



**964 CLUBSPORT** PORSCHE'S LIGHTWEIGHT PROTOTYPE

# Total 911

THE **PORSCHE** MAGAZINE

## 996 ON SAFARI!

Brilliant project takes the 996 C4S off-road



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# 25 YEARS OF 996

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911'S QUARTER-CENTURY  
BIRTHDAY

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MODEL-BY-MODEL REVIEW  
**IN-DEPTH MECHANICAL ADVICE**  
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### CARRERA GENESIS

How and why Porsche  
adopted the iconic name

### VW TO SELL PORSCHE?

An economist's view of  
what it means for you



ISSUE 28

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# Welcome

**F**ind me an all-rounder sports car that's better value for money than Porsche's 996. Your task will be a difficult one, for this sub-20k 911 can do most things your later (or earlier!) example of automotive exotica can achieve, at least in real-world driving.

Sure, your opinion of those 'fried egg' headlights will be subjective, but it can't be argued otherwise that the 996 suffers from inferior build quality compared to the air-cooled 911s before it. Some context is needed here: the lavish but financially unviable 993 with its ageing air-cooled engine nearly killed Porsche, and so the 996 was produced on a relative shoestring budget as the company just about kept its head above water.

The 996, though, was quicker, faster, safer, more powerful and more economical on fuel than the 993 generation before it. It also sold in greater numbers too, and so while the history books will say it's more popular, the narrative is that the first

water-cooled 911 was chastised by purists almost from inception. However, the 996 is now quickly gaining cult status among those who love their 911s. It's reminiscent of the 964's journey, which we forget was generally unloved for years before a Singer-inspired turnaround in popularity a decade or so ago.

The difference in production numbers means the 996 won't reach the 964's current levels of superstardom, but the fifth generation 911 is on a crest of a wave that doesn't look like stalling any time soon. This doesn't seem to sit well with some, but as somebody who's owned three of them, I think it's fantastic – not for value purposes, but simple recognition among the wider Porsche fraternity.

If you own any post-Millennium bluechip Porsche such as a Carrera GT, GT2 RS or GT3 RS to name but a few, you have the 996 and 986 to thank for its creation. Without the commercial success of these two cars on a shared platform, Porsche wouldn't exist and neither would those decorated 911s, which take centre stage at Cars & Coffee while the 996 is marginalised. If you can't grow to love the 996, you can at least appreciate its historical significance as the 911 that gave Porsche a future.

**"If you own any post-Millennium bluechip Porsche such as a Carrera GT, GT2 RS or GT3 RS, you have the 996 and 986 to thank for its creation"**



*L. Sibley*

LEE SIBLEY • Editor at large  
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*1967 Tour de Corse*

# Shot

Photographs courtesy  
**Porsche AG**

We at **Total 911** are incredibly sad to learn of legendary ex-Works driver Vic Elford's passing. Vic was simply one of the greatest and fastest sports car drivers ever to pedal a Porsche, and the first to bring competitive success to the 911. A Monte Carlo, Daytona, Nürburgring and Targa Florio race winner in all manner of Porsches, Vic more recently shared his memoirs with us by kindly accepting a year-long residency as a columnist of this fine magazine. Rest in peace, 'Quick Vic'.



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# Update

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



## Porsche responds to Ukraine conflict

One million Euros has been donated to provide emergency aid in Ukraine, while new vehicle deliveries to Russia have been halted

Porsche has given one million Euros (\$830,000) towards providing emergency aid for people affected by the country's humanitarian crisis caused by the war in Ukraine. Of that headline figure, 750,000 Euros (\$623,000) will go to the UN Refugee Aid, the German partner of the United Nations Refugee Agency (UNHCR). The agency has been active in Ukraine since 2014 and is a long-standing partner of the Volkswagen Group.

Porsche's donation will be used to deliver crucial practical support on the ground. A further 250,000 Euros (£207,000) has been earmarked for donation to the Ferry Porsche Foundation, which supports children and young people in particular. The foundation will use the donation to help organisations such as SOS Children's Villages, which is helping to evacuate children and families to safety and providing those who still remain in Ukraine with food and other essential supplies. In addition, Porsche employees are taking part in an internal appeal to make their own donations to UN Refugee Aid.

Porsche CEO Oliver Blume said: "We are deeply saddened by the events in Ukraine. Many people are in need of urgent aid through no fault of their own. We are therefore making a contribution and supporting organisations that help the population on the ground."

Since the conflict unfolded Porsche has minimised communications, including via its social media channels, as a show of respect for those affected by the events in Ukraine. It's also stopped the delivery of its vehicles to Russia, home to 26 Porsche Centres spread across 20 different Russian cities. In the past complete financial year a total of 6,262 vehicles were delivered to Russia, the most popular models being the Cayenne and Macan. Only 375 Porsche 911s were delivered to customers.

### Production lines interrupted

The Russian conflict has also had an effect on Porsche production lines in Zuffenhausen and Leipzig, caused by a temporary parts shortage



of wiring looms that are produced in Ukraine. In a statement to **Total 911** Porsche GB said: "The degree of impact on our business activities in the affected countries is continuously determined by experts in a task force team. The supply chains for the Porsche plants are affected, which means that in some cases orderly production is no longer possible. The production in the main plant is currently not affected."

It's the second time in Porsche's history that the Zuffenhausen plant has been forced to close outside of its usual summer shutdown, the first being in 2020 during start of the Covid pandemic.

## Porsche celebrates Walter Röhrl at 75

On his 75th birthday, the famed test driver and World Rally champion is still representing Porsche on the road

Porsche has been celebrating the birthday of Walter Röhrl, who turned 75 at the beginning of March. A Porsche brand ambassador since 1993, the former two-time World Rally champion is one of the only drivers to have won world championship races in both rallying and circuit racing disciplines.

Walter's involvement in the development of the 959, Carrera GT and 918 Spyder supercars are among his career credits as a Porsche test driver, and until recently Walter was still putting the finishing touches to the firm's new production cars on the Nürburgring Nordschleife.

Today, Walter remains an active part of Porsche with appearances at Porsche Heritage and Motorsport events such as Porsche Sound Night. Most recently he could be found teaching journalists how to drift on ice in a range of Porsche models. "When I'm asked what I think of a thoroughbred sports car like the new 911 GT3, I'll take a test drive before I answer," says Walter. "All in all, I'm still on the road for more than 100 days a year."

And as for his plans during his twilight years? "I'd like to get my old cars out a bit more often and visit friends," Walter reveals.



## Porsche set for market floatation

The company could be listed on the stock exchange in a move worth an estimated 20 billion Euros



Volkswagen Group is considering listing Porsche on the stock exchange. Executive boards at both companies have welcomed the decision, which would see non-voting shares offered to the public. Some 12.5 per cent of Porsche would be floated, but the Porsche-Peich family and Volkswagen would still retain ultimate control.

The Initial Public Offering (IPO) process is designed to enable both Volkswagen Group and Porsche to release funds to boost their progress in the field of electric vehicles. Reportedly, VW would raise at least 20 billion Euros (\$36.6 billion) from the IPO based on a current valuation of Porsche putting its worth at 90 billion Euros (\$74.8 billion).

As part of the deal a one-off bonus payment of 2,000 Euros (\$1,663) would go to 130,000 Porsche employees in Germany.

## '1 of 1' 996 Classic Club Coupe unveiled

Porsche Classic and Porsche Club America collaborate for special, one-off 996 restoration



Porsche Club America has unveiled a completely restored 996 courtesy of Grant Larson's Special Projects department, which has been rebadged 'Classic Club Coupe'.

Revealed at the 2022 Werks Reunion, this 1999MY 996.1 Carrera was bought by PCA and sent to Zuffenhausen for Porsche Classic to disassemble, strengthen and rebuild from the ground up, with several unique touches. The car as it stands today is said to mimic the 997 Sport Classic, borrowing its ducktail wing profile, double bubble roof and Fuchs wheels. The 996 is finished in a unique Sport Grey Metallic paint, with Club Blau accents. Its engine, chassis and running gear has all been upgraded to 996.2 GT3 spec, delivering 381bhp at 8,000rpm.

Inside, the 996 boasts a Slate grey hue with Pepla inserts on the seats and doors. The 996 is set to tour the US throughout 2022 for various Porsche or PCA events.

## News in Brief

### Porsche takes first Formula E victory

Porsche celebrated its first win since joining Formula E, with a historic one-two finish in round three of this season's Formula E championship at the Mexico City E-Prix. Pascal Wehrlein started on pole position and took victory driving the Porsche 99X Electric. He was followed home by teammate André Lotterer at the Autódromo Hermanos Rodríguez circuit.



### Porsche 911 GT3 Cup scale model shines

This detailed collector's scale model of the 982 generation 911 GT3 Cup – as seen in Porsche Supercup in 2021 and Porsche Carrera Cup GB from this season onwards – is now in shop. [porsche.com](https://porsche.com). Finished in the launch livery of silver with black and blue graphics, the 1:43 scale model would look great on any shelf or desk. Its Porsche item number is WAP0209920NGT3.







# Will VW Group sell Porsche?

Economist Chris Dearden comments on rumours VW is considering selling Porsche. What could this mean for the company going forward?

If your diet of daily reading includes the financial papers (as well as **Total 911**), you'll have heard of potential seismic changes in the ownership of Porsche. We're all aware that Porsche is owned by the Volkswagen Group, but how this came about is less widely known. To understand the significance of possible changes we need to take a quick look at what happened back in the early 2000s.

The family-owned Porsche company had come close to bankruptcy in the 1990s, and had used its close relationship with VW to help its recovery. The Porsche Cayenne, responsible for about a third of the company's sales by 2005, was built on the VW SUV platform, saving Porsche hundreds of millions of development dollars. Similarly, the new Panamera also used a VW platform, as Porsche became increasingly reliant on VW.

At that time VW was financially undervalued, and could have been taken over by a corporate raider or a Japanese rival, with unpredictable consequences for Porsche's relationship with its big brother. Shrewdly, Porsche announced that it was using the majority of its cash reserves to acquire a 20 per cent stake in VW, making a hostile takeover of VW much more difficult. The then-Porsche chief executive, Wendelin Wiedeking, said this was to safeguard Porsche's security, and that Porsche would not be trying to take over VW.

Here it gets interesting. In a scheme *Game of Thrones* writers would have been proud of, Porsche had been quietly buying up VW shares, using money borrowed from 15 different banks.

By October 2008 Porsche owned 42.6 per cent of VW, with firm options to buy another 31.5 per cent. This meant it controlled 74.1 per cent of VW, just 0.9 per cent short of the 75 per cent it needed for a domination agreement and with prospective access to the 12 billion dollars on VW's balance sheets. It was a stealth approach that would enable Porsche to use VW's money to pay back everything it had borrowed to buy the company.

But then, at the end of 2008, the financial crisis hit, bringing a double-whammy for Porsche. Sales dropped by 27 per cent, and the banks not only refused to lend the company any more money, but also started calling in their loans they had already made, which Porsche was unable to pay. Any one of the 15 banks could have bankrupted Porsche overnight, but in a bizarre turnaround Porsche borrowed a billion dollars from VW to stave off the banks, and the David and Goliath takeover story was dead. In 2009 VW formally took over Porsche, with much of the Porsche board becoming part of the VW Group board, and that relationship has existed until the present day.

Has it been a happy one? It's probably safest to say that the most family relationships, it's had its ups and downs. Currently, Porsche delivers just 300,000 vehicles out of a total of nine million sold by the VW Group each year, yet it accounts for a quarter of group profits. It maintains an almost unique profit margin in excess of 15 per cent. As VW chief executive, Herbert Diess, said last year, "Porsche performs in a league of its own."

This has made Porsche a difficult prospect to manage for the wider Volkswagen Group. When the Taycan was conceived, VW decreed that it would be built using the group's electric platform, but Porsche refused, insisting it would build its own new platform. Porsche got its way, and to everyone's amazement sold more Taycans than 911s last year. This underlines the effectiveness of its leadership as a standalone entity.

So why would VW sell such a cash-cow as Porsche? Because the VW Group desperately needs cash to update its lacklustre electric vehicle offering, and Porsche would be valued at up to 100 billion dollars when floated on the market. There are arguments it would also alleviate Porsche from being a thorn in Herbert Diess's side.

What would happen next? The Porsche family would almost certainly buy back control of the company. Freed from the cautious skirts of VW, Porsche would be able to do what it wants again, and Oliver Blume, today's Porsche chief executive, would have a free hand to secure his claim that, "Porsche will always offer combustion engines." Greater movement into projects away from the bureaucracy of VW are sorely tempting, particularly for a company that's invested heavily in tech start-ups in California and Tel Aviv in recent years.

For us enthusiasts it could mean very little, though hopefully it means that fans of Porsche can also become owners of the company, too – even if it's just one share certificate framed and hung proudly on the office wall. **EW**



**“Porsche delivers just 300,000 vehicles out of a total of nine million sold by the VW group each year, yet it accounts for a quarter of group profits”**

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# Views

The very best of your Porsche opinions

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Email  
[editorial@total911.com](mailto:editorial@total911.com)



## Open top 911s

Dear Sir,

As a recent and enthusiastic subscriber, I was  
interested to note that my 996 has increased in  
rating by 50 per cent from two stars to three!  
Not having bought it as an investment but for  
the craic, I would be happy to see values remain  
at their absurdly low level so that the sheer joy of  
a 911 can be enjoyed by more of us who don't pay  
higher-rate taxes.

Kieron Fennelly's piece in issue 210 features a  
pop-out headline on page 62: "Over a half century,  
a third of 911s have been open-topped". Your Data  
file in the same issue illustrates 119 Porsches of  
which there are three Targas, three Spiders and  
three Cabriolets – less than one-tenth. I agree  
that the perfect silhouette of the Coupe is  
irresistible, but to keep in balance with Porsche  
production you should be including 40 photos of  
open-topped models.

I attach two of my 996.1 C4 Cabriolet Tiptronic  
to start the rebalancing. Sadly, the snow on the lake  
was too deep to take it skating!

Mikael Rust

It's a fair point, Mikael. 911 Coupes tend to  
be more popular than their open-topped  
equivalents, and Porsche always releases a  
new generation in Coupe form first before  
introducing variants with a removable roof.  
Nevertheless, we still have a duty to represent  
all corners of the 911 enthusiast community.  
We'll look into this in a coming issue for you.



## 964 flachbau

Dear Sir,

I've been reading *Total 911* for a few years now and as a Porsche fanatic, I love it! The information, stories and photos in these magazines are simply amazing and provide in-depth detail on whatever you're covering. I love how at the end of the magazine it shows a full guide with specifications on every Porsche 911 made from 1964 to the modern 992.

But something has caught my eye and I was wondering if it's possible to get an article and

add this missing 911 to your magazine in a later issue. The 911 that's missing is the unicorn of all flatnose 911s: the 1994 Porsche 911/964 Turbo S 3.6 Flachbau. Besides pleasing myself and other Porsche fans, this would be a great car to do a story on. I haven't seen any articles on it in *Total 911* or other Porsche books and magazines that I've been reading over the past few years. This is my favourite 911 out there and I would love to see it discussed and archived in the magazine.

**Dominick F**



## Back issue request

Dear Sir,

Is there a back issue of *Total 911* that covered the 1987/88/89 Clubsport variant? There weren't many imported into the US and I spotted one at the local Cars & Coffee event here in Morrisville, North Carolina. The car is owned by Bob Ingram (of the "Ingram Collection" fame). It's a gorgeous example in an even rarer Irish Green (?) colour.

**Dave C Morris**

Wow, I've not come across a 3.2 Clubsport in *PTS* Irish green before – that's certainly a unique example. As one of our personal favourite models, we've covered the 3.2 Clubsport numerous times in *Total 911*. The last was in issue 185, ironically another *PTS* green car! You can find our back catalogue on [www.magazinesdirect.com](http://www.magazinesdirect.com).



**Flachbau 911s have their roots in racing with the highly successful 935s of the late 1970s.**

**Regarding the road cars, these are made by Porsche Exclusive, and we don't tend to feature Exclusive cars in the Data file because their production numbers are so small.**

**We've previously covered the Flachbau story in this magazine, though we'll look to do it again. In the meantime, I've produced a video on the very car you mention. You can search for it on my '9WERKS TV' YouTube channel.**

## 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,  
Motorsport  
**Porsche experience**  
15 years

Dear Sir,

When accelerating at 3,000rpm in all gears I get a split-second power drop. Is this a problem on the horizon? The car is a 997.1 C4S, manual, with approximately 72,000 miles on the clock.  
*Jed Starkey*

Typically, 997.1s don't suffer any power drops throughout the rev range. The delivery is nice and smooth and very linear due to the torque of the engines. They put very well indeed.

I would advise having a diagnostic machine plugged in with a passenger so that the misfire counters can be logged and monitored during the fault occurrence. The basic thing to check is the last time your 911 received new spark plugs as part of a major service, and you should also inspect the condition of the coil packs; these can crack and degrade, causing issues.

It would be good to know if this has just started happening, and what fuel you're using? I'm not aware of any issues since the switch to E30, but there may be a correlation here.



# Spotted

In the first of a new monthly feature, Total 911 assesses the rare and unusual Neunelfers currently for sale from around the world



Our search for unique cars for sale on the global marketplace begins with auctions. Various houses have delivered some incredible cars recently. Highlights include the 964 Turbo that featured in the first *Bad Boys* film, which sold for \$1.3 million in January, and a 993 Cabriolet (and a fairly ordinary one at that) selling for a whopping \$165,000 at Barrett-Jackson's Scottsdale event.

That anomalous Cabriolet sale had us lost down a 993 drop-top rabbit hole. Our search eventually turned up this rare beast: a 993 Turbo Cabriolet, a model that was never produced by Porsche. That's the official line at least, because 14 rolled out of

the Porsche Exclusive department for some of its best customers using the 964 Turbo's M64/50 3.6-litre turbocharged engine, with rear-wheel drive and a five-speed manual transmission. Pictured above is number three of those Porsche Exclusive cars: a blue exterior, blue leather-upholstered 993 Turbo Cabriolet. It was delivered new in 1994 to an HJ Kupper in Essen, Germany. He'd hang onto it for a couple of decades before selling it in 2010, and it's had a few owners since then. No garage queen, it's been used – as it should – with the odometer showing 96,000km and now it's ready for its next owner. On sale at German dealers Auzietre & Schmidt in München, Germany, its price is certain to surpass that of the hefty auction 993 Cabriolet. The last recorded auction sale of a similar (admittedly lower) 18,000km example sold for €1.34 million back in 2017.


Staying with 993s, part of a collection of Porsche's last air-cooled 911s will be going under the hammer in March. Rudy Mancinas, known as Mr 993 to some, passed away in 2021 and a number of his cars are being sold by Gooding & Company. Rudy was highly regarded in the 993 community: he would source the best examples

before 'Rudyflying' them. The beautiful Carrera 4S from Rudy's collection is an example of the type of revisions he'd make. A low-mileage car in Blue turquoise with black leather, it features painted hard-backed seats, coloured seat belts, Bilstein PSS10 coilovers and Speedline alloy wheels among his nicely judged enhancements. The estimate is between \$150,000 and \$200,000. It's just one of a number of his Porsches, as well as BMWs, that are for sale through Gooding & Company. It'll be fascinating to watch the results come in.

We've not had to look much further for more interesting 911s, with Gooding & Company managing a second lot of Porsches from a collection. Among the impressive lots for sale from The Lloyd Hawkins Collection is a number of 935s, a '74 3.0 Carrera RSR and a 2.7 RS lightweight. However, it's the 1974 Carrera 3.0 RSR IROC car that's piqued our interest here. One of just 15 built for Roger Penske's IROC (International Race of Champions), this Guards red example wears its livery from when AJ Foyt drove it at Daytona in 1974. Gooding & Company's estimate of between \$1.1 and \$1.3 million feels conservative, given the car's rarity and the current market. **SN**



Photos: Gooding & Company, Porsche, and Getty



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**PORSCHE**

## GUEST COLUMN



# What the PASM?

With an engineering background and previous career in Formula One, performance driver coach Neil Furber reveals his blend of driving tips and vehicle technology explanations to help you get more from your rear-engine machine

**S**omewhat of a Stuttgart stalwart since the 997, PASM has long been a hot topic among customers who are new to the world of Porsche. Referring to its full name hints at what secrets lie within the acronym: Porsche Active Suspension Management. Whether you choose it for the proper sports cars like the 911 or it comes as part of the range-topping air suspension on the performance SUV end of the spectrum, PASM provides electronic trickery within the damping system.

Dampers provide a necessary counterpart to the coil (or air) springs used in all modern Porsches (and the torsion bar predecessors in older models). While the springs support the weight of the body and all other 'sprung' components (pretty much everything bar the suspension, brakes and wheels), dampers are needed to provide dynamic control, and tune the onset of dynamic behaviour including body roll and limiting disturbance as you ride the bumps. A little technical perhaps, but bear with me because it helps to relate to the driving experience you'll witness at the wheel of a PASM-equipped car.

At this point, we must state that so-called standard suspension is far from basic and offers superb handling. Porsche has developed a well-deserved reputation for its tuning of the balance between both ride and handling. What PASM adds to the mix is a wider range of options to provide more of the good stuff at both ends of the spectrum. In the default mode your 911 will ride bumps just that little bit more gently than a standard car. Press the button to activate the Sport mode(s) and things firm up in the damping department. You'll experience sharper cornering response – a car that feels more instant in response to your steering inputs – as well as less compliance when the road undulates.

Crucially, the system is active. A raft of sensors and computer calculations keep an eye on what's going on and can tune behaviour within the operable range. In Normal mode, the car is no slouch despite

ride comfort being much more than acceptable for a car with sports suspension. It's in undulating sections where things work particularly well: the wheels follow the road surface with minimal body disturbance. Traction is maintained even during strong acceleration and the car feels beautifully planted. Under certain conditions, the extra suppleness improves upon standard suspension.

Unlike PDCC (Porsche Dynamic Chassis Control), which physically limits roll angle, pressing the PASM button doesn't truly make the car corner flatter. Because dampers are speed-sensitive, force-generating devices, the way you drive the car dictates what you'll feel. Throw the car into a bend in Sport mode and it'll feel more agile; its keener to change direction with less sensation of roll at entry. Essentially, the loaded suspension isn't compressing as quickly – it makes the springs feel artificially stiffer than before. This Sport mode slows the roll (and pitch) rate rather than limiting ultimate angle. For short corners and quick inputs, roll feels limited and the car is temporarily flatter. If you're in a long corner (or follow a complete circle) then your Porsche will reach the same degree of lateral tipping no matter the mode.

Smooth out your steering and PASM's Jekyll-and-Hyde-esque persona is less noticeable. While tapping the handling circuit at the Silverstone-based experience centre, I've rarely felt the need to bother

pressing the little button. By contrast, there's an undulating road cutting through the woods not too far from the circuit, and there PASM in the softer mode is an absolute delight. Pressing the button baits the rear tyres under full power acceleration with a whiff of wheel spin as the rear goes light. Luckily, the system is active and so will migrate within the range as it senses how the car is riding, with the default mode offering greater breadth. Drive it harder and things stiffen up; ride the bumps and it softens off. Use of the button just sets your principal range, with the default able to firm up more than Sport will soften off.

When it comes to buying a used 911, is PASM essential? In short, no. Porsche's standard suspension is already well tuned. PASM adds some additional computer-controlled finesse at the expense of possible electronic gremlins and elevated replacement part prices. Ideally, you should test cars with and without the system as well as how PASM reacts in more undulating conditions, if you're concerned about whether or not to seek this technology in the used car market.

The slower your inputs for the steering and brakes, the less noticeable PASM's behaviour under braking and corner entry. With my driving style, I've found less difference than some people until the going gets rougher, but ultimately the choice is yours.

You can find more information on Neil and his driver coaching by visiting [drive7en11ths.com](http://drive7en11ths.com).



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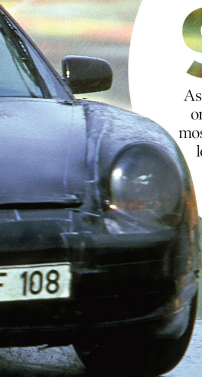




# ORIGINS OF THE 996

As the first ground-up new 911 since the original of 1963, the 996 was Porsche's most radical creation in decades. Total 911 looks back on the genesis of a sports car that launched Porsche into the twenty-first century

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



**T**he origins of the 996 are to be found as far back as 1984 – April 1984, to be precise. This was the month in which the Type 964 received the approval of Porsche's Vorstand. The Carrera C4 was launched four years later and 25 years after the first 911.

The 964 was distinctly more advanced than its forebears. Porsche had revised the entire chassis, doing away with torsion bar suspension and replacing it with damper and spring struts. The underside was now carefully air-flowed to enhance stability and reduce drag, while ABS and power steering now featured – as would optional automatic transmission once the C2 was launched a year later.

This was the first 911 with Bosch Motronic engine management rather than the Jetronic ignition and fuel injection, and following the trend set by Audi, the new 911 had all-wheel-drive, its variable torque split one-third, two-thirds between the front and rear axles. On paper it was a promising specification, but nonetheless there was a feeling among the 964's engineers and its designers that they could have done much more without the constraints imposed by a very conservative Vorstand.

Traditional Porsche fans were impressed – their 911 had clearly undergone a significant amount of updating – but the wider market was less enthusiastic. Although Porsche claimed the 964 was "85 per cent new," it looked remarkably similar to the previous 911; only the bumpers had really changed. Early reports that the handling of the C4 was disappointingly inclined to understeer did nothing to improve the new 911's image.

Its launch coincided with probably the most difficult period in Porsche history. The collapse of the US dollar from over three to 1.8 Deutschmarks demolished much of Porsche's profitability at a time when the ambitious 959 project was already far exceeding its budgets. As Porsche's economic situation worsened, the board reacted by sacking CEO Peter Schutz and styling chief Anatole Lapine. Aware that the same fate awaited him too, engineering director Helmuth Bott resigned.

At the same time the styling department lost nine designers, with a quarter of its staffing leaving for Mazda that had just opened a European R&D centre in Frankfurt. A malaise was pervading the company and if Porsche's engineering department didn't experience deflections in the same proportion, the feeling of stasis affected technicians, too. Its significance unnoticed at the time, production specialist Wendelin Wiedeking also resigned.

To replace Helmuth, Porsche recruited Ulrich Bez from BMW who brought his chief stylist, Harm Lagay. Both men had worked at Porsche before. Harm had been responsible for much of the 924 and Ulrich, who began at Porsche as a graduate engineer, had run Porsche's vehicle safety research. The ambitious Ulrich was a man of firm ideas that he propounded with considerable energy. Some of these would prove controversial, notably his championing of the 989 Learjet for the road where costs finally spun out of control, or his equally abortive attempt to take Porsche back to F1 glory. Yet to his credit he also recognised the importance of the 911, and the urgency for a better 911 with wider appeal than the 964.

In Harm he had an independent-minded stylist who was unafraid to break icons. When later called



**TOP** A 996 Turbo prototype, still in existence today

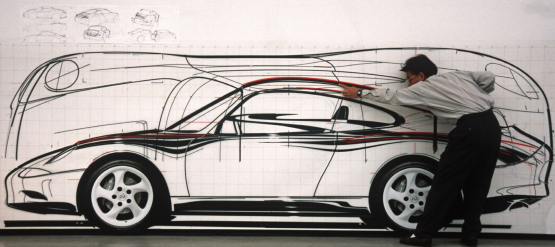
**RIGHT** Pinxy Lai and Harm Lagay preside over a full-size, mock-up 996 clay model

**LEFT** Harm Lagay's forward thinking enabled what was a radical new 911 design









**TOP** Pinky Lai visualises his ideas for the 996

**ABOVE** Tyre testing on the 996 taking place at the Mugello race track

**LEFT** A pair of early 996s in warm weather testing

before a concerned Vorstand to justify the 993's fared headlights, Harm bluntly informed his questioners that the 911 had to change. As he recalled to motoring author Randy Leffingwell: "The 911 concept, that's the first issue; how you treat it, how successful you can be to get it moving and keep it moving continuously, that's the job. The 911 is not only a sports car in its own right, it is also an extremely attractive segment in the automotive world. You build a car for that amount of money, you make it unique, you keep it unique. That's why people drive it. They compare themselves with it because it is a successful thing."

Ulrich and Harm saw their mission as designing a new 911 that responded to this. They also recognised that in the short term they had limited resources: a basic shell that hadn't evolved in 30 years, but too expensive to abandon now; and high manufacturing costs because of the bespoke nature of the air-cooled flat six. They also understood that the air-cooled 911 would never achieve 21st century fuel economy and safety norms. However, in the immediate term the traditional 911 could benefit from some new thinking. The 964 C2 had barely been launched before the 993 started to take shape.

Ulrich would leave the company before 993 prototypes took to the road, but the intelligent and handsome 993, if a compromise, would remain a tribute to his dedication. Meanwhile, his brief tenure of office stirred thinking at Weissach. A secondary challenge persisted of how to replace the four-cylinder transaxle range. The entry-level Porsche was increasingly outmoded, not least by cheaper Japanese competition. The main reason for Wendelin's departure had been his frustration at the vast inefficiency of having two separate inventories and production lines for the 944 and 911 models. Now Wendelin would return to Zuffenhausen, smoothly guided back by none other than Ferdinand Piëch,

with Hans Mezger, the original designer of the flat six, a Porsche shareholder and Vorstand member.

Appointed board member for production, Wendelin would shake up more than just inventories. Although he had worked at Porsche since 1983, Wendelin was more dispassionate about the cars and the mystic of the 911 than some of his colleagues. He was never one to watch Porsches racing at the weekend, as many senior people did. Yet his focus on business and profit was absolute. He helped to create the kind of atmosphere where people could think the unthinkable.

One man open to such thoughts was Horst Marchart, an Austrian who had joined Porsche as an engineering apprentice in 1960 and made his career with the company. Now as director of passenger car production, he had the problem of devising a new entry-level model. Horst's 'unthinkable' proposal of 'one platform, two cars' was revolutionary: no other manufacturer of comparable size had ever attempted this. Such a step into the unknown appalled in-house traditionalists, who believed the idea of sharing not just components but major design features such as the front aspect could fatally undermine the appeal of the 911. Horst, however, was supported by Wendelin and crucially by design director Harm, a disciple of the need for the 911 to keep evolving.

During the summer of 1991, only a handful of individuals within Porsche knew of this, but following the dismissal of Ulrich, in October Horst was appointed to the board as engineering director. It was there that he would present his case, supported now by Arno Hohn, Porsche's new CEO. He had to argue hard, but in the end the logic was unassailable. Over half the cost of the 911 lay ahead of the A pillars, which housed the braking and safety systems, steering, the electrical loom and crash protection. A pair of Porsches with a common front that, in any

"With the 993, we had exhausted the visual possibilities... I wanted the 996 to look more relaxed and I think we achieved that"



case, could be differentiated cosmetically, was the basis of the proposal.

Two years before the 993 was launched, planning for the 986-996 project began. Harm had already instructed his stylists to submit sketches and after more formal submissions, Grant Larson's 986 Boxster was chosen, as was Pinky Lai's effort for the future 911. Both men had been brought in by Harm: Grant from Audi; and Pinky, who had worked with Harm at Ford and BMW. Two design teams were established and the two models evolved in parallel in the styling studios in the basement in Weissach's famous hexagon building.

In contrast to how each passing year in the late 1980s seemed to herald more bad news at Porsche, the early 1990s saw the pendulum swing in the other direction. In 1993, Grant's Boxster concept received rave reviews at the Detroit show, which was a huge boost to confidence. The launch of the 993 was an equal success and its strong sales through 1994 (an impetus that it would maintain almost until the end of production in April 1998) confirmed Porsche in its original plan to launch the Boxster before the new 911, although both models were ready at the same time.

In 1995 Porsche recorded its first profits for six years, coinciding neatly with the departure of the final group of Japanese consultants who had been hired to help the company reform its manufacturing process. The 1996 launch of the Boxster was the triumph that Porsche had hoped for. The auguries for the 996 were almost entirely positive.

By common consent, Pinky's 996 met the challenge of successfully repeating the 911 silhouette. Over 20cm longer than the 993 and with a higher tail, it appeared more swifter – especially with a shallower windscreen, the rain gutters eliminated and its hips less prominent. It looked unquestionably more modern too, with the anachronistic quarterlights eliminated and its glazing flush. "With the 993, we had exhausted the visual possibilities," said Harm. "I wanted the 996 to look more relaxed and I think we achieved that." The superior aerodynamics of the new shape took the 911's drag coefficient to a new low of 0.30, as well as contributing to improved fuel economy and reducing wind noise.

Besides its extended length, the new body was also 3cm wider. All these addition centimetres provided the design engineers with the vital space to locate such equipment as air conditioning, coolant radiators, electric motors and airbags as well as increasingly complex looms – items that 911 engineers were forced to shoehorn with ever-greater ingenuity into the air-cooled 911s 1963 shell.

If the frontal aspect achieved the 'family look' – a commonality that Porsche had begun to attempt with the 968, the 928 and the 993 – the shared cabin did give rise to negative comment. Yet Porsche was still in no position to afford the tooling costs for two different interiors. And the 996 did differ technically from its sibling. Although both used the same chassis and engine design (a water-cooled twin cam flat six), the capacity of the 996 was 900cc larger

and its additional 90 horsepower ensured distinct performance differences. While the Boxster made do with an Audi five-speed gearbox, the 996 received a bespoke six-speed from Getrag. Underneath, the 996's rear suspension was a development of the 993's multi-link, which was more sophisticated than the struts and trailing arms of the Boxster.

Motoring correspondents were unanimous in recognising the improved dynamics and refinement of the new 996. No one missed the racket of the air-cooling fan of its predecessor, especially present at low speed, and commented on the ease of driving of the new 911. Autocar was not alone in feeling the 996 lacked some of the character of the 993, but in retrospect every new 911 except the 997 has provoked this reaction. Elderly true-believers will tell you that 911s have steadily become less satisfying to drive since the original pre-impact bumper cars. Today, magazines was lyrical about the undomesticated simplicity of the 996 and Porsche now hails it as a "classic".

The 996 was far from perfect – the mechanical frailties that later dogged it the result of underfunded and hasty development – but it brilliantly embodied the 911. "If it doesn't stir anything within you, doesn't inspire you, then it isn't a Porsche," observed its chief stylist. In 1988 interim CEO Heinz Brannitz famously heralded the 964 as the 911 "for the next 25 years." It was the wrong 911. Harm's continually evolving 911 concept, which began here and as far as can be seen, for a decade and more to come. **911**



A detailed view of the interior of a Ninemeister sports car. The dashboard features several round analog gauges and orange-accented trim. The steering wheel is black with a central logo. The seats are upholstered in orange leather with a quilted pattern. The center console has a manual gear shifter. The overall aesthetic is classic and high-end.

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# 25 YEARS OF 996

Written by **Kyle Fortune** Photography by  
**Ali Cusick** and **Total 911** archive

In its silver anniversary year, Total 911 explores the highlights of the 996 model range



**H**istory has been unkind to the 996. Its significance is seriously underplayed – not just to the 911's lineage, but to Porsche's survival – with the focus instead being on its mechanical problems and divisive styling. Every new 911 introduction is difficult. Porsche's most iconic model rightfully garners huge enthusiasm and the 996's was, and remains, the most radical departure from the 911 norm.

Its reception was never going to be smooth. Air made way for water and an entirely new body and chassis was developed – something that even the most ardent of 911 fans have since recognised was both necessary and overdue. These changes were enough to upset Porsche's more devout 911 followers but for everyone else, and the company, the 996 was a revelation. Its stiffer, more modern structure could be built more quickly by machines rather than by hand. It was the same story with the engine. And its closeness to the '86 Boxster resulted in economies of scale that would see Porsche thriving, as opposed to merely just surviving, off the back of 911 sales.

Contemporary reviews praised Porsche's new 911, too, which is often ignored today, because the 996's reputation remains unfairly tarnished by its subsequent mechanical issues. No 911 is perfect, but more than any other 911 before it the 996's woes were repeated ad infinitum across the internet.

The years since have been unkind to it as a result, though its status among some as 'unloved' is hugely unfair. Indeed, the 996 ought to be celebrated and coveted, because its incredible sales success didn't just bolster Porsche's coffers significantly, it also ushered the entire company into a new century with renewed vigour and enthusiasm. It enabled cars like the Carrera GT to be built and it was the 996, not the Cayenne, that was instrumental in creating the company Porsche is today. That the 996 also authoritatively restored the 911 as the benchmark sports car it remains to this day is largely overlooked. The reality is the 996 was the right car at the right time for Porsche, and after 25 years its place in



## 996.1

Water cooling was an inevitability to enable the 911 to continue to pass ever-stricter emissions and economy regulations, while still providing performance befitting of a 911. The switch might have been controversial, but if it hadn't happened then the 911 as we know it wouldn't exist today.

Porsche had engineered the original platform and boxer engine to their limits, too, so the clean-sheet design of the 996 created an opportunity to reassert the 911 as a performance car for the new Millennium, rather than one anchored in nostalgia. What was hugely impressive is that Porsche added so much sophistication, refinement and significantly enhanced performance and economy into a package that was marginally bigger and more accommodating – something crucial for the US marketplace. Easier and quicker to build, and lighter than the 993 it replaced, pore over all the details of the 996 and it really was a revelation.

Extensive use of high-strength, warm-formed steel brought stiffness that was nearly double the rate of other cars. That strength benefitted crash performance and safety, keeping the fuel tank from passengers, as well as having the obvious advantage of providing an excellent structure to hang the cast aluminium suspension from.

The design, specifically around the early Gen1 car's headlights and, more accurately, its closeness visually to the cheaper Boxster, was arguably Porsche's biggest mistake with the 996. That was addressed with the Gen2 car, which gained the headlights debuted by the Turbo, but in isolation Pinky Laif's 996.1 design is very clever, and beautifully pure and neat. It's evocative of the earliest slim-hipped 911s, yet utterly contemporary and vastly superior aerodynamically. Park a 996.1 alongside a 992 and it looks sleek, compact and pure, the design having matured beautifully.

The drive, too, remains something to be savoured. The 996, in its most basic Carrera form, is incredibly captivating, and hugely capable and

exploitable. Porsche's positioning of the steering rack in front of the front wheels was instrumental in increasing steering precision and feel. And what precision and feel: the 996 delivers a sensation-rich, detailed and incredibly enjoyable drive. The 0-62mph time of the 3.4 litre 300hp Coupe is 5.2 seconds, with a 174mph quoted as its top speed: those numbers just marginally slower than the 993 Turbo. The Carrera is still indecently quick, with this 911 democratising supercar performance into the sports car sphere.

Porsche's introduction of sophisticated PSM with the four-wheel drive Carrera 4 in 1998, and applied across all 911 models later, meant everyone had the opportunity to enjoy the 911. PSM's integration was so peerless that at the C46 launch even Walter Röhrl admitted to driving with it on, and on the Nürburgring he could only better the laptime with it off by just four seconds. Whether you went for a C2, C4, Coupe, Cabriolet or Targa, they all impressed. Porsche's radically new 911 was a brilliant one, and remains so.

## Anniversary

We wish we did anniversaries as well as Porsche does, because its celebratory 996 Anniversary, or 40 Jahre, is very special. A good portion of its appeal lies in the fact that to the uninitiated it's just another 996, but if you know, you know. You'll note the reduction in ride height thanks to the M030 sports chassis, the GT silver paintwork, aerokit sills – but no rear wing – and a Turbo-derived front bumper. Slim hippped, just as Pinks intended, there's a neat little 40 Jahre badge under the simple 911 badge. The Anniversary is the only 996 to have 911 adorn its engine cover.

What's underneath that simple cover is special, too, with this 996's flat six gaining the X51 powerkit.

It increases power to a quoted 348hp from the 320hp of the Carrera. Indeed, the combined changes make the Anniversary feel more GT3 than Carrera in its immediacy and keen edge. That's hardly surprising when you hear that the X51 kit hails from the Motorsport department. It includes cast aluminium intake manifolds with a modified cross-section; larger, freer-flowing exhaust ducts; a revised valve train; improved dual-chamber suction pump for cylinders

four to six; bulkhead baffles in the oil pan to remove high G oil surge; and bespoke engine management. We could go on to talk about the fitted luggage and key pouch, wallet and the other neat interior changes. That, and the fact Porsche only built 1963 of them, each numbered, but we're off to search the classifieds instead, because when we last tested one at **Total 911** we said, "The specification verges on perfection" and, really, that still stands.



## Carrera 4S

The 996 model proliferation followed a well-trodden wide-bodied path from Porsche, with the Carrera and Carrera 4 models joined by the Carrera 4S in 2001. Unveiled at the IAA at Frankfurt, Porsche billed the C4S as 'a brother for the Turbo', which related to the Carrera 4S's adoption of the Turbo's wider body and elements of its suspension. Without forced induction the Carrera 4S didn't have any need for charge air coolers fore of the front wheels, so those shapelier rear wings did without side intakes. The Carrera 4S was also denied the Turbo's rear spoiler. Instead, it featured the standard automatically rising engine cover, under which sat the 4S's signature reflective red strip that joined the taillights.

Among 996s the Carrera 4S is lauded as the pin-up. It's the 996 that's near universally praised for its looks, in either Coupe or Cabriolet forms. Prices have always reflected this, with the C4S attracting a premium over its flat-flanked C2 and C4 relations. This is bolstered by the C4S's differing, higher standard specification. Underneath that bodywork is suspension derived from the Turbo's. It's not identical: the suspension is tuned differently, thanks to slightly softer springs, thinner anti-roll bars and revised damper settings, and riding 10mm lower than the standard Carrera. The big red brakes came from the Turbo, while it shares the same wheel and tyre dimensions as its mighty relation.

Being heavier and presenting more body to the air means the 320hp 3.6-litre engine of the Gen2 996

has to work harder in its 4S guise to produce its best results. The Carrera 4S takes 51 seconds to reach 62mph, with the top speed reduced slightly over its C2 and C4 alternatives, too. It's not as immediate to drive, then, but it's still an incredible point-to-point car, and feels a bit more grand tourer in its character

than the lighter, more engaging Carreras. Even so, at the C4S launch Porsche claimed the 4S could lap the Nürburgring four seconds quicker than a Carrera 2, thanks to its greater traction, grip and braking performance. We can believe that, but it'll be the Carrera 2 driver who would be having more fun. ☺



## GT3 (Gen1 and 2)

Revealed at the 1999 Geneva Motor Show, the 996 GT3 is also the car that introduced a new badge, as a new measure by which all performance cars have since been tested: a lap of Germany's Nürburgring. The Gen1 GT3 was the first production car to lap the 20.8km track in under eight minutes, with its time of seven minutes 56 seconds in the capable hands of the aforementioned Walter Röhrl. That time was around 30 seconds quicker than a standard Carrera, which is an incredible gap, though hardly surprising given that the GT3 is essentially a Cup car with number plates.

To achieve this, Porsche's Weissach engineers applied the Motorsport department engineering to it. The GT3 brought bigger Turbo-derived brakes with monobloc aluminium callipers, 30mm lower, revised, reinforced and easily adjustable suspension, 18-inch wheels and a differing flat six slung out behind the rear axle driving through a GT3-specific six-speed

manual transmission derived from the 993 GT2. That engine, a 3.6-litre flat six, is not simply a bored and stroked version of the Carrera's 3.4, but actually a development of Porsche's GT1 race unit. Dubbed the 'Mezger', the 3.6 wouldn't just be used in the GT3, but would also gain turbos to be used in the range-topping Turbo model. In the GT3, the 3.6-litre dry-sumped Boxer with titanium con-rods develops 300hp at 7,200rpm, allowing a 4.8 second 0-62mph time and a 187mph top speed.

The numbers are inconsequential, and inaccurate if Roland Küssmull's claim of travelling at 198mph during an autobahn blast past the minibus carrying the UK automotive press on route on the GT3's launch location in Germany is to be believed. Within that group, *Evolution* magazine would report the Gen1 GT3 as 'one of the most exciting Porsches ever', and we're not about to disagree – then or now. The GT3,

Gen1 or the later 2, is an incredible driver's car that's among our all-time favourite 90s.

The Gen2 car arrived in 2003. It was the first GT product to be developed by GT department boss/engineer Andreas Preuninger. His team increased its power to 381hp, which developed at 8,200rpm, in turn improving the 0-62mph to 4.5 seconds. Wider front tyres were fitted, with the rears also gaining width. The brakes added two pistons each up front, making six per wheel, with the discs they grabbed growing by 20mm. The wheels were lighter and the transmission was fitted with its own oil cooling. Porsche's press release stated: "The excellent dynamics have been achieved by the Porsche Motorsport specialists in Weissach without any chassis control system, which could otherwise impair the overall driving experience." This tells you everything you need to know about the GT3.





## GT3 RS

The press release that announced the 996 GT3 RS to the world was little over a page long. Porsche's board had been reticent about the idea of the GT3 RS, as had the markets, but the GT department pushed hard for a production run to help homologate some parts it wanted to run on its race cars, so the nod was given, albeit reluctantly. The rest is history.

The GT3 RS became an instant hero car, not least because it was only available in white, with either blue or red contrasting GT3 RS script along the lower flanks and coloured centres in the wheels – the painting of which we're told was so expensive there was a lot of arguments about it being done. Fortunately, the right decision was made in the end. What's so special about the GT3 RS is it's the manifestation of the automotive enthusiasts' clichéd poster car, with Andreas Preuninger's childhood bedroom wall having a picture of a white with blue 73 Carrera RS on it. Andreas in his later role within the GT department would develop a car in homage to Porsche's most famous model, and in doing so he created a new icon in Porsche's model range.

Not that you'd have known at the time. The short release about the 996 GT3 RS was scant on details, and claimed that the 3.6-litre Mezger flat six retained the 380hp of the regular Gen2 GT3. The truth is Andreas' team didn't want to rehomologate the engine, admitting since that "one of those engines left here with less than 400hp." The work to achieve that increased power was more extensive than Porsche would admit at the time. Instead, the company focused on the weight reduction the RS brought.

It dropped 50kg over the GT3, which was a car that weighed more than a stock Carrera 2. To achieve this the GT3 RS used a carbon fibre bonnet that featured a Porsche sticker instead of the more usual, weightier badge on it, and the rear window is polycarbonate rather than glass. The interior was pared back, although a cage was added in the rear and meant that the GT3 RS was unable to be sold in the US. Suspension revisions included divided front and rear lateral control arms, bespoke wheel hub assemblies and optimised rear-axle geometry. The cumulative effect of these design revisions, as well as the close ratio, six-speed manual transmission and the single-mass flywheel, is a car that's incredibly rich in detail and precision, with an engine that's so eager to shift so little mass, making it one of the all-time greats.

This is GT3 RS genesis, and for absolute parity it's never really been surpassed even if, like its GT3 relative and indeed all 996s (and any 980 before and since), there's the need to manage the front axle. The suspension's adjustability enabled you to dial that out a bit, though. Do that and it's one of the most thrilling, engaging 90s you could ever drive, and yet another reason why there really ought to be more love out there for the 996 overall. ☺



## Turbo

The 911 has more than its fair share of icons, with the 996 introducing a few more. Yet with the Turbo, Porsche already had an established range-topping model. Like the GT3, the Turbo used the Motorsport-derived 3.6-litre Mezger, though to that it added a pair of turbos mated to a four-wheel drive chassis driven either by a six-speed manual or Porsche's five-speed Tiptronic S automatic. Its technical arsenal is impressive on paper, but how it translated to the road is otherworldly. The 911 Turbo in 996 guise civilised the Turbo, but did so without denying it any of its devastating ground-covering

ability. The 996 Turbo didn't just rewrite what was expected from Porsche's forced-induction flagship, but completely shifted the perception of useable performance cars across the automotive world.

That 420hp helped, as did its four-wheel drive, Porsche's PSM system – a stability and traction control setup that made it possible to find the balance between grip and slip before intervening. This enabled the Turbo to exert its authority with incredible effect. A useable supercar with near-hypercar pace, the Turbo would reach 62mph in a conservatively measured 4.2 seconds and beyond 100mph in under 10 seconds, on its way to knocking on the door of 200mph. It'll do all that almost regardless of the conditions, too.

The steering remains a highlight. While weightier than the standard Carreras, it's full of feel. It's also meaty – much like the engine's delivery, which despite its turbocharging doesn't have any of the old lag. It feels rear-wheel drive, and for the most part it is, with just five per cent of the drive heading fore, although that can increase to 40 per cent if required. It always looked good too, with its more pug-nacious stance, raising bi-plane engine spoiler and functional intakes and vents delineating it from the Carreras. The Turbo proved to be a speedy all-rounder. Porsche offered it with the X50 pack, which added around 30hp. This choice was adopted in the Turbo S production model introduced in 2004, as if the regular Turbo wasn't fast enough.





## GT2

If the Turbo wasn't quick enough, Porsche raised the stakes with a wilder version: the GT2. Still a car hailing from the Production rather than the Motorsport department, the specification reads like that of a racer. PCCB (Porsche Ceramic Composite Brakes) for reduced unsprung mass and fade-free braking performance were fitted as standard, which contributed to a 160kg reduction in an overall weight loss of over 100kg compared to the Turbo. The majority of its weight reduction was thanks in no small part to the removal of the four-wheel drive system. As if that wasn't unhelpful enough, Porsche pushed the output through the rear wheels to 462hp, its sizeable power gain via higher flow turbos running at 2-bar boost. There was also an increased compression ratio and new charge air coolers, with the GT2's exhaust having less back pressure than the Turbo thanks to freer-breathing silencers.

Upping the concern (or fun) further is the lack of stability or traction control, these systems being consigned to the bin. Indeed, Porsche's only concession to traction over the specially developed

Michelin or Pirelli tyres is a standard limited-slip differential with 40 per cent locking on drive and 60 per cent on overrun. All that contributed to a 0-62mph time of 4.1 seconds. This was quicker in reality, with contemporary tests describing its accelerative ability as "verging on the uncomfortable".

As a result, the GT2 gained a reputation of a tricky car that demands a skilful driver, but this became part of its appeal. This remains true today: its 462hp (upped to 483hp in 2004 along with a raft of other changes to the specification including GT3-style wheels, and the availability of an unpainted carbon fibre rear wing as part of a carbon-look package on the Clubsport version) may be surpassed by a number of 911 derivatives, but none will put the fear into you as convincingly as a GT2. Nor will they have the status as a serious driver's car, or one that can shock and awe, yet be as enjoyable and intense. And more than a little bit naughty; as one journalist found out at the car's launch in Venice, where the carabinieri visited Porsche's hotel to enquire who had passed them on the Autostrada at P55mph... ☺

"The 996 civilised the Turbo, but did so without denying any of its devastating ground-covering ability"



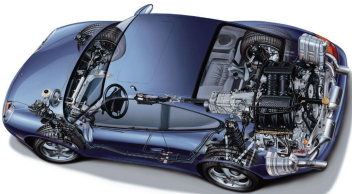
## 996 Mechanical Gremlins

It's been well known for its issues around reliability, but 25 years on, what's the real-world assessment of the 996's mechanical underpinnings?

Porsche built over 175,000 996s, and if you believed everything you heard about it, every single one is problematic. The 996 has issues, but they're hugely blown out of proportion. The effect is exacerbated by both the information revolution and the increased production proliferation. As Mark Sumpter from Paragon says, "The 964 had problems: the flywheel, the leaks. With the 996 it was about its timing. All of a sudden [online] forums existed. With a 964's problems you had to speak to someone in a pub about it, or go to a dealer or a car club. With the 996 there were a lot more cars, and with forums one car with problems would be massively overblown. It was nowhere near as big a problem as people thought."

"It", of course, being the IMS (Intermediate Shaft) bearing. It's impossible you'll have read anything about the 996 and not heard of the IMS, and likely read the horror stories of lunched engines where IMS failure has resulted in valves meeting pistons, to engine-killing effect. We'd be lying to say it's not an issue, but it's one that's significantly exaggerated, and a sizeable number of the cars you'll find on sale now have had remedial work done to prevent it – doing so costs around £2,000. It's also worth noting that it's only applicable to the Carrera's engine, not the Mezger unit that features in the GT3-RS and Turbo, and it's more common in the earlier 3.4-litre cars, although it does occur with the 3.6-litre, too.

We regularly speak to Porsche specialists about IMS failure and 996s, and the usual response is that it's rare these days. As Pete Twyman from Paragon's Service department says: "I guess we're lucky that we see very well-kept examples, but I've only seen one car here with IMS failure." That statement underlines that a regularly, expertly serviced 996 shouldn't be problematic. Mark adds "With the 996s being water-cooled they have about half the amount of oil in them compared to air-cooled cars, which makes it more



important that you change it regularly." Sound advice, and a traceable, thick history file outlining money spent is the best preventative measure for future issues. And the IMS? The likelihood is it would have been a problem by now, and as the valves continue to climb, that circa £2,000 outlay should you choose to replace it as a precaution, becomes a smaller percentage of the overall value of the car.

Other issues related to the 996 are the RMS – or rear main oil seal – that can leak. It's not an expensive part to replace, but it's a labour-intensive job. Consider replacing it if you're going in for other maintenance such as a clutch replacement. Cracked cylinder heads and bore scoring is something else you'll likely have heard about. This occurs where the cylinder's Lokasil liners start to fail, causing the pistons to contact the cylinder wall. This causes poor oil lubrication that only exacerbates the issue. Cars that either have rarely run at temperature or often do short trips seem to be more likely to have problems thanks to localised overheating. If you're buying it's worth having a borescope inspection and the cylinder heads checked to make sure it's not a problem with your potential purchase. Possible signs it might be an issue are rhythmic ticking, increased oil consumption, debris in the oil filter and particularly sooty exhausts, and jet black used engine oil.

Keeping the radiators clear of debris will help prevent any overheating issues, even though doing so is a bumper-of-task. Debris left in the radiators and the A/C condenser can cause corrosion. Likewise, make sure the coolant tank isn't leaking, as they're prone to doing. Replacements are expensive for Gentl cars but not Gen2 bizarrely, if slightly fiddly to fit. At the other end, exhaust systems tend to be fine on the Carreras, with corrosion only really an issue around fixings. The biggest issue for Turbos is rot, and it's worthwhile inspecting around the exhaust, silencers and turbos themselves regularly because they can rust quickly, even on relatively low-mileage cars.

Now in its 25th year, the 996 has been through the worst of its depreciation dip, so be careful of cars that have been run on a shoestring when they've been bought for very little money. Prevention is always better than cure with Porsches, so keep on top of maintenance if you own one, and check if the owner has done so if you're buying one.

Pete says he's seeing more with corrosion around the shock absorbers. It's the body of the shock itself, rather than the bodywork, with water getting trapped up by the bump stops and causing it. Rust on the body is unusual, although cars used all year round on salted winter roads will succumb to some corrosion. If you're driving during the winter, make sure any salt is removed, and take preventative measures to protect underneath the car.

Brakes should need attention according to the regular service schedule. The brake lines can corrode, as will the backs of the discs if the car's used infrequently and parked after washing. As ever, make sure the car's fully dry before garaging it, to prevent any moisture causing issues when it's not being used. Lack of use of any car is never good, so be sure to take it out regularly, and for a decent run to get everything up to temperature. Other areas of note are the coil packs that can fail (a misfire being a clue to this), while the suspension will need regular alignment, with replacement 'cotton arms'. Doing so will make the car drive like new again.

Pete advises that when servicing, it's best to do so with Porsche genuine parts; pattern parts are usually a false economy. The headlights fade, but that can be polished out and protected, while the gearboxes are pretty much bulletproof if they've had their scheduled oil changes, and clutches are strong, too.

Don't be frightened of the 996, then, because despite its reputation it's not the basketcase that the internet would have you believe. We say buy one before everyone else reads this and realises what a brilliant car they're missing out on. ☺





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## 996 Market Analysis

When it comes to buying a 996 you've got options, even if your budget's at the lower end of the scale. But don't hang about – people are wising up to the car's immense value for money...

Volume defines the 996 marketplace: the number available out there is far greater than any 911 before it. That's been instrumental in keeping prices low, with the 996's transitional status – its all-new look, water cooling and Porsche's shift up a gear in sales – all impacting on how it performs in the market today. "Take emotion out of it and the 996 is a better car than the 993," admits Mark, before highlighting it was safer, more comfortable and useable with less quirks. "We raced an early one and the chassis was amazing. It was so much stiffer. The 996 was a huge improvement."

"But we can't buy them," says Paragon's Jason Shepherd, at least not at the quality they'd like to. Mark concurs, saying if he sees 10 cars, there'll only be one or two he'd be happy to take on. People are spending money on them again, though, with the 996 the only 911 that's available to you if you're on a budget. Mark explains: "If you want an analogue 911 and you've got £20,000 odd quid to spend, there's only one 911. All

the air-cooled stuff – even cars that might previously have been unloved – are £50k. A 996 is closer to the air-cooled cars than later 911s, too, being light, nimble and agile, and people are waking up to that.

"I'd avoid the first year of production, unless you find a cool, low mileage, absolutely standard car. Looking at the 3.4 I'd say go '99, because I think there were a few updates that Porsche did unofficially to improve it, in relation to the interior build quality. Then it's about buying the best car you can afford. The CAS is as pretty as they get – there's a lot of love for that – but I think there's something cool about a 3.4 Carrera, and I wouldn't necessarily say buy low mileage, but buy one with a continuous history."

Everyone at Paragon admits the GT3 GT3 RS is always a good buy if they've not been accident-damaged. They're inexpensive when you consider their relative rarity and historical significance, not to mention how brilliant they drive. Another car that's on the up is the 996 Turbo, with the best now commanding proper money. Even then, compared to their contemporary rivals, like Ferrari's 355 or 360, they look like huge value for money. As Jason says of all 996s: "Just buy the best one. We're at the early stages of increased interest from people not just capped by budget, but enthusiasts looking backwards for kicks. It's got age on its side now, and that's cool." Here at **Total 911** we couldn't agree more. **911**



**"If you want an analogue 911 and you've got £20,000 odd quid to spend, there's only one 911"**

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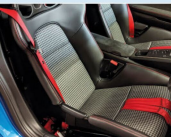
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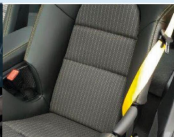


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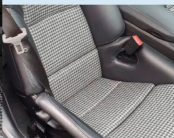


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# Mike Rockenfeller: Racing a Porsche 996

Le Mans-winning former works driver Mike Rockenfeller shares his memories of racing various 996s, to notable success

**T**he Porsche 996 was the first 'proper' car I drove as a racing driver, so I have a lot of fond memories of it. In fact, in over 20 years of professional racing – a journey that's taken me to Le Mans, the DTM and to the 'big' endurance races in America – I think it's the car I've won the most races with in the shortest period of time in my career.

My first taste of the 996 was in 2002 when I became a Porsche Junior Driver and my programme was a full season of Porsche Carrera Cup Germany, with four or five guest drives in Porsche Supercup. The first year was really hard – one of the toughest of my career. I was only 18 or 19, and Marc Lieb was my teammate. He's hardly a slouch behind the wheel.

I'd done plenty of karting as a kid, and prior to joining Porsche I'd also done Formula König, which was a feeder series in Germany back in the day. But I never had any experience of an actual racing car. The 996 Cup Car we raced was like nothing I'd driven at the time. It was a proper GT car: it was big, it had ABS, and it had an H-gate shifter so I had to heel and toe while driving. It was the first time I'd raced anything where I couldn't see the wheels.

When Porsche selects you as a Junior, it's investing in you. Not only does it teach you how to drive fast, and learn and study what you're racing, it also educates you on how to be a representative of the brand. With all the resources that were available to me, I got my head down, put in the work, and in my second season in Carrera Cup I finished second in the championship.

The following year I won it, so I think you can say that by the time I'd finished Porsche School, I was well on the way to becoming an expert with the 996. It was pretty much as comfortable as sitting on my couch at home!

When I look back at my time with the 996, it's hard to pick a favourite moment or car. I was looking through some old pictures of those early Porsche days while writing this column, and I definitely had a smile on my face because there was a lot of joy for me in these times.

I was happy when in 2005, I became a factory Porsche driver after three seasons in Carrera Cup. However, my first taste of the full-blown 996 race car was in 2004 when I first competed at Daytona and the 24 Hours of Le Mans with the 996 GT3 RS.

Compared to the Carrera Cup car, the GT3 RS was a world apart. It was much louder, much faster, and had a little more downforce. It also looked much more aggressive. The Flying Lizard 996 GT3 RS at Daytona was a very clever piece of engineering.

That car had a Carrera Cup car body, so it looked unassuming. However, everything underneath was taken from the GT3 RS, and it was unbelievably fast. We finished second that year, but I still think we could have won that race. In the last 45 minutes we were a lap down, but I managed to claw back that time under a green flag towards the end. I'm convinced we only needed a lap or two to win our class. We finished third overall and second in our GT class.

For 2005, the 996 GT3 RS became the RSR, and that's the year I won my first 24 Hours of Le Mans. Despite the name change though, the cars were pretty similar. If memory serves, the RSR looked slightly different and had a new sequential gearbox, but that was about it.

I don't really like to say, "Oh, this win or that win" is my favourite, because every victory is special in its own way. That's also why I don't have a favourite racing car because they all have their own special characteristics. That said, the first Le Mans win was super special, because it was a race I'd always been fascinated by since I was a kid. The way we won it still gives me goosebumps today.

Basically, Marc Lieb and I drove the whole race between us. We did about 11 hours each, while our third driver, Leo Hindrey, did the final few hours to the flag. As if the actual driving wasn't tough enough, I remember it was boiling hot throughout the race. Our car was run by Alex Job Racing, and we were running the Yokohama tyre. It wasn't as durable as the Michelins bolted on to some of the other 996 GT3 RSRs, so in addition to the heat and the tiredness, we also had to prevent them from melting.

Away from the race track, I bought myself a 996 GT3 when I left Porsche to go to Audi in 2007. I kept it for a bit and then sold it, which was a stupid mistake! I lost about 10,000 Euros on that car back then, and it pains me to think how much it'd be worth now if I had just stashed it away somewhere. In around 2017 or 2018, I bought a 1981 Guards red Carrera SC, which I love. It's an absolute joy to drive, it's nice and easy to maintain and work on, and the air-cooled 3.0-litre flat six engine will always sound awesome.

While I spent most of my racing career with Audi, it's Porsche that I owe the biggest thank you to. I don't come from a family with money, which has unfortunately always been the biggest thing that's needed to go racing. Without Porsche, I wouldn't have been able to become a professional racing driver.

When I started in Carrera Cup 20 years ago, I remember standing in the Porsche Development Centre in Weissach and thinking, "Wow, this is where I want to be." That feeling remains with me today. **SM**







# 996 on safari

In recent years we've seen various 911s in custom safari trim. However, none of these were ever based on the 996. That changed when one South African enthusiast decided to build his own...

Written by **Wilhelm Lutjeharms** Photography by **Rob Till**







**L**istening to an enthusiast's path to Porsche always makes for a fascinating experience. Every story is special, but the most intriguing accounts from our point of view tend to come from those determined drivers who, at some point, decide to build their own car.

Johann de Bruyn is no different. "I've always been a car guy, right from when I was a boy – the love for Porsche came a little later in my life. When I finally had some money to spend on a sports car, I bought a 997 Carrera S. I then realised I'll never look to a BMW or Mercedes-Benz to give me my thrills," he says.

Johann became a member of the Porsche Club early on in Porsche ownership, then bought a couple of GT3s and RS products, and subsequently got sucked into what Porsche offers and represents. He also raced with a classic 911 in the local Historic Class and topped it all off with a 997 Cup car.

During his racing excursions he met Phillip Visser. The latter has a long career as a race car builder and race technician, for privateers as well as OEMs like Volkswagen, and he worked on several of Johann's cars.

Johann explains when and how the idea originated to build this car: "It was during 2020 when I had two knee replacements that I had some time to read, and I realised everyone is doing resto-mods, but no one is doing anything with the 996. Enthusiasts have been looking down on the 996 for a very long time, but personally I like the lights and overall design of the car. I started doing some research on the internet. You can buy online nearly any aftermarket off-road,

rally-inspired part for most Porsche 911s. However, when I searched for parts for a 996, I discovered there was nothing.

"We searched some more and realised that no one has been through the design and development processes to build a Safari 996. We found one car in Russia, but that was more for racing and wasn't really road friendly. Then we decided to buy a 996 and develop it into a Safari car. We first had to sit down and decide what would be the purpose of the car. We wanted the practicalities of a daily driver. It wasn't to be too loud, it should have a unique design, and then most importantly, you should be able to tackle gravel roads with your friends in their Ford Raptors. It should have improved suspension, but the airbags, air conditioning and radio should be functional, the car thus being useable and practical.

"We decided on a Carrera 4S because the wider body, improved power delivery and improved brakes appealed to us."

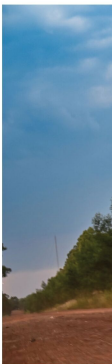
Such a project obviously has its difficulties and Phillip eagerly shares these. "One of the first challenges was to fit the larger wheel and tyre combination, as the radiators and suspension cross members were in the way. Then, the front track is too narrow compared to that of the rear track for an off-road car. Here you want the rear tyres to follow in the tracks of the fronts.

"So, we looked at the amount of space we had, what and how we can shift things around and what size tyres we can fit. We spoke to Reiger regarding the shock absorbers, discussing how much wheel travel we would like and how much space we have to work with. The result is that we now have close



**ABOVE** The interior trim is the same colour as the exterior: a slight variation on Porsche's Olive green

**BELOW** Essential for all off-road trips, a spare wheel is stored on the Thule Canyon XT roof rack





## History of the Porsche 911 in rallying

Porsche has a long-standing association with competitive racing. Indeed, the company was entering events shortly after it was founded. Only three months after production started of the 911 2.0-litre, a car was entered into its first international rally. Herbert Linge and Peter Falk took part in the 1965 Monte Carlo Rally, with Vic Elford winning the race in 1968. In 1968 Porsche also prepared three 911s for customers to take part in the 10,000-mile London-Sydney Marathon. Two of the cars finished, while the third dropped out in Afghanistan owing to brake problems.

Success on dirt continued with Björn Waldegård and Lars Helmer winning the Swedish Rally (1969) as well as Austria's Alpine Rally (1970). Then in 1974, three Carrera 2.7 'Safaris' were entered in the East African Safari. Based on the Carrera RS, Björn Waldegård and Hans Thorszelius brought one of these home in second place. In 1978 two 911 SC 3.0 Safaris were entered by the factory in the 28th Safari Rally Kenya.

Another name that's synonymous with Porsche and rallying is Walter Röhrl. He signed with Porsche in 1983 and entered the San Remo Rally with a 911 SC, but sadly on this occasion a half shaft broke.

Porsche's success with the 959 in the 1986 Paris-Dakar Rally is well documented, but the lead-up to that event came with the success of René Metge behind the wheel of a 911 Carrera 4x4 (also called the 953) with a massive 27cm of ground clearance. This laid the foundation for the upcoming rally success of the 959.



**Model 996 Carrera 4S**

**Year 2003**

**Engine**

**Capacity** 3,596cc

**Compression** 11.3:1

**ratio**

**Maximum power** 320bhp at 6,800rpm

**Maximum torque** 370Nm at 4,250rpm

**Transmission** Six-speed manual

**Suspension**

**Front** Independent, MacPherson strut, coil springs

**Rear** Independent, multilink, coil springs

**Wheels & tyres**

**Front & Rear** 8x18-inch OZ Racing wheels all round; 235/55 R18 tyres

**Dimensions**

**Length** 4,480mm

**Width** 1,949mm

**Weight** 1,555kg

**Performance**

**0-62mph** 5.6 seconds

**Top speed** 171mph



“Apply enough throttle and the rear will easily step out on gravel surfaces”





**ABOVE LEFT** Chassis letting includes wider control arms, relocated top mounts, and long-travel Reiger coilovers

**ABOVE** Even with the off-road trappings such as the bonnet-mounted spotlights, the 996 Sator still feels as though you're sitting in a sports car

**LEFT** John and Phillip worked to give the car a decent amount of ground clearance – 280mm, no less!



to 200mm of wheel travel on each corner and an enormous 280mm of ground clearance.

"The control arms at the front are 120mm wider in total and at the rear around 60mm. The top mounts for the MacPherson struts I had to move outwards and the drive shafts are longer. The engine is mostly standard although we replaced the IMS bearing, the catalytic converters have been removed and it was fitted with a set of performance headers. Local exhaust specialist Van der Linde Systems built the exhaust as a custom project. It's a beautiful system, but unfortunately hidden behind the custom rear bumper.

"The entire bottom of the car has been covered. At the front by a 3mm thick steel bash plate, and from the middle of the car rearwards a polyurethane-coated 5mm aluminium plate does duty. This is of course to protect all the paraphernalia underneath the car when taken off-road."

Staying at the rear, a limited slip differential was fitted to put the tongue down more effectively. The unique wheel arch extensions and rear wing are made from glass fibre, finished by hand after moulding. Parts like the metal bumper extensions were designed using CAD software, while other parts were 3D printed. Suspension parts, like the lower control arms, were made from 7075 aluminium, CNC machined and hot anodised thereafter.

John continues: "Phillip lives 150 miles from me, so the design and build process took some time. Hundreds of pictures were shared backwards and forwards over the past year-and-a-half to make sure we were on the same page."

The seats are light and unique, because they're made from carbon-fibre, and have an interesting story behind them. Phillip explains: "At some stage in my working life I managed to get a hold of these two Mercedes-Benz SLR McLaren carbon-fibre shells.

I've had these seat bases for probably around 15 years knowing that somewhere along the line I'd find a use for them. When we started this project, I decided that these seats would be a perfect fit. Cushions were made for the bases and the seat backs were painted in the same colour as the car." John and Phillip have also made moulds from the seats, so if they want to replicate them in the future they can.

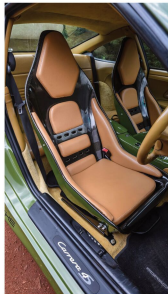
A set of four IPF spotlights have been fitted on the luggage lid. Phillip designed and made the mould for the cover himself. It is arguably along with the Thule Canyon XT roof rack carrying a spare wheel, the main exterior features that clearly show off this 996's true nature. As with some of the suspension parts, Phillip had to design the brackets to make the roof rack fit. The car is already generating interest, because a second car is currently being built that might be for sale.

From the day Phillip opened his toolbox to start stripping the 996 Carrera 4S until final project completion was around 18 months, with designing and discussion happening on the trot all along during this time. Needless to say, the second car will most likely take much less time to build.

Parked outside Pretoria on a dark gravel road sitting on raised suspension, off-road tyres and with solid metal bumpers, this particular 996 coaxes intent, much more so than the arguably anodyne look of a standard 996.

As I get into the car, some tasteful exterior colour coordinating touches are immediately obvious. Parts around the infotainment system and ventilation controls, as well as the transmission tunnel and handbrake lever, have been painted the same as the car's exterior hue; the latter being a slight variation on Porsche's Olive green.

Today, on this Highveld gravel road with tall grass borders, the car fits right in. It may as well be ☺



competing in the East African Safari. The seats feel solid and sturdy – race car-like – and I initially think there may not be sufficient padding. But this isn't the case and I settle easily. I reckon even larger drivers will get comfy without much trouble. The rest of the cabin is pure 996 with the carpet trim on the lower areas of the doors still in place, as well as the small seats in the back. With the fixed front seats (although still fitted to their rails), the rear seats are best used as luggage space.

Even though the car is two decades old, the rest of the cabin is in a relatively good condition. It provides the straightforward instrumentation and button layout of the 996 generation. The view over the bonnet is unlike any other 911 I've driven, however. The rear of the spotlight cover is clearly visible and it immediately makes you think you're Björn Wälgård. Although you might sit higher off the ground thanks to the raised body, the seat is still close to the floor, so the driving position remains very much that of a sports car.

Driving the car at speed on gravel surfaces varying from smooth to heavily and irregularly pockmarked, the pliancy and breadth of ability provided by the suspension and tyre combination is impressive. It requires a bit of a mind shift to adapt to the fact that you don't need to swerve for the slightest pothole or bump in the road.

Even though the Safari weighs more than the standard car, its 320bhp on offer is more than enough

to make things exciting on a gravel road. It again confirms that you need less power on a gravel road than on tarmac to have fun. Even though the car's all-wheel drive, and still supplying a small percentage of the torque to the front axle, when you apply enough throttle the rear will easily step out on gravel surfaces, still giving you that distinctive rear-wheel drive experience.

The car feels confident in its new role and there's nothing actually stopping you from tackling the gravel roads strewn throughout Southern Africa for a very pleasant multiple-week road trip – once you've loaded a few tools and materials that you may not find in the back woods.

Back on the road the capabilities of a 911 are immediately apparent. The car still pulls strongly right around the dial to just over 7000rpm, while the slick-shifting gearbox is line with the shift quality that I've experienced on other 996s I've driven, including GT3s.

It's only during heavy cornering and under braking that you realise there's more body roll and dipping from the body and suspension. It's to be expected, of course, but overall the true 911 sports car driving experience is still very evident here.

As the owner jokingly mentions, the aim of this Safari is to be able to tow other 4x4s out of tricky situations when they get stuck, while still offering that typical 911 experience. In my eyes, those two boxes have been firmly ticked. **SM**



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# 964 Clubsport

Courtesy of Berlin Motor Books' brilliant tome  
*964 – The Book 1989-1994*, Total 911 brings you  
the story of a 964 lightweight prototype...

Text & photography by Berlin Motor Books





**T**he early 1990s saw Porsche being publicly touted as a takeover candidate: the recession had had a devastating effect on sports car sales. The Porsche 928 and 968 series had almost entirely ceased to sell, so all eyes once again turned to the Porsche 911 as the great hope.

However, at least one positive consequence emerged from the grim scenario. Porsche was forced to get creative and develop some exciting derivatives of the 964, including the fascinating Clubsport version of the 911 Carrera 2, which never saw series production.

In the 1992/1993 financial year, every single sale of the Porsche 911 in the 964 generation was urgently needed, because sales of this undisputed classic among sports cars – still the company's mainstay – had also collapsed. Buyers had been forced to exercise caution, on the one hand, by the dire economic situation. On the other, the 964 was now significantly more expensive than its predecessor. While the old 911 G model (Carrera 3.2) still featured on the price list in April 1989 at DM 86,000, the 911 Carrera 2 of the new generation 964 bore the hefty price tag of DM 120,000 just three years later. With a price increase of 40 per cent in this relatively short time, not every customer who had ordