higher speeds the steering wheel feels much lighter and the smaller rim allows for quicker manoeuvrability and turn in... the thickness of the rim is ideal. This however is not an all-or-nothing restomod – it's not jittery like some tricked-out 911s, the power band is quite linear. And below 4,000rpm it even feels docile, but punch through this, the cars come on song and this 911 truly comes alive, with a crescendo of soulful flat six reverberating through the cabin. It is an exhilarating experience, raw with emotion, which makes the hairs on the back of your neck stand up – which you want to repeat as soon as it has ended. It is the true essence of this 911T, of a bespoke design to ensure an enthralling experience for the owner without the need for a racetrack. **911**

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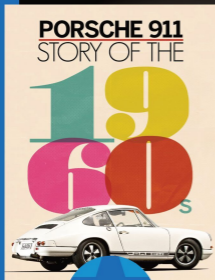
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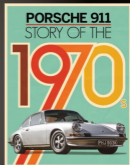
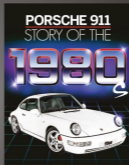
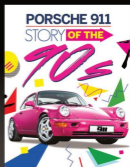


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# Living the Legend

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



**Anthony Coyne**  
Fort Lauderdale, FL

@eiferusa

Model 997.2 CARRERA S  
Year 2009  
Acquired FEBRUARY 2021

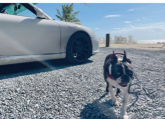


It's been madness here. We drove the 911 from Fort Lauderdale, FL to Minneapolis, MN so Alfie (our dog) could have a life-saving second craniotomy. And then we drove back again. Around 4,000 miles. Four huge sessions in the car between 12 and 18 hours. A couple of issues back I reported how we rushed him to the emergency room following an horrific cluster seizure. A high dose of medication had kept them from returning but that can only last so long, so we drove up to see his neurological team who did imaging confirming what we all suspected - the tumour had regrown. Well, it's gone again now, and he's enrolled on a new clinical trial. However, the new trial involves visiting the University of Minnesota every six weeks. We will be doing some travelling

over the coming months! The next visit will be in December, snow will be on the ground. I doubt even a die-hard 911 fan like me will attempt to drive the Porsche for that one. Maybe I will see how the weather looks nearer the time.

Oddly it really isn't that bad a car for what we are doing. Alfred sits in the back on some blankets really close to us which he likes, as do we because it is easy to reach around and check on him. We are also getting a bit more confident at spotting patrol cars, and with the help of Waze are able to unleash a little more of the flat six to eat away at the arrival times. The game is to take the estimated arrival time when we set off and try to match it despite our stop times (which Waze and Google don't allow for). If it sounds boring, spending hour after hour on US Interstate roads, you'd mostly be right, but interesting things do happen. I will share the most outrageous. As we

crossed from Kentucky into Tennessee, late at night, we stopped at the 'Welcome Center' rest area just across the State line so we could give the dog his medication and take a pee. These places always have a dog walking area but the location of where they are varies so you have to look for it. I saw a sign with a dog on it, walked over and saw it was saying the area was to the left, so I headed over to it and stood next to the sign when Alfred that declared we were in the right spot. At this point an overly officious security guard came over and told me where the dog walking area was. The area I was already in? Tired, and a bit annoyed by this person I told him I didn't need his help to know where the area was - I was already in it. I'm sure you can picture it unfolding, but what I wasn't expecting was to be told to get back in my 'fancy car' and leave. His words, or at least some of them, included this gem; "I will put you on the ground and hog-tie



you, boy". Anyway, we got back in the car while he cracked his taser off a few times for additional encouragement – not that I needed any.

I doubt this 997 has ever been so dirty. It has now passed 100k miles, and unwashed in 5k. The service light came on while heading to Minneapolis. I called Harper Porsche of Knoxville who serviced the car back in March, and they kindly squeezed me into their workshop at very short notice so the car could be sorted on the way home. They seemed very impressed that I'd managed almost 14,000 miles since I saw them last. I asked them not to wash it as I want the satisfaction of the before and after by my own hands. There is also something very satisfying about it looking the way it does, caked in brake dust and road grime. It looks like a central London car – except the wheels have still not been kerbed. Renée deserves a gold star!



**James McGrath**  
Minneapolis, USA

@auto.amateur

Auto Amateur

autoamateur,  
buzzsprout.com

Model 991.1 CARRERA  
Year 2013  
Acquired 2019

Model 991.2 CARRERA  
Year 2022  
Acquired 2020



This month I have been living in 'mod heaven', spending the last few weeks making a handful of (what I think are) relatively subtle

changes to my 911. I don't know if I will refer to my 991 now as the 991.3, or the 991.1B, or even the 991.1.5...but whichever designation sticks, I'm very happy with the results. I'm talking about a Moshhammer 'Duck Tail Evo' rear wing, made in Germany by Moshhammer Automotive and a factory 991.2 rear bumper with the '30' 991.2 LED tail lights which are favoured by most, above the version introduced with the 991.1. As much as I love how the 991.1 looks and drives, I have never been particularly fond of the rear lights. A little too 'disco' for me, the thin LED outline of the light casing looking a bit like a neon sign hanging in the window of a downtown chip shop. Okay, maybe not that far over the 'not for me' end of the spectrum, but hopefully you catch my drift.

These mods have been several months in the works. There are usually several

waves of activity to any of the jobs I take on, which consist of month-long chunks of time. You have to have a hobby, right?

Research – finding ideas, looking at what others have already done with the parts of the car I'm thinking of changing, comparing products and suppliers, cost vs. quality vs. complexity of the installation vs. desirability of the modification for any future owner.

Sourcing – not only finding the primary part I want to install, but any related parts I might also need to get my hands on. In this case, for the rear bumper I needed to also get my hands on plastic air-intake trim, the rear diffuser/valance and reflectors. Of course most of the mods available for Porsches are not available from the likes of Amazon, so we're talking a couple of weeks to get my hands on everything needed as opposed to days.

Preparation – in this case both my new Moshhammer wing and the factory rear 991.2 bumper needed to be primed and painted to match my car. The wing came as standard black plastic. From the look of the bumper, it came off a metallic black 911.2 C2 and took a fair few scrapes in the process. In addition to getting the parts painted I also had to prepare myself for actually doing the jobs. For the Moshhammer wing, unfortunately I couldn't find any useful online resources to walk me through the job, but from what I could gather it was going to be a simple job – four screws, that's all.

Turns out this was the case, but it needed a little coaxing into place to fit perfectly. I have since made a DIY video for anyone attempting this job – something I hope will help others. For the bumper, thankfully I had a great online resource in the form of a DIY video from my friend Andrew at the YouTube channel 'NineElevenSouth'. He had installed a 991.2 bumper on his 991.1 just a few months ago (and was the person who gave me the idea to do this to my own car!).

Installation – finally, the main event. As with most jobs, all the research and preparation can't cover every potentiality when it comes to modifying cars. The wing was pretty straightforward but with the rear 991.2 bumper undoubtedly, and not surprisingly, I encountered a few novel challenges which I captured in my own DIY video that was recently published on the Auto Amateur YouTube channel.

Overall I'm really happy with how these mods have turned out. Should any future owner of my 991 want the stock look, I'll keep all of the parts, but for the foreseeable future I'll be driving around, loving my 991.3.





**Nick Jeffery**  
Surrey, UK

Instagram @npjeffery

Twitter @npjeffery

Model **997 Carrera 4 GT**  
Year **2012**  
Acquired **OCT 2008**

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



I have just come back from another road trip around Wales. Six of us made the trip in four cars. I took the Carrera 4 GT as it was due to go back

to Paragon for some TLC. Chris was in his beautiful Carmine red 991.1 Carrera GTs, Terry in his stunning 997.2 Carrera S and Peter opted to take his relatively new to him 981 Boxster S.

We spent the first day making our way cross country (naturally avoiding motorways) to Wales and the roads were glorious with relatively modest traffic levels, a great way to spend the first day of the tour. Day two was all about the Welsh coastline where we found some epic A&B roads, stopping for a coffee and walk around New Quay, a very picturesque seaside town south of Abergystwyth on the west coastline. In the afternoon we made our way to the Red Kite Feeding Station & Rehabilitation Centre at Gigrin Farm in Rhayader. What an amazing experience and well worth a visit! Day three took in more awesome roads in West Wales as we made our way north to explore the majestic Caernarfon Castle! On day four

we explored Snowdonia National Park before heading to the Ponderosa Cafe at the Horseshoe Pass for a mid morning coffee, then south to Portmeirion for lunch at Castell Deudraeth.

Day five was all about heading home, again avoiding motorways. Unfortunately, this did not go according to plan. Having encountered some kind of problem and a huge tailback on the A55, our group became split into two and inevitably, having found numerous blockages en route due to various traffic issues in the region, we succumbed to the motorway network just to get us home... As the GTs is the consummate all-rounder, I left the PDK transmission in drive, put the cruise control on and listened to some of my favourite tunes via the Bose equipped stereo to break the boredom!

As mentioned earlier, the GTs was due at Paragon for an MOT and precautionary oil and filter change. The front brake pads were also showing signs of wear last time it was inspected so they were replaced although the front discs, having been measured for wear, were fine. I asked Paragon to address a chip in the windscreen and to investigate condensation that has formed in the rear reflector strip. Having phoned around this would not appear to be a common problem but a replacement item is not cheap – around £986 + VAT plus fitting! On examination the red reflector strip is held in place by two torx bolts and a series of pyramid-style clips along the width of the engine lid. Having tried (and failed) to remove it myself, I suspect it's also held in place with some strong adhesive tape. Paragon found exactly the same issue. It would appear the amount of leverage or force required to remove the reflector strip



for what should be a relatively quick fix (wipe down/dry out/reseat) would almost certainly break or fracture the 9.5-year-old plastic unit, thus necessitating a new replacement item anyway! I decided discretion was the better part of valour and will live with the problem for now.

The GTs also has some advisory items – all four Bridgestone tyres are showing signs of wear following two track days and some spirited driving over the last 7.5k miles! The offside front lower wishbone has a small amount of play and the offside rear shock absorber has started to weep, all things that can be addressed over the course of the next year of motoring. I'm keen to replace the Bridgestones with Michelin Pilot Sport 4Ss in any event as their dry and wet weather performance has really impressed me on the Spyder. However, I understand there is a shortage of tyres in the UK right now so will ask Paragon to pre-order them. I may also consider doing both of the front wishbones and rear shock absorbers plus full geometry at the same time to ensure the car is performing at its absolute best!





**Andy Brookes**  
Poole, UK

@993andy

Model **993 CARRERA**  
Year **1995**  
Acquired **SEPTEMBER 2018**



'You may remember me from a couple of months ago, I filled in for Phil Farrell when he was otherwise occupied rebuilding his house. I'm very

pleased to hear that my story was of interest and I have been invited onto the Living the Legend team. I thought my first official instalment should be to introduce myself and my car.

I enjoy listening to a podcast called *Spike's Car Radio*, and I believe it was Paul Zuckerman (one of the hosts) that coined the phrase 'tap root moment'. Let me tell you about my own 'tap root moment': this will also explain what that moment is. My teenage years were the years of the yuppie, the golden age of the red, white or black impact bumper 911 with a whaletail. I particularly remember witnessing a red 930 pull up outside the paper shop in Motspur Park where I worked as a 13-year-old paperboy. It then sped off down the little high street,



over the hump-back level crossing and up the hill, disappearing into the distance with huge velocity and making some wonderful noises. That was my first experience of anything outside of an Austin Allegro, Vauxhall Viva or maybe an exotic Ford Capri. That, my friends, was my 'tap root moment': the moment that would endure me to a lifetime of lusting after a 911. I would love to hear what your Porsche 'tap root moment' was?

As I couldn't afford a 911 at 16, my first car was a 1967 Beetle, the last of the sloping headlamp cars; somehow I managed to convince my parents that it would be a great idea to buy a Beetle and disassemble it on their drive with the aim of making it 'Cal Look'. Poor parents.

Many a VW and Audi ensued over the following years, including a Variant, Sciroccos, Passats, Corrados, along with a few other manufacturers' fine vehicles dotted in along the way. But there was always a lust for a Porsche in the background: every holiday would be accompanied with the latest issue of a Porsche magazine and then search on the classifieds to see if one was in reach. It would not be the right time due to doing a house up, needing something

sensible, not enough budget... you know the score.

Fast forward to 2018, I had been watching with interest the Luftgekühlt shows over on the West Coast of the US, reminding me of that Cal Look vibe that I desired back in the late '80s. News that they were hosting a show at Bicester that they were hosting a show at Bicester in the UK sparked huge interest, so I purchased two tickets and dragged my poor wife around Bicester on the only rainy day of the whole summer. But what a day it had been, that was the day that the 'tap root moment' I had had all those years ago in 1983 was to begin growing into a real, full-size Porsche. The green light was set for a purchase, and that purchase was going to be air-cooled. But what was it to be? I looked at everything from G bodies to 993s; the Gs appealed for their relative rawness, the 964 for its traditional headlamps, the 993 for its butt and hips. It really depended on finding the right car in the marketplace. The 993 seemed to offer the most for the least outlay, mostly because 993s had never hit rock bottom like the others, so most have been well maintained and looked after. The right car popped up, a Guards red 993 Carrera. More on that next issue.





**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**  
Year **1991**  
Acquired **2006**  
**REIMAGINED BY SINGER**

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**

Model **GT3 TOURING**  
Year **2019**  
Acquired **2021**



Should you have an opportunity to consider another 911, and assuming your budget allows, I'd recommend evaluating one of

Porsche's limited editions, particularly from the air-cooled era.

The 911 back catalogue continues to fascinate, in particular because of low-volume specials that were created and delivered to certain markets. I don't know much about the European specials, such as the SE models from the past that are revered. For the US market for example, in 1980 Porsche produced 400 units of the 911 SC Weissach Special Edition. This special featured fog lights, an electric sunroof, Bilstein dampers, Fuchs wheels with body-coloured centres and special spoilers front and rear. The Weissach Special Edition was available in just two colours and with a grey interior with burgundy piping.

I had the opportunity to drive my friend Kurt's special 911 a few days ago. His is one of just 701 examples of the RS America (RSA) produced between 1991 and 1992 and delivered exclusively to the US market. They were based on the 964 Carrera 2. Factory features included a whaletail, sports seats with cloth centres, RS-style flat floor cards, M030 sports suspension, rear seat delete and other items including the RS script placed on the sides in front of the rear wheels. The RSA weighed 2,954 pounds, 77 pounds lighter than the Carrera 2.



The RS America is indeed a very special drive. The unassisted steering is as informative as any 911 I have driven, the engine is one of the smoothest and free-revving I've witnessed, the handling is sublime and stopping equally impressive as the RSA used 911 Turbo brake components.

We took my 2019 GT3 Touring along for the drive and I'm sure I was having just as much fun driving the RSA as was Kurt behind the wheel of the GT3 Touring. The RSA is a classic air-cooled 911, produced in small numbers. But its biggest appeal is how immensely usable the car can be, both for a sporting drive in the mountains as was our experience, but clearly comfortable and quiet enough to be a fine touring machine.

Indeed, I might prefer the RSA over the GT3 Touring for a longer trip. This black 17,000-mile example is as solid as any 911 I've driven. The sport seats made

specially for the RSA provide a great combination of comfort and support. Just look at the size of the side torso bolsters! The connection with the car is finely tuned through these seats, one can really feel the chassis move around and adjust road position with precision.

The GT3, by comparison, and despite its 'touring' specification, is raucously loud. In any sporting situation, the volume is fine and expected and lovely. But for a tour? When I drove the GT3 Touring home from Seattle on a 450-mile drive, I decided that any long drive in that car deserves wearing earplugs. The nicely done Bose infotainment system seems superfluous as musical nuances though the speakers are certainly lost behind the din. Though quieter at low revs, the GT3 only starts to deliver its legendary crisp throttle response at about 3,000rpm and really wakes up at 4k. Which is fine, given that there is still another 5,000rpm of steadily increasing power to the 9k redline. But noise levels increase with the revs. I think I'd prefer the RSA given the choice the next time I have a lot of miles to cover in a day.

Kurt is considering lowering the ride height and possibly installing different suspension components. The first to improve the stance in his eyes, the second to further increase handling precision. Those are some fine ideas, though behind the wheel the car handles as good as any factory-prepared air-cooled 911 I've experienced (though I have not driven a 964 Carrera RS for comparison purposes).

Possible suspension tuning aside, for me this RS America is a reference for the 911 air-cooled experience. It has every attribute of a fine driver's car and nothing superfluous. It's smaller than the water-cooled cars, yet has the finest of 964 lines. Just a lovely thing in every way and I'm thankful to my friend for allowing me to experience it.





**Lee Sibley**  
Poole, UK

@lee\_sibs  
9WERKS TV  
9WERKS Radio

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



Call me old fashioned, but when it comes to spending money on my 911, I prefer to spend that money on exciting things

like modifications, track days or road trips. I can even tolerate a spend on safeguarding exercises such as servicing, which keeps the car in primed condition for the rigours I'll put it through thereafter. What I begrudge entirely though, is spending out on incidents of fixing and repairing – they are pot holes in the road of the ownership experience that I'm sure no-one enjoys encountering. They make ownership less 'fun', which is a crucial aspect of having a 911, because nobody needs 'a 911 after all.

While I accept my 996 is nearly 25 years old, and that most other vehicles created in 1998 have long since been cubed, I can't help but feel an overriding sense of bad luck has come my way with the car this year. Simply put, it has had thousands of pounds chucked at it, to remedy various failings this year, and disappointingly the splurge has shown no sign of stopping.



The latest failing, just weeks after having a replacement steering rack, was the alternator. It left me high and dry at the side of the road during an evening drive. The car had started well, but the dashboard was lit up like a Christmas tree, telling me ABS and traction control were off. The car was working fine, so on I went, thinking if the battery was low, the alternator would at least charge it on a



drive. Alas this was not the case, and the car gave up gracefully as I sailed into a roadside lay-by.

The alternator is getting replaced as we speak. Then in four weeks' time the 996 is due a major service, where I'll chuck more money at a car I've barely driven this year. Fingers crossed for a return to some sort of pleasure from owning an old 911 very soon.



**Tony McGuinness**  
San Diego, USA

@tonymcguinnessgtr  
Model: **997.2 GT3 RS**  
Year: **2011**  
Acquired: **FEB 2011**

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



I've mentioned previously during the pandemic that me and a few of my fellow Porsche GT3 owners were able to take our 911s

out every weekend for a spirited drive throughout San Diego County.

It was quite amazing to see what were definitely some of the busiest freeways in the United States before COVID had become almost wide-open after Stay-Home directives were implemented. During this seemingly endless pandemic, to fight the boredom of staying home,

four of us met every Sunday to drive San Diego roads. We drove roads we knew well and explored ones we had never ventured previously.

As things started to open back up in Southern California, we noticed several Cars and Coffee events surfaced. On a recent Saturday, Porsche of Carlsbad hosted their first Porsche Cars and Coffee at their renovated dealership. Service manager Shaun Puno asked if I would be willing to display my Grey black 2011 997.2 GT3 RS on the showroom floor for the event. Shaun and his team always take excellent care of both my RS and my GT3, so I was happy to oblige.

My good friend and fellow GT3 owner, Ron Mercurio, and I chatted and decided we would meet up at 7:00am Saturday morning and make the short trip to Porsche Carlsbad together. Our other GT3 and GT2 RS buddies were unavailable as they had treated themselves to a trip to the Formula One United States Grand Prix race in Texas.

Due to being inspired by 7911 Editor Lee Sibley's superb videos, during drives I now always kit out my 911s with GoPro cameras. While this was only a quick trip for us, I still managed to get some excellent action footage of Ron's beautiful Chalk-coloured 991.2 GT3. I

had positioned a GoPro on the roof of the Rennsport facing forward, another camera at the back of the roof facing back over the rear wing. Additionally, I installed one inside the RS cockpit on the windscreen. I was able to grab some terrific screen shots of the front and rear of Ron's GT3 as well as some excellent shots of driving my GT3 RS onto the Porsche showroom floor.

As I pulled up to the showroom, two massive glass doors opened making way for the GT3 RS. Slowly moving across the showroom floor, I immediately realised my Rennsport was going to be parked right next to one of its ancestors, an original Porsche 917 Long Tail which a private owner had graciously loaned to Porsche Carlsbad for display. It was obvious my RS was in the company of a true legend.

Towards the end of the morning, I overheard one Porsche 911 owner say, "Today was probably one of the best Porsche-focused days I have experienced since the COVID-19 pandemic." I certainly agreed with him, as I am sure many others did too. It indeed was a long time since I had experienced such a fantastic experience alongside other Porsche enthusiasts, and I hope to experience more in the future too.





**Max Newman**  
Aylesbury, UK

@maxripccc

Model **1991 J CARRERA S**  
Year **2013**  
Acquired **SEPTEMBER 2020**



During my teens in the late 1980s and '90s there was a successful local businessman who had a succession of immaculate new

911s, often Turbos. They were always Guards red and always wore the same number plate. I'd see him often and resolved to put myself in the same position one day, to buy and drive the latest, greatest 911 – although mine would be black, with silver wheels.

I'd started reading the legendary motoring weekly *Motor magazine* (*Autocar* as we know it today) in 1986 – a present from my Dad. Clever, because

it was for him really. The road testing, writing and insight was absolutely first class. It was a great period to be falling in love with the 911 and tracking its evolution. I hoovered up all the detail.

The Rubystone 964 RS seemed like the coolest thing ever, and the 964 Turbo S achieved mythical status after the story of a factory collection and drive home, written by Steve Sutcliffe I think, who accompanied the owner. I think at this point my ideal two-car garage would have been a Rubystone red 964 RS and a Nogaro blue Audi RS2. Sadly I was only 15 years old and still at school.

Dad also subscribed to *Motorsport* magazine and our family involvement with the Vintage Sports Car Club gave me a historical context and a love of vintage and classic racing cars in particular. In Porsche terms I made an early call on the 2.8 RSR as my favourite older 911 – a view which hasn't really altered over the last 35 years.

What *Autocar* magazine did though, and by this time *Performance Car* then *Evo* too, was to detail the evolution and constant development of the 911 road cars. It helped not only to inform my views, but the way I approach 911s today.

The 993 was a real high point for me and remains so, especially the RS. Steve

Sutcliffe's road test of the silver 993 RS press car was music to my ears, and Colin Goodwin wrote inspiring copy about his adventures in it.

I found the transition to the 996 a bit tricky. Not because of the water-cooled thing, it was more the way it looked. So I almost missed the 996.1 completely, but came round to the 996.2 when I read in *Autocar* about a C2 press car equipped with M030 suspension and an Aerokit, which they rated and it looked great. It was the 997 that really got me back on track though – a taste of things to come.

I haven't managed to live out my schoolboy dream and order a brand-new black 911 yet, but my approach to how I want a 911 to fit into my life remains the same. I want to be in it and using it, I remain excited about the new cars, and about the development and evolution of the 911 product.

This is my 24th LTL column, my two-year anniversary, which is why I thought the opportunity for a bit of context might be interesting. It's a privilege to be involved with the magazine and a pleasure to see my words and pictures in print. However you '911! I look forward to meeting you on the road and hearing about it.



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

Model **930 3.3**  
Year **1990**  
Acquired **2011**



Now that the 930 is safely in the garage at home, I have been able to address several maintenance issues with the car. One has been wear

in the throttle linkage, specifically the junction between the button on the bell crank which mounts to the transmission, and the wire loop leading to the engine compartment and throttle butterfly. The button was significantly worn through the already narrowed 'waist' where the wire loop wraps around.

The button is available as a spare part, and I had purchased one long ago with the intent of doing this job. It was 30 minutes' work to remove the bell crank, grind the back off the old button, punch it out, install the new one and peen the mounting pin. A quick coat of paint to protect the bare metal and it was back in the car.

Next up was dismantling the wastegate to investigate some strange 'whooshing' noises that the car was producing under boost. I suspected a torn diaphragm or leaking exhaust flange but there was nothing to be seen. The wastegate has been reassembled and reinstalled and I will continue the investigation elsewhere.



The final task was to look into why the car had started pulling left under braking. My logic was that there must be a problem reducing the effectiveness of one of the right-hand brakes, such as fluid leaking onto a pad or a stuck piston. I removed each pad in turn, checked the piston seals and that each piston was moving freely. Everything looked great – almost exactly as it did when I rebuilt the brakes almost ten years ago. I'm now wondering if it could be a wheel bearing or suspension bush, causing the wheel alignment to change under braking. The latter is a real possibility as the car was strapped down for two flatbed tows during the recent Ignition Saga and this may have disturbed something. I'd be keen to

hear any reader experiences with worn 911 suspension causing pulling under braking – please drop me a line via Instagram.

What about actually driving the car? We did in fact get out on a lovely spring day a couple of weeks ago. The first part of the drive was through the beautiful Adelaide Hills and was delightful, but we made the fatal error of returning home via the South Eastern Freeway. On this particular Saturday they had blocked two of the three lanes and we were in crawling traffic for over an hour. To make it worse, the uphill gradient meant endless hill starts and slipping the clutch to go slowly enough. Thankfully the clutch survived, and the engine didn't get too hot. Next time we will stick to the side roads!



**Ian Harris**  
Shoreham, UK

@harrisclassics

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

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

**Model:** 964 CARRERA  
**Year:** 1993  
**Acquired:** JULY 2021

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



I've really been enjoying the 964, making sure to get to lots of shows to meet friends that I haven't been able to see for a while due to COVID,

with plenty of Sunday morning drives. The list of jobs to do on the 964 keep growing, but I'm honest that's half the fun for me.

The first job on the list is to get the car fully paint corrected with a ceramic coating; to get a jet black non-metallic car it shows every mark and imperfection. I always thought it was a waste of money spending a fairly large amount on paint correction, until I had my Carrera T done at Refined Detail. The car was like new, if not better, as they repair imperfections that are there from the factory. The added bonus of the ceramic coating is that it really seals the paintwork and makes cleaning it in the future a lot easier.

This time Refined Detail was booked up, so I used a local company called Touch of Gloss: Lucas the owner was very helpful in answering my questions and fitting me around other jobs, I dropped the car to him and was updated with images almost daily. A week later I collected the car and it looks great: all the swirls from

bad cleaning over the years are gone and the jet black paintwork has a deep shine to it. Lucas has also cleaned the front hub and engine bay as well as the backs of the alloys, wheel arches and brakes and a good-quality ceramic coat applied. The car looks great and will make it easier for me to maintain.

The second major job I want to do also involves blasting – or some of you might think I'm mad to get the car professionally detailed and then do some blasting! Well it's not your average blasting, I've seen a new trend from America coming over to the UK called dry ice blasting, which is virtually mess free; it uses a very powerful air compressor and dry ice pellets to gently take away years of stained-on oil, tar and dirt from the roads. The process is used in the food and manufacturing industry to clean machinery without a lot of mess, as the dry ice evaporates into the air and is non-abrasive so doesn't damage paintwork if used correctly.

I found a company online called Blast Smith who was mobile so he could come to my work and do the car there. He had bought with him 100kg of dry ice, the blaster itself with various attachments and a very large air compressor that was towed behind his van.



Tom started on the underside and straight away the alloy trailing arms that were black started to come up in the factory silver again, which was very rewarding to see. The process took half a day and in that time Tom from Blast Smith had cleaned the arches, underside of the engine, gear box, all the suspension components and also the plastic trim. The car's underside now looks lovely and clean. Items that are rusty like exhausts and areas that are damaged clean up a little bit but ultimately will look the same.

Now the car is looking superb! I will apply a thin layer of clear under-seal to protect the car and keep it looking new. It's been a great year of getting the 964 to be 100 per cent how I like it and also making it my own car, that for me is half the fun of car ownership...



**Ben Przekop**  
Mercer Island, WA

@benjaminprzekop

**Model:** 992 CARRERA S  
**Year:** 2022  
**Acquired:** DECEMBER 2021



Back in the autumn of 2020, a serious health scare finally convinced me to start making long-overdue plans to retire in 2021. Those plans included

some lifestyle adjustments, including reducing my 'Porsche fleet' to a single 'do everything' sports car, and neither my 2004 911 Anniversary Edition nor my 2016 GT4 really fit that bill, so the search was on for a new Carrera S. Since there were virtually no new or used 992s available anywhere, I started to look at 991s. However, whenever I did find one that was reasonably priced, it would be missing at least a couple 'must-have' features, or the colour was not acceptable. Then in December I actually got to test drive a

low-mileage, pre-owned 992 with a great set of options. I was blown away by the performance and the styling, especially the new interior, and the price was inviting. But after thinking about it further, we just couldn't get comfortable with the unusual colour (Aventurine green metallic). But at least I now know that a 992 was the car I really wanted, if only I could find one!

After several more months of frustrating dead-end searches, Her Ladyship asked me an interesting question: "Why don't you order a new 911 with exactly the colours and options you want? This might be your last new car, so you should get what you really want," she added with a smile, reminding me yet again that the events of the past year should have convinced me that tomorrow is indeed promised to no one! Okay, I thought, I'm in, but what about the long and expensive waiting lists we kept hearing about, and even longer delivery times? What was realistically possible?

So, in April of 2021 we took a drive to talk with our trusted sales advisor at Porsche Bellingham, Daria Parks, along with her general manager Travis Graddon. "I'll be honest with you," he said, "we can put you on a waiting list now and you'll be fifth on the list, but based on what we

know about how many allocations for 911s we might get this year, you should set your expectations realistically on getting a car sometime in the spring of 2022." Ouch, we thought, that's a year away! So we put down a deposit (as a repeat customer it was a very reasonable \$1k) and mentally settled in for what was likely to be a long wait.

But only one month later we got a delightful surprise when Daria called and said we could lock in a planned September 2021 build with a November 2021 delivery, but we needed to lock in our configuration asap. I had already spent many, many hours with the Porsche Configurator, and had developed a near-final build sheet that I was able to review quickly one final time with my wife, to be absolutely sure our 'dream car' was going to have everything we wanted. After we placed the firm order, Porsche sent us an email with a link to a special "Track Your Dream" application where you can see every step of the production and delivery process, which totally helps with the anxiety of waiting all these months!

It is scheduled to arrive at my Porsche Centre on 3 December. What an incredible journey this has been, and of course, the best is yet to come!



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# PREMIER PORSCHE

## EVERYTHING YOU NEED FOR YOUR 911

### Data file

Full specs, ratings and market values of every Porsche 911 model, including the 996 generation, can be found beginning on page 76



### Plus

#### Showroom

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

#### Servicing & tuning

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

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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 2022 Q2 will be April. The review for 2022 Q1 was January.

## Ratings

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



### 911 (D series) ★★★★★ 1964-1967

The 911 that started it all when this prototypical appeared in 1963. It's called the style for all 911s to follow. Developed to replace the 356, a four-port 912 was also made.

Production numbers	8,200
Year featured	1964
Engine capacity	1,800cc
Compression ratio	9.8:1
Maximum power	120hp @ 5,000rpm
Maximum torque	20.0lb-ft @ 3,000rpm
0-60mph	8.2 sec
Top speed	120mph
Length	4.80m
Width	1.60m
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels



Production numbers	29
Year featured	1968
Engine capacity	1,900cc
Compression ratio	10.5:1
Maximum power	120hp @ 5,000rpm
Maximum torque	20.0lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	120mph
Length	4.80m
Width	1.60m
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels

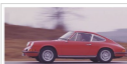


An upgrade in engine size gave the 911 1500hp. Unlike the 911E, the 911 didn't gain improved low-end power and torque, so you had to leave the revs for good power.



Production numbers	4,800
Year featured	1970
Engine capacity	2,000cc
Compression ratio	9.8:1
Maximum power	150hp @ 5,000rpm
Maximum torque	20.0lb-ft @ 3,000rpm
0-60mph	6.4 sec
Top speed	120mph
Length	4.80m
Width	1.60m
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels

Production numbers	20,000
Year featured	1971
Engine capacity	2,000cc
Compression ratio	9.8:1
Maximum power	150hp @ 5,000rpm
Maximum torque	20.0lb-ft @ 3,000rpm
0-60mph	6.4 sec
Top speed	120mph
Length	4.80m
Width	1.60m
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels



Like the E, the 911's torque curve was flatter, making the car more choosable. Ventilated discs from the S were fitted, and a five-speed gearbox became standard.



Production numbers	30,000
Year featured	1971
Engine capacity	2,000cc
Compression ratio	9.8:1
Maximum power	150hp @ 5,000rpm
Maximum torque	20.0lb-ft @ 3,000rpm
0-60mph	6.4 sec
Top speed	120mph
Length	4.80m
Width	1.60m
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels

Production numbers	200
Year featured	1971
Engine capacity	2,000cc
Compression ratio	9.8:1
Maximum power	150hp @ 5,000rpm
Maximum torque	20.0lb-ft @ 3,000rpm
0-60mph	6.4 sec
Top speed	120mph
Length	4.80m
Width	1.60m
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels



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



Production numbers	2,000
Year featured	1975
Engine capacity	2,000cc
Compression ratio	9.8:1
Maximum power	200hp @ 5,000rpm
Maximum torque	20.0lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	120mph
Length	4.80m
Width	1.60m
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels

Production numbers	1,000 (700)
Year featured	1975
Engine capacity	2,000cc
Compression ratio	9.8:1
Maximum power	200hp @ 5,000rpm
Maximum torque	20.0lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	120mph
Length	4.80m
Width	1.60m
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels



Updated version of the 1975 2.7 TFS, complete with impact to engine and Turbochargers, whiteliner wing, steel arches added by hand at the factory, with 0-60 5.4sec.

Production numbers	200
Year featured	1975
Engine capacity	2,000cc
Compression ratio	9.8:1
Maximum power	200hp @ 5,000rpm
Maximum torque	20.0lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	120mph
Length	4.80m
Width	1.60m
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels



Larger engine resulted in extra 40hp, and an ultra-low 0-60 time. The engine led to the adoption of a four-speed gearbox, which was added by hand at the factory.

Production numbers	1,000 (700)
Year featured	1975
Engine capacity	2,000cc
Compression ratio	9.8:1
Maximum power	200hp @ 5,000rpm
Maximum torque	20.0lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	120mph
Length	4.80m
Width	1.60m
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels



★★★★★  
**9115 1500L**

Fiat's new product more power than any. The first of three cars in the 1500L series, which had a higher top speed than any other Fiat 1500L car in the series.

**Production numbers:** 4,000

**Year:** 1968

**Engine capacity:** 1,500cc

**Compression ratio:** 8.1:1

**Maximum power:** 100hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**911L 1500L**

In 1967 the Fiat 1500L was updated and the engine replaced with the 1,500cc 1500L engine, which had a higher top speed than any other Fiat 1500L car in the series.

**Production numbers:** 1,000

**Year:** 1968

**Engine capacity:** 1,500cc

**Compression ratio:** 8.1:1

**Maximum power:** 100hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**912T 1500L**

To save money, the Fiat 1500L engine used cast iron cylinder heads, and the 1500L engine was also used in the Fiat 1500L car in the series.

**Production numbers:** 4,000

**Year:** 1968

**Engine capacity:** 1,500cc

**Compression ratio:** 8.1:1

**Maximum power:** 100hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**912E 1500L**

The Fiat 1500L received its first major update, including the 1500L engine, which was also used in the Fiat 1500L car in the series.

**Production numbers:** 2,000

**Year:** 1968

**Engine capacity:** 1,500cc

**Compression ratio:** 8.1:1

**Maximum power:** 100hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**911S 1500L**

Like the L, the S gained a four-speed gearbox, boosting power to 110hp. To help cope with the extra demands on the engine, an additional oil cooler was fitted in the front right wing.

**Production numbers:** 2,000

**Year:** 1968

**Engine capacity:** 1,500cc

**Compression ratio:** 8.1:1

**Maximum power:** 110hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**912E 1500L**

Large improvements included increased cylinder bores, larger valves and a longer crankshaft. The 1500L 17 series cars had both a cooled and a hot water pump.

**Production numbers:** 4,000

**Year:** 1968

**Engine capacity:** 1,500cc

**Compression ratio:** 8.1:1

**Maximum power:** 110hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**912E 1500L**

A lower compression ratio and the introduction of the 1500L 17 series triple-choke carburettor led to the introduction of a lower power output of 100hp, despite the new 1500L engine's size.

**Production numbers:** 4,000

**Year:** 1968

**Engine capacity:** 1,500cc

**Compression ratio:** 8.1:1

**Maximum power:** 100hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**912T 1500L**

A lower compression ratio and the introduction of the 1500L 17 series triple-choke carburettor led to the introduction of a lower power output of 100hp, despite the new 1500L engine's size.

**Production numbers:** 4,000

**Year:** 1968

**Engine capacity:** 1,500cc

**Compression ratio:** 8.1:1

**Maximum power:** 100hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**912S 1500L**

A 4.2-litre engine created torque. The mostly chrome bodywork had a blacked-out grille with a 2.4-litre. External air filter and a new rear wing.

**Production numbers:** 1,000

**Year:** 1968

**Engine capacity:** 1,500cc

**Compression ratio:** 8.1:1

**Maximum power:** 100hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**912E 1500L**

The Fiat 1500L 1500L engine was designed to 2.0-litre. The body was lightened and fitted with a new rear wing and a new rear wing.

**Production numbers:** 1,000

**Year:** 1968

**Engine capacity:** 1,500cc

**Compression ratio:** 8.1:1

**Maximum power:** 100hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**911E 1500L**

After incidents of people filling E series 911s with petrol, the external oil filter, the filter returned to under the engine deck. Fitted with the front spoke of the 911S.

**Production numbers:** 4,000

**Year:** 1968

**Engine capacity:** 1,500cc

**Compression ratio:** 8.1:1

**Maximum power:** 100hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**912S 1500L**

The Fiat 1500L 1500L engine was designed to 2.0-litre. The body was lightened and fitted with a new rear wing and a new rear wing.

**Production numbers:** 1,000

**Year:** 1968

**Engine capacity:** 1,500cc

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**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**911 1974-1977**

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

**Production numbers:** 8,000

**Year:** 1974-1977

**Engine capacity:** 2,000cc

**Compression ratio:** 8.1:1

**Maximum power:** 100hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**911S 1974-1977**

911S was now aimed at a market comparable to the previous 911E. It had the same body changes as the base model, and came as standard with 'Cookie Cutter' nims.

**Production numbers:** 1,000

**Year:** 1974-1977

**Engine capacity:** 2,000cc

**Compression ratio:** 8.1:1

**Maximum power:** 100hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**911 Carrera 2.0 1974-1976**

From 1974, Carrera name was given to larger 2.0-litre 1600cc. Essentially the same engine as the previous 911E, but with a new 1600cc. All models except USA, which was available from 1975.

**Production numbers:** 1,000

**Year:** 1974-1976

**Engine capacity:** 2,000cc

**Compression ratio:** 8.1:1

**Maximum power:** 100hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**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 2,996cc engine, essentially from the 911 Turbo.

**Production numbers:** 1,000

**Year:** 1976-1977

**Engine capacity:** 2,996cc

**Compression ratio:** 8.1:1

**Maximum power:** 100hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**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:** 10,000

**Year:** 1978-1983

**Engine capacity:** 2,000cc

**Compression ratio:** 8.1:1

**Maximum power:** 100hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**900 3.3 1978-1983**

Larger engine resulted in extra 40hp, and the SC engine was also available in 3.3-litre. The engine used the 3.3-litre engine, which was also used in the 900 3.3.

**Production numbers:** 1,000

**Year:** 1978-1983

**Engine capacity:** 3,300cc

**Compression ratio:** 8.1:1

**Maximum power:** 100hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**Carrera 3.2 1984-1989**

Almost the same platform as the SC, the Carrera 3.2 was a 3.2-litre. The engine used the 3.2-litre engine, which was also used in the Carrera 3.2.

**Production numbers:** 1,000

**Year:** 1984-1989

**Engine capacity:** 3,200cc

**Compression ratio:** 8.1:1

**Maximum power:** 100hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**930 SE 1986-1989**

Sparked and based on the 930 Carrera, with pop-up headlights. First update included a new 2,996cc engine, essentially from the 911 Turbo.

**Production numbers:** 10,000

**Year:** 1986-1989

**Engine capacity:** 2,996cc

**Compression ratio:** 8.1:1

**Maximum power:** 100hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



★★★★★  
**969 1986-1988**

Heckle later used in the 969, including the 969, and the 969. The 969 was a 2.0-litre. The engine used the 2.0-litre engine, which was also used in the 969.

**Production numbers:** 1,000

**Year:** 1986-1988

**Engine capacity:** 2,000cc

**Compression ratio:** 8.1:1

**Maximum power:** 100hp @ 5,500rpm

**Maximum torque:** 200lb-ft @ 3,500rpm

**0-60 mph:** 10.5 sec

**Top speed:** 115 mph

**Length:** 4,800mm

**Width:** 1,600mm

**Weight:** 1,050kg

**Wheels & Tyres:**  
F 15x5.5-in. 80/100R15  
R 15x5.5-in. 80/100R15



### Speedster 2003



Camera 2.2 with alloy wheels and blacked-out suspension. Power windows. The road was not designed for it. 100 per cent alloy weight.

Production numbers	2,229 (all with alloy wheels fitted)
Year featured	1998
Engine capacity	2,000cc
Compression ratio	10.5:1
Maximum power	200hp @ 5,000rpm
Maximum torque	200lb-ft @ 4,000rpm
0-60mph	8.2sec
Top speed	140mph
Length	4,570mm
Width	1,770mm
Weight	1,070kg
Wheels & Tyres	F 16x in, 225/50VR8 R 16x in, 225/50VR8

### 3.2 Cabriolet 2007-09



Hot young luxury sleek and around 800kg weight. Revised engine may represent quite a higher rev limit of 6,400rpm. Suspension, ambient and LSD standard.

Production numbers	340
Year featured	2008
Engine capacity	3,200cc
Compression ratio	10.5:1
Maximum power	220hp @ 5,000rpm
Maximum torque	240lb-ft @ 4,000rpm
0-60mph	5.2sec
Top speed	170mph
Length	4,570mm
Width	1,800mm
Weight	1,070kg
Wheels & Tyres	F 16x in, 225/50VR8 R 16x in, 225/50VR8

### 930 LE 1989



Essentially an 800 without a window seat. The LE had the same engine, third option, all interiors and rear air vents. Decar for every OPC car.

Production numbers	30
Year featured	2000
Engine capacity	2,000cc
Compression ratio	10.5:1
Maximum power	200hp @ 5,000rpm
Maximum torque	200lb-ft @ 4,000rpm
0-60mph	8.2sec
Top speed	140mph
Length	4,570mm
Width	1,770mm
Weight	1,070kg
Wheels & Tyres	F 16x in, 225/50VR8 R 16x in, 225/50VR8



### 964 Carrera 2 1990-1993

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

Production numbers	21,644
Year featured	1991
Engine capacity	3,400cc
Compression ratio	10.5:1
Maximum power	200hp @ 5,000rpm
Maximum torque	200lb-ft @ 4,000rpm
0-60mph	8.2sec
Top speed	140mph
Length	4,570mm
Width	1,770mm
Weight	1,070kg
Wheels & Tyres	F 16x in, 225/50VR8 R 16x in, 225/50VR8



### 964 Carrera 4 1989-1993

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

Production numbers	20,033 (Stage 1)
Year featured	1989
Engine capacity	3,400cc
Compression ratio	10.5:1
Maximum power	200hp @ 5,000rpm
Maximum torque	200lb-ft @ 4,000rpm
0-60mph	5.7sec
Top speed	140mph
Length	4,200mm
Width	1,650mm
Weight	1,400kg
Wheels & Tyres	F 16x in, 225/50VR8 R 16x in, 225/50VR8



### 964 3.8 RS 1993

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

Production numbers	50
Year featured	1993
Engine capacity	3,800cc
Compression ratio	10.5:1
Maximum power	200hp @ 5,000rpm
Maximum torque	200lb-ft @ 4,000rpm
0-60mph	4.8sec
Top speed	140mph
Length	4,200mm
Width	1,770mm
Weight	1,070kg
Wheels & Tyres	F 16x in, 225/50VR8 R 16x in, 225/50VR8



### 964 Anniversary 1993-94

30th anniversary 964 titled 'Mercedes' body welded to the four-wheel-drive Carrera running gear. Available in Vario metallic, Polar silver or Amethyst.

Production numbers	50
Year featured	1993
Engine capacity	3,800cc
Compression ratio	10.5:1
Maximum power	200hp @ 5,000rpm
Maximum torque	200lb-ft @ 4,000rpm
0-60mph	4.8sec
Top speed	140mph
Length	4,200mm
Width	1,770mm
Weight	1,070kg
Wheels & Tyres	F 16x in, 225/50VR8 R 16x in, 225/50VR8



### 964 RS America 1993

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



Combined the 964 bodyshell with the hood and window of the Carrera 3.2 Speedster, plus 90 per cent of the eight four-wheel drive power windows, plus 1,000, but no rear air vents.



### 993 Carrera RS 1996-1996

Lightweight body in grey, no hood, 100mm wide 1.8-litre engine, Vario metallic, system and compressed air. No rear wheel arches.



### 993 Carrera 4S 1995-1996

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

Production numbers	5,564
Year featured	1996
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	200hp @ 5,000rpm
Maximum torque	200lb-ft @ 4,000rpm
0-60mph	5.2sec
Top speed	140mph
Length	4,200mm
Width	1,770mm
Weight	1,070kg
Wheels & Tyres	F 16x in, 225/50VR8 R 16x in, 225/50VR8



### 993 Turbo 1996-1998

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

Production numbers	5,507
Year featured	1997
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	200hp @ 5,000rpm
Maximum torque	200lb-ft @ 4,000rpm
0-60mph	4.3sec
Top speed	140mph
Length	4,200mm
Width	1,770mm
Weight	1,070kg
Wheels & Tyres	F 16x in, 225/50VR8 R 16x in, 225/50VR8



### 993 Carrera S 1997-1998

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

Production numbers	3,554
Year featured	1998
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	200hp @ 5,000rpm
Maximum torque	200lb-ft @ 4,000rpm
0-60mph	4.3sec
Top speed	140mph
Length	4,200mm
Width	1,770mm
Weight	1,070kg
Wheels & Tyres	F 16x in, 225/50VR8 R 16x in, 225/50VR8



### 996 Turbo 2001-2005

Distinctive by wide rear arches, air intakes and deep front wing, plus front-foam, part-reflective rear wing. Different engine to 3.6-litre 996 unit.



### 996 Carrera 4S 2001-05

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



### 996 Carrera 4S 2001-05

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



### 996 Carrera 4S 2001-05

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



### 996 GT2 2001-03

A light weight, Turbo-bodied 996 with updated turbochargers, long-rod compression, PCCB rear standard. Revised C4 later given an extra 120hp.



### 996 C2 2002-2004

Facelifted with Turbo-style headlamps and revised front and rear bumpers. It's with more powerful 3.6-litre engine and VarioCam Plus. Manual and Tiptronic boxes optional.

Production numbers	25,380
Year featured	2002
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	200hp @ 5,000rpm
Maximum torque	200lb-ft @ 4,000rpm
0-60mph	4.7sec
Top speed	140mph
Length	4,200mm
Width	1,770mm
Weight	1,070kg
Wheels & Tyres	F 16x in, 225/50VR8 R 16x in, 225/50VR8



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

Production numbers	27
Base fuel tank	140L
Engine capacity	3,400cc
Compression ratio	8.1:1
Maximum power	209hp @ 5,500rpm
Maximum torque	270lb-ft @ 4,200rpm
0-60mph	4.5sec
Top speed	170mph
Length	4.07m
Width	1.75m
Weight	1,570kg

Wheels & Tyres  
F 19x10, 205/55-205  
R 18x8, 205/55-205



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

Production numbers	3,980
Base fuel tank	140L
Engine capacity	3,296cc
Compression ratio	7.9:1
Maximum power	209hp @ 5,500rpm
Maximum torque	400lb-ft @ 4,000rpm
0-60mph	3.4sec
Top speed	180mph
Length	4.20m
Width	1.75m
Weight	1,670kg

Wheels & Tyres  
F 19x10, 225/55-205  
R 18x8, 225/55-205



**964 RS** ★★★★★  
**1991-1992**  
120kg saved by deleting 'luxuries' and fitting magnesium 0.4p wheels. Power was boosted by 10bhp, suspension lowered by 40mm and updated, as were brakes.

Production numbers	2,020
Base fuel tank	120
Engine capacity	3,300cc
Compression ratio	8.1:1
Maximum power	269hp @ 5,500rpm
Maximum torque	300lb-ft @ 4,000rpm
0-60mph	3.4 sec
Top speed	180mph
Length	4.20m
Width	1.75m
Weight	1,370kg (3,800lb)

Wheels & Tyres  
F 19x10, 225/55-205  
R 18x8, 225/55-205



**964 Turbo S** ★★★★★  
**1992-1993**  
180kg lighter than Turbo, 180mm of the rear air intake, fuel-injected as before, whereas the engine cover was bolted by 60bhp, 450cc supercharger's installation.

Production numbers	128
Base fuel tank	128
Engine capacity	3,400cc
Compression ratio	7.9:1
Maximum power	300hp @ 5,500rpm
Maximum torque	430lb-ft @ 4,000rpm
0-60mph	4.5 sec
Top speed	180mph
Length	4.20m
Width	1.75m
Weight	1,270kg

Wheels & Tyres  
F 19x10, 225/55-205  
R 18x8, 225/55-205



**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	1,457
Base fuel tank	140L
Engine capacity	3,400cc
Compression ratio	7.9:1
Maximum power	269hp @ 5,500rpm
Maximum torque	300lb-ft @ 4,200rpm
0-60mph	4.5 sec
Top speed	170mph
Length	4.07m
Width	1.75m
Weight	1,570kg

Wheels & Tyres  
F 19x10, 225/55-205  
R 18x8, 225/55-205



**993 Carrera** ★★★★★  
**1993-1997**  
Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. The 3.6-litre engine was revised, with VarioRam available from 1996.

Production numbers	36,520
Base fuel tank	160
Engine capacity	3,400cc
Compression ratio	8.1:1
Maximum power	209hp @ 5,500rpm
Maximum torque	300lb-ft @ 4,000rpm
0-60mph	5.8 sec
Top speed	180mph
Length	4.20m
Width	1.75m
Weight	1,570kg

Wheels & Tyres  
F 19x10, 225/55-205  
R 18x8, 225/55-205



**993 Carrera 4** ★★★★★  
**1994-1997**  
As per the 993-model Carrera, but with four-wheel drive. Transmission was half the weight of the Carrera Carrera 4, and the design was a more than offset.

Production numbers	2,886 (3,000)
Base fuel tank	160
Engine capacity	3,400cc
Compression ratio	8.1:1
Maximum power	209hp @ 5,500rpm
Maximum torque	300lb-ft @ 4,000rpm
0-60mph	5.8 sec
Top speed	180mph
Length	4.20m
Width	1.75m
Weight	1,770kg

Wheels & Tyres  
F 19x10, 225/55-205  
R 18x8, 225/55-205



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

Production numbers	27
Base fuel tank	120
Engine capacity	3,400cc
Compression ratio	8.1:1
Maximum power	400hp @ 5,500rpm
Maximum torque	360lb-ft @ 4,000rpm
0-60mph	3.9 sec
Top speed	180mph
Length	4.20m
Width	1.75m
Weight	1,480kg

Wheels & Tyres  
F 19x10, 225/55-205  
R 18x8, 225/55-205



**993 Turbo S** ★★★★★  
**1996**  
The brother-in-law for the latest model 911, with 430bhp for UK models. It was the fastest and most luxurious road-going race Supercar ever produced. Manually.



**996.1 Carrera** ★★★★★  
**1996-2001**  
Arrived in 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	9,750
Base fuel tank	160
Engine capacity	3,400cc
Compression ratio	8.1:1
Maximum power	209hp @ 5,500rpm
Maximum torque	300lb-ft @ 4,000rpm
0-60mph	5.8 sec
Top speed	180mph
Length	4.20m
Width	1.75m
Weight	1,570kg

Wheels & Tyres  
F 19x10, 225/55-205  
R 18x8, 225/55-205



**996.1 GT3** ★★★★★  
**1996-2001**  
Four-wheel drive transmission lost 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	2,004
Base fuel tank	160
Engine capacity	3,400cc
Compression ratio	8.1:1
Maximum power	300hp @ 5,500rpm
Maximum torque	300lb-ft @ 4,000rpm
0-60mph	5.8 sec
Top speed	180mph
Length	4.20m
Width	1.75m
Weight	1,570kg

Wheels & Tyres  
F 19x10, 225/55-205  
R 18x8, 225/55-205



**996.1 GT3 RS** ★★★★★  
**1999-2000**  
Commonly called the Gen II GT3, this was a lightweight 996 with power driving the rear wheels. Suspension was lowered by 30mm and brakes were updated.

Production numbers	1,000
Base fuel tank	120
Engine capacity	3,400cc
Compression ratio	8.1:1
Maximum power	300hp @ 5,500rpm
Maximum torque	300lb-ft @ 4,000rpm
0-60mph	4.5 sec
Top speed	180mph
Length	4.20m
Width	1.75m
Weight	1,480kg

Wheels & Tyres  
F 19x10, 225/55-205  
R 18x8, 225/55-205



**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 Gen II.

Production numbers	20,386
Base fuel tank	160
Engine capacity	3,400cc
Compression ratio	8.1:1
Maximum power	209hp @ 5,500rpm
Maximum torque	300lb-ft @ 4,200rpm
0-60mph	5.8 sec
Top speed	180mph
Length	4.20m
Width	1.75m
Weight	1,570kg

Wheels & Tyres  
F 19x10, 225/55-205  
R 18x8, 225/55-205



**996 Anniversary C4 04** ★★★★★  
**2004**  
Arrived in 07, and included a Turbo and bumper and original Carrera wheels. Powerful, 120mm sports suspension and mechanical LSD were added.

Production numbers	1,964
Base fuel tank	160
Engine capacity	3,400cc
Compression ratio	8.1:1
Maximum power	209hp @ 5,500rpm
Maximum torque	300lb-ft @ 4,000rpm
0-60mph	5.8 sec
Top speed	180mph
Length	4.20m
Width	1.75m
Weight	1,570kg

Wheels & Tyres  
F 19x10, 225/55-205  
R 18x8, 225/55-205



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

Production numbers	2,122
Base fuel tank	160
Engine capacity	3,400cc
Compression ratio	8.1:1
Maximum power	300hp @ 5,500rpm
Maximum torque	300lb-ft @ 4,000rpm
0-60mph	4.5 sec
Top speed	180mph
Length	4.20m
Width	1.75m
Weight	1,480kg

Wheels & Tyres  
F 19x10, 225/55-205  
R 18x8, 225/55-205



**996 GT3 RS** ★★★★★  
**2004-2005**  
Same 3.6-litre engine as in GT3, but with weight saving, offering 280bhp per ton—an improvement of four per cent over the 996 GT3 Supersport. PCOB optional.

Production numbers	1,000
Base fuel tank	120
Engine capacity	3,400cc
Compression ratio	8.1:1
Maximum power	300hp @ 5,500rpm
Maximum torque	300lb-ft @ 4,000rpm
0-60mph	4.5 sec
Top speed	180mph
Length	4.20m
Width	1.75m
Weight	1,480kg

Wheels & Tyres  
F 19x10, 225/55-205  
R 18x8, 225/55-205

# Sales debate

Where is the used Porsche market heading in 2022?



There's no doubt about it, 2021 was an exceedingly good time for the used 911 market. "We discovered how powerful our reputation was," says Jamie Tyler of Paragon. "Cars being sold on a click and collect type basis, we didn't have one disappointed customer," he reveals. He believes there is going to be a continuation of a strong used market for 2022. "There is still a shortage of new cars due to the chip shortage, with rumours of that continuing, so the market will remain strong for used cars."

That sentiment is echoed by Jonathan Aucott of Avantgarde Classics. "I'm hoping, and expecting, a pretty seamless extension of 2021," explains Aucott. He sees steady price rises, rather than any feeding frenzies "which typically are followed by flattening," he adds. People are largely realising that money in the bank isn't useful, so want to have some fun with it instead. "It is an enthusiast market, rather than investors, and the market is strong, resilient and educated," says Aucott.

Aucott sees 964 and 993 as good places to put money, but also thinks pre-impact bumper Es and Ss are good value. "They haven't really come back from their slump of two or three years ago. You could probably get one now for the restoration costs, which wasn't possible before," he adds. "The newest GT models might look a little risky," he wonders, pointing out, "There's always a newer version appearing, or on the horizon."

Tyler sees water-cooled cars widening in appeal. "There is a strong demand for really good 996 and 997s; anything sub £50,000," he says. "Since air-cooled cars have gone mad, people are looking for the next future classic, which they fit into. There also seems to be a demand for anything wearing a GTS badge," he reveals. "997 Turbos look incredible value for money too, and there's increasing awakening to the strength, fun and engagement of 996 GT3s and GT2s."

"The difficulty is finding enough stock," adds Tyler. "If we could have bought another 50 quality Paragon cars, we would have sold them."

Whilst the buyer's market is expected to remain buoyant, it may also be equally good news if you have a quality example to sell, too.



<b>996 Turbo S</b> 2004-2005	Production numbers 1,043
Year featured 02	Year featured 02
Engine capacity 3,600cc	Engine capacity 3,600cc
Compression ratio 10.5:1	Compression ratio 10.5:1
Maximum power 400hp @ 5,500rpm	Maximum power 400hp @ 5,500rpm
Maximum torque 400lb-ft @ 3,250rpm	Maximum torque 400lb-ft @ 3,250rpm
0-60mph 4.2sec	0-60mph 4.2sec
Top speed 187mph	Top speed 187mph
Length 176.0in	Length 176.0in
Width 74.6in	Width 74.6in
Weight 1,590kg	Weight 1,590kg
Wheels & Tyres	Wheels & Tyres
F 18x5 wheels 275/40R18	F 18x5 wheels 275/40R18
R 18x5 wheels 275/40R18	R 18x5 wheels 275/40R18

ASL Turbo with the previously optional 320hp power upgrade, with larger turbochargers, upgraded intercoolers and an upgraded ECU. PCOB standard.



<b>997 GT3 RS</b> 2006-2007	Production numbers 1,000
Year featured 06	Year featured 06
Engine capacity 3,600cc	Engine capacity 3,600cc
Compression ratio 12.5:1	Compression ratio 12.5:1
Maximum power 415hp @ 5,700rpm	Maximum power 415hp @ 5,700rpm
Maximum torque 309lb-ft @ 3,250rpm	Maximum torque 309lb-ft @ 3,250rpm
0-60mph 4.2sec	0-60mph 4.2sec
Top speed 190mph	Top speed 190mph
Length 176.0in	Length 176.0in
Width 74.6in	Width 74.6in
Weight 1,370kg	Weight 1,370kg
Wheels & Tyres	Wheels & Tyres
F 18x5 wheels 275/40R18	F 18x5 wheels 275/40R18
R 18x5 wheels 275/40R18	R 18x5 wheels 275/40R18

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



Water front arches and larger wing. Dynamic engine mounts and PCOB standard. Air-rod optional, active rear handling, wheel for road and track.

<b>997.2 GT3 RS</b> 2008-2012	Production numbers 1,000
Year featured 08	Year featured 08
Engine capacity 3,600cc	Engine capacity 3,600cc
Compression ratio 12.5:1	Compression ratio 12.5:1
Maximum power 409hp @ 5,700rpm	Maximum power 409hp @ 5,700rpm
Maximum torque 309lb-ft @ 3,250rpm	Maximum torque 309lb-ft @ 3,250rpm
0-60mph 4.2sec	0-60mph 4.2sec
Top speed 190mph	Top speed 190mph
Length 176.0in	Length 176.0in
Width 74.6in	Width 74.6in
Weight 1,370kg	Weight 1,370kg
Wheels & Tyres	Wheels & Tyres
F 18x5 wheels 275/40R18	F 18x5 wheels 275/40R18
R 18x5 wheels 275/40R18	R 18x5 wheels 275/40R18



<b>997 Turbo S</b> 2011-2013	Production numbers 1,000
Year featured 11	Year featured 11
Engine capacity 3,600cc	Engine capacity 3,600cc
Compression ratio 10.5:1	Compression ratio 10.5:1
Maximum power 415hp @ 5,700rpm	Maximum power 415hp @ 5,700rpm
Maximum torque 309lb-ft @ 3,250rpm	Maximum torque 309lb-ft @ 3,250rpm
0-60mph 4.2sec	0-60mph 4.2sec
Top speed 190mph	Top speed 190mph
Length 176.0in	Length 176.0in
Width 74.6in	Width 74.6in
Weight 1,370kg	Weight 1,370kg
Wheels & Tyres	Wheels & Tyres
F 18x5 wheels 275/40R18	F 18x5 wheels 275/40R18
R 18x5 wheels 275/40R18	R 18x5 wheels 275/40R18

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



<b>997.1 Carrera</b> 2004-2008	Production numbers 23,760
Year featured 04	Year featured 04
Engine capacity 3,600cc	Engine capacity 3,600cc
Compression ratio 11.5:1	Compression ratio 11.5:1
Maximum power 250hp @ 5,000rpm	Maximum power 250hp @ 5,000rpm
Maximum torque 270lb-ft @ 4,250rpm	Maximum torque 270lb-ft @ 4,250rpm
0-60mph 5.5sec	0-60mph 5.5sec
Top speed 177mph	Top speed 177mph
Length 176.0in	Length 176.0in
Width 74.6in	Width 74.6in
Weight 1,390kg	Weight 1,390kg
Wheels & Tyres	Wheels & Tyres
F 18x5 wheels 225/40R18	F 18x5 wheels 225/40R18
R 18x5 wheels 225/40R18	R 18x5 wheels 225/40R18

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.



<b>997 GT2</b> 2007-2009	Production numbers 1,243
Year featured 07	Year featured 07
Engine capacity 3,600cc	Engine capacity 3,600cc
Compression ratio 11.5:1	Compression ratio 11.5:1
Maximum power 350hp @ 5,000rpm	Maximum power 350hp @ 5,000rpm
Maximum torque 309lb-ft @ 3,250rpm	Maximum torque 309lb-ft @ 3,250rpm
0-60mph 3.7sec	0-60mph 3.7sec
Top speed 190mph	Top speed 190mph
Length 176.0in	Length 176.0in
Width 74.6in	Width 74.6in
Weight 1,400kg	Weight 1,400kg
Wheels & Tyres	Wheels & Tyres
F 18x5 wheels 275/40R18	F 18x5 wheels 275/40R18
R 18x5 wheels 275/40R18	R 18x5 wheels 275/40R18

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



Based on a 911 Carrera, rear-wheel drive Carrera S, but with 4.4-litre engine and 911. Retro styling including crested, crested engine, crested fuel filler, crested wheels.

<b>997 Sport Classic 200</b>	Production numbers 250
Year featured 07	Year featured 07
Engine capacity 3,600cc	Engine capacity 3,600cc
Compression ratio 11.5:1	Compression ratio 11.5:1
Maximum power 250hp @ 5,000rpm	Maximum power 250hp @ 5,000rpm
Maximum torque 270lb-ft @ 4,250rpm	Maximum torque 270lb-ft @ 4,250rpm
0-60mph 5.5sec	0-60mph 5.5sec
Top speed 177mph	Top speed 177mph
Length 176.0in	Length 176.0in
Width 74.6in	Width 74.6in
Weight 1,400kg	Weight 1,400kg
Wheels & Tyres	Wheels & Tyres
F 18x5 wheels 225/40R18	F 18x5 wheels 225/40R18
R 18x5 wheels 225/40R18	R 18x5 wheels 225/40R18



<b>991.1 Carrera</b> 2011-2015	Production numbers 30,000
Year featured 11	Year featured 11
Engine capacity 3,600cc	Engine capacity 3,600cc
Compression ratio 11.5:1	Compression ratio 11.5:1
Maximum power 250hp @ 5,000rpm	Maximum power 250hp @ 5,000rpm
Maximum torque 270lb-ft @ 4,250rpm	Maximum torque 270lb-ft @ 4,250rpm
0-60mph 5.5sec	0-60mph 5.5sec
Top speed 177mph	Top speed 177mph
Length 176.0in	Length 176.0in
Width 74.6in	Width 74.6in
Weight 1,390kg	Weight 1,390kg
Wheels & Tyres	Wheels & Tyres
F 18x5 wheels 225/40R18	F 18x5 wheels 225/40R18
R 18x5 wheels 225/40R18	R 18x5 wheels 225/40R18

The first of the new and latest Gen 911, it takes styling cues from the 993. A redesigned chassis with long-travel wheelbase reduces oversteering of the engine.



**997.1 Carrera S 2004-2008**

As per the 997 Carrera, but with more powerful 3.8-litre engine and PASM 39-inch wheels as standard, with bigger vented brakes. Featured quad exhaust tailpipes.

Production numbers	52,097
Base featured	344
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	400Nm @ 4,000rpm
0-100km/h	4.9sec
Top speed	279km/h
Length	4,425mm
Width	1,800mm
Weight	1,670kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19



**997.1 GT3 2006-2007**

Track-focused but based on narrow-bodied Carrera with reworked 996 GT3 engine. PASM standard, revs to 8,400rpm, 2007 higher than the 996 GT3.

Production numbers	2,775
Base featured	1,580
Engine capacity	3,598cc
Compression ratio	12.5:1
Maximum power	400hp @ 6,000rpm
Maximum torque	400Nm @ 4,250rpm
0-100km/h	4.1sec
Top speed	279km/h
Length	4,425mm
Width	1,800mm
Weight	1,570kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19



**997.1 Carrera 4 2006-08**

Like the 997 Carrera, but with 265mm all-terrain wheels with multi-disc all-wheel coupling, standard 16-inch wheels and 400mm front brake discs.

Production numbers	8,033
Base featured	3,033
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	370Nm @ 4,250rpm
0-100km/h	5.1sec
Top speed	259km/h
Length	4,425mm
Width	1,800mm
Weight	1,850kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19



**997.1 Carrera S 2009-2008**

The same 3.8-litre 350hp engine as the Carrera S, with four-wheel drive system and 400mm front brake discs.

Production numbers	20,033
Base featured	10,033
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	400Nm @ 4,000rpm
0-100km/h	4.9sec
Top speed	279km/h
Length	4,425mm
Width	1,800mm
Weight	1,670kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19



**997.1 Turbo 2006-2008**

Similar to the Carrera but with turbocharged 3.8-litre engine and 400mm front brake discs. Essentially the 996 Turbo engine, but with 350hp and 400Nm torque.

Production numbers	20,033
Base featured	10,033
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	350hp @ 6,000rpm
Maximum torque	500Nm @ 1,900rpm
0-100km/h	3.9sec
Top speed	279km/h
Length	4,425mm
Width	1,800mm
Weight	1,670kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19



**997.1 Carrera 2008-2012**

Revised with restyled LED rear lights and front driving lights. M87 engine replaced with 911 GT3 unit, using fewer parts – with no problematic shaft.

Production numbers	52,097
Base featured	344
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	400Nm @ 4,000rpm
0-100km/h	4.9sec
Top speed	279km/h
Length	4,425mm
Width	1,800mm
Weight	1,670kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19



**997.1 Carrera S 2008-12**

Allowed as per the Carrera, but with larger 3.8-litre engine, again using fewer components and 400mm front brake discs. Optional, like the Carrera.

Production numbers	52,097
Base featured	344
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	400Nm @ 4,000rpm
0-100km/h	4.9sec
Top speed	279km/h
Length	4,425mm
Width	1,800mm
Weight	1,670kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19



**997.1 Carrera 4 2008-2012**

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

Production numbers	159,033
Base featured	12
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	400Nm @ 4,000rpm
0-100km/h	4.7sec
Top speed	259km/h
Length	4,425mm
Width	1,800mm
Weight	1,850kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19



**997.1 GT3 2009-2012**

Updated as per the Carrera, but with a single front and rear wing, revised PSM centre-lock wheels and better brakes. 200MM GT3 standard for new builds.

Production numbers	2,229
Base featured	12
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 6,000rpm
Maximum torque	400Nm @ 4,000rpm
0-100km/h	4.1sec
Top speed	279km/h
Length	4,425mm
Width	1,800mm
Weight	1,570kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19



**997.1 Turbo 2009-2012**

Same as the original 997 Turbo but with restyled LED rear lights and driver lights support. Larger tailpipe and 400mm front brake discs. Turbo engine, 350hp and 500Nm torque.

Production numbers	2,229
Base featured	12
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	350hp @ 6,000rpm
Maximum torque	500Nm @ 1,900rpm
0-100km/h	3.9sec
Top speed	279km/h
Length	4,425mm
Width	1,800mm
Weight	1,670kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19



**997 GT3 RS 4.0 2010**

Engine was upgraded and aerodynamic tweaked, with the angle of the wing increased and five planes on either side of the front nose. A future collector's gem.

Production numbers	1,000
Base featured	12
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	500hp @ 6,000rpm
Maximum torque	400Nm @ 4,000rpm
0-100km/h	3.7sec
Top speed	279km/h
Length	4,425mm
Width	1,800mm
Weight	1,570kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19



**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. Adorned with badging and brake callipers.

Production numbers	1,000
Base featured	12
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	500hp @ 6,000rpm
Maximum torque	400Nm @ 4,000rpm
0-100km/h	3.7sec
Top speed	279km/h
Length	4,425mm
Width	1,800mm
Weight	1,570kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19



**997 GT3 RS 2010-2011**

GT3 went back to basics with light grey body and interior. 265mm front and rear wheels. Rear window. Rear window. Rear window.

Production numbers	1,000
Base featured	12
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	500hp @ 6,000rpm
Maximum torque	400Nm @ 4,000rpm
0-100km/h	3.7sec
Top speed	279km/h
Length	4,425mm
Width	1,800mm
Weight	1,570kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19



**997 GT3 RS 2012**

GT3's wider rear body and powered by the 3.8-litre Carrera S engine, with 500hp and 500Nm torque. GT3's rear window.

Production numbers	1,000
Base featured	12
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	500hp @ 6,000rpm
Maximum torque	400Nm @ 4,000rpm
0-100km/h	3.7sec
Top speed	279km/h
Length	4,425mm
Width	1,800mm
Weight	1,570kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19



**997 GT3 RS 2012-2012**

Like the 997 GT3 RS slightly heavier and with 400hp. Further C4's 400hp and 500Nm torque. GT3's rear window.

Production numbers	1,000
Base featured	12
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	500hp @ 6,000rpm
Maximum torque	400Nm @ 4,000rpm
0-100km/h	3.7sec
Top speed	279km/h
Length	4,425mm
Width	1,800mm
Weight	1,570kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19



**991.1 Carrera S 2011-2015**

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

Production numbers	20,033
Base featured	10,033
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	400Nm @ 4,000rpm
0-100km/h	4.9sec
Top speed	279km/h
Length	4,425mm
Width	1,800mm
Weight	1,670kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19



**991.1 Carrera S 2011-2015**

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

Production numbers	20,033
Base featured	10,033
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	400Nm @ 4,000rpm
0-100km/h	4.9sec
Top speed	279km/h
Length	4,425mm
Width	1,800mm
Weight	1,670kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19



**991.1 Carrera 4S 2012-2015**

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

Production numbers	20,033
Base featured	10,033
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	400Nm @ 4,000rpm
0-100km/h	4.9sec
Top speed	279km/h
Length	4,425mm
Width	1,800mm
Weight	1,670kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19



**991.1 GT3 2013-2015**

Wider body from 991 Carrera 4 was used for the first time. Milder engine from previous GT3 S replaced with revamped GT3 version of Carrera S engine. PASM only.

Production numbers	20,033
Base featured	10,033
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	400Nm @ 4,000rpm
0-100km/h	4.9sec
Top speed	279km/h
Length	4,425mm
Width	1,800mm
Weight	1,670kg
Wheels & Tyres	P 18x245-35/19
Brakes	265/35/19





**991 Anniversary 2013-2014**  
Exuberantly styled Carrera S with wide body and generous spats. Many styling cues made it out from under original 901. Powerful only came as standard spec in U.S.

Production numbers	1,980
Base featured	32
Engine capacity	3,500cc
Compression ratio	13.5:1
Maximum power	407hp @ 6,500rpm
Maximum torque	448lb-ft @ 5,000rpm
0-60mph	4.1 sec
Top speed	190mph
Length	4.40m
Width	1.87m
Weight	1,470kg
Wheels & Tyres	
F 19x24 inch, 355/30-24	
R 19x24 inch, 355/30-24	



**991.1 Carrera GTs 2004-2006**

High spec GT 3.5 liter wide body and a host of accessories including wheels, PASM, Sport Chrono, Sport Exhaust to name a few. At \$100,000 more than Carrera S.

Production numbers	2,000
Base featured	20
Engine capacity	3,500cc
Compression ratio	13.5:1
Maximum power	407hp @ 6,500rpm
Maximum torque	448lb-ft @ 5,000rpm
0-60mph	4.1 sec
Top speed	190mph
Length	4.40m
Width	1.87m
Weight	1,470kg
Wheels & Tyres	
F 19x24 inch, 355/30-24	
R 19x24 inch, 355/30-24	



**991.1.4 GTs 2004-2006**

Almost the same as the Carrera GT, but with wider overhangs offered by four wheel drive. As a result, performance was an afterthought by year 5 or so.

Production numbers	2,000
Base featured	15
Engine capacity	3,500cc
Compression ratio	13.5:1
Maximum power	407hp @ 6,500rpm
Maximum torque	448lb-ft @ 5,000rpm
0-60mph	4.1 sec
Top speed	190mph
Length	4.40m
Width	1.87m
Weight	1,470kg
Wheels & Tyres	
F 19x24 inch, 355/30-24	
R 19x24 inch, 355/30-24	



**991.1 GT3 RS 2015-2017**  
Unprecedented aerodynamic package now delivers 991 GT3-R 4.0 lmpx downforce at just 93mph. Features modified 4.0 lmpx DFI version of 991.1 GT3 engine, PDK only.

Production numbers	5,000
Base featured	100
Engine capacity	2,996cc
Compression ratio	12.8:1
Maximum power	500hp @ 6,500rpm
Maximum torque	400lb-ft @ 5,250rpm
0-60mph	3.2 sec
Top speed	205mph
Length	4.54m
Width	1.89m
Weight	1,470kg
Wheels & Tyres	
F 19x24 inch, 355/30-24	
R 19x24 inch, 355/30-24	



**991.2 Carrera 2005-2008**

1st ever model under body design and wheel with power co-spring from complexity now 991.2 had 992.1's wheel design engine. PDK only standard.

Production numbers	20
Base featured	20
Engine capacity	2,996cc
Compression ratio	12.8:1
Maximum power	300hp @ 6,500rpm
Maximum torque	270lb-ft @ 5,250rpm
0-60mph	4.2 sec
Top speed	190mph
Length	4.32m
Width	1.87m
Weight	1,470kg
Wheels & Tyres	
F 19x24 inch, 355/30-24	
R 19x24 inch, 355/30-24	



**991.2 Carrera 2005-2008**  
As per Carrera using revised body, exhaust and engine management from C2S to produce 200hp. Faster 0-60 than C2S for first time.



**991.2 Turbo 2005-2008**  
Revised 9A1 engine from 991.1, producing 540hp thanks to modified inlet ports in cylinder head, new injection nozzles and higher fuel pressure.

Production numbers	2,000
Base featured	20
Engine capacity	3,500cc
Compression ratio	12.8:1
Maximum power	540hp @ 6,500rpm
Maximum torque	480lb-ft @ 5,000rpm
0-60mph	3.9 sec
Top speed	190mph
Length	4.32m
Width	1.87m
Weight	1,470kg
Wheels & Tyres	
F 19x24 inch, 355/30-24	
R 19x24 inch, 355/30-24	



**991.2 Turbo S 2005-2008**  
As per 991.2 Turbo but with power boosted to 580hp thanks to new turbochargers with larger compressors. Fastest over 991 from 0-60mph.

Production numbers	2,000
Base featured	20
Engine capacity	3,500cc
Compression ratio	12.8:1
Maximum power	580hp @ 6,500rpm
Maximum torque	500lb-ft @ 5,000rpm
0-60mph	3.5 sec
Top speed	205mph
Length	4.32m
Width	1.87m
Weight	1,470kg
Wheels & Tyres	
F 19x24 inch, 355/30-24	
R 19x24 inch, 355/30-24	



**991 R 2005-2008**  
991 GT3 RS engine mated to revised 5-speed manual gearbox. Features Carbonax axle box casing with diffuser aiding downforce. Lightweight flywheel optional.

Production numbers	20
Base featured	20
Engine capacity	2,996cc
Compression ratio	12.8:1
Maximum power	300hp @ 6,500rpm
Maximum torque	270lb-ft @ 5,250rpm
0-60mph	4.2 sec
Top speed	190mph
Length	4.32m
Width	1.87m
Weight	1,470kg
Wheels & Tyres	
F 19x24 inch, 355/30-24	
R 19x24 inch, 355/30-24	



**991.2 GT3 2007-2009**  
New 4.0 lmpx 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.



**991 GT2 RS 2007-2009**  
Fastest factory GT of all time. Highly modified 991.2 engine with no power windows. Rear wheel drive PDK only. New inlet or front head and air ducts.



**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 AEROKIT standard.



**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 AEROKIT standard.



**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 AEROKIT standard.



**991 Carrera T 2007-2009**  
Fastest take on the 991.2 Carrera with 20kg of weight saved and reengineering of seven speed manual gearbox. Same 370hp engine as Carrera. PDK optional.



**991 Carrera T 2007-2009**  
Fastest take on the 991.2 Carrera with 20kg of weight saved and reengineering of seven speed manual gearbox. Same 370hp engine as Carrera. PDK optional.



**992 Carrera 45 2019-2021**  
As with the 992 Carrera S, but with exclusive wheel design providing an advantage to the front axle. Identifiable by silver accent lines on C2S track plates.



**992 Carrera 2020-2021**  
The base 992 was revealed a mere nine months after the S. Visually different to the C2S thanks to smaller wheels and two-stage air exhaust tips.



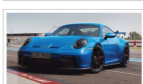
**992 Carrera 4000 2020-2021**  
Same spec as the 992 Carrera, albeit with wheel design as seen to the front wheels is an improved multi-spoke wheel. PDK optional over the 992.1.



**992 Carrera 4000 2020-2021**  
Same spec as the 992 Carrera, albeit with wheel design as seen to the front wheels is an improved multi-spoke wheel. PDK optional over the 992.1.



**992 Carrera 4000 2020-2021**  
Same spec as the 992 Carrera, albeit with wheel design as seen to the front wheels is an improved multi-spoke wheel. PDK optional over the 992.1.



**992 GT3 2021-2023**  
New wavy neck wing design, double widebody front axle and GT3 R diffuser. 50% more downforce over 991.2 GT3, sub 7 min Ring time.



**992 GT3 2021-2023**  
New wavy neck wing design, double widebody front axle and GT3 R diffuser. 50% more downforce over 991.2 GT3, sub 7 min Ring time.

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# COMMISSION YOUR PORSCHE 911 AS FINE ART

Many 911 owners would already consider their car to be a piece of automotive art – we certainly do – and gazing over the curvaceous bodywork can give many hours of pleasure. But there's more than one way to enjoy the stunning appearance, and having it committed to canvas would be special indeed. Which brings us to the work of renowned artist, Rob Hefferan. Fascinated with art since childhood, his first exhibition in 2003 showcasing his skills in figurative work and portraiture was a resounding success. It's those skills along with an international reputation for quality and unrivalled attention to detail that has led to his work being commissioned by numerous celebrity clients, and it turns out that Rob has another passion: "I've been obsessed with cars since I was young, and that developed into a love for Porsches, and the 911 in particular."

A serial owner of our favourite sports car, his collection has included the 996, both generations of 997 model, and he now enjoys a 991 Carrera S. A proper car guy, then, which is why he's decided to focus his talents on the Zuffenhausen marque, offering owners and enthusiasts the opportunity to have their pride and joy recreated as fine art. He admits this is a new challenge and one he relishes, already having set to work creating around a dozen paintings of various Porsches. While such artwork isn't entirely new, what's different here and core to Rob's ethos is capturing even the smallest of details that make each car unique. And having seen it for ourselves we are talking about beautiful pieces of art here, the sort of work that would complement

911 ownership in a way that other pictures just can't. Painted either in oils or acrylic depending on the timescales involved, each work can take anything from 150 to 300 hours to complete and the work is also unusual compared to other automotive artists in that he is happy to depict not just the car but to include the owner as well. It's where the talent for portrait work really pays off.

As for the process of commissioning a painting, an owner can either provide pictures of the car or Rob will travel to view your 911, employing a professional photographer to take dozens of detailed reference shots from which to work. It's a painstaking process but one that results in something very special, but there was something we were keen to ask and that's whether he had a favourite 911. "Not really" says Rob. "I love all of them, but if I pushed I guess I'd have to say it's the cars from the 1960s that most capture my attention."

"It's the shape and form that I find so appealing, and the way the light falls on the bodywork. There are few cars like it, and I really admire Porsche's heritage, especially when it comes to motorsport." That emphasis on history and quality really shines through when it comes to the finished painting, and whether you own just the one car or are lucky enough to have a collection to see them represented in such a way is likely to prove very hard to resist.

You can see examples of Rob's work by visiting his website at [www.robhefferanautomotiveart.com](http://www.robhefferanautomotiveart.com), but we'll say now that you should be prepared to find yourself as tempted to commission his services as we are. **911**





“I’ve been obsessed with cars since I was young, and that developed into a love for Porsches, and the 911 in particular”





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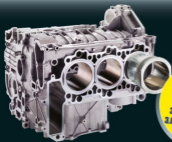
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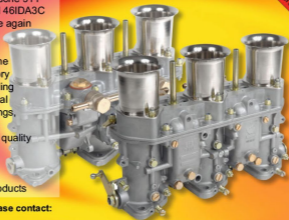
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# NEXT ISSUE

Issue 213 in shops and available for download from 4 January



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Full interview with the man known as Der Eifer Macher



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### 996 CARRERAS

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## Porsche Moment

Total 911 recounts the story behind a famous picture from Porsche's past...

An elegant, sophisticated male in his mid-thirties, his success in life underlined by his upmarket sports car and classy young female companion all in an attractive setting. Such was the Porsche publicity material 50 years ago. Simple, but a distinct improvement on the photography for the original 901 brochure of 1963 quickly cobbled up by Huschke von Hanstein, shot at the back of the factory and featuring his secretary Thora Guttmann in a hastily purchased sleeveless dress standing beside the new Porsche.

Porsche's advertising photography was relatively restrained – this was the era of the Pirelli calendar which specialised in pneumatic that had nothing to do with the tyres, and of motor shows where what the popular press demurely referred to as 'scantly clad young

ladies' adorned the bonnets of more expensive, sporty cars.

The car here is a 1972 model year 2.4 Targa, the background is unidentified (note the strategically parked 914 though) but the smooth-looking fellow is none other than 35-year-old Norbert Wagner, younger brother of Porsche's long-serving sales manager Harald Wagner and a nephew of Ferry Porsche. In fact, der Norbert was not so different from his camera persona here. Benefiting from rather more educational opportunities than those available to his brother 13 years earlier, the younger Wagner was educated in Switzerland, Great Britain and the US. He rapidly acquired quite a CV, holding a number of international jobs before heading Porsche's operations in America in 1967. Returning to Stuttgart, he

was soon despatched to Paris to run Porsche's Sonauto subsidiary until it became Porsche France in 1996. Engaging and charismatic, he was the face of Porsche in France for many years. A businessman too, he astutely secured the Yamaha and Mitsubishi franchises for Sonauto, cashflow from which helped to build Porsche's French network. Very popular in his adopted country, he remained an ambassador for Porsche in France long after his retirement, rather like Peter Schutz in the US. His death in September 2009 brought tributes from Porsche clubs and organisations in France, but went largely ignored by Porsche PR in Zuffenhausen.

And the young lady? In the best traditions of the period, as a member of the 'scantly clad' contingent she would remain (shamefully) irrelevant and unidentified.



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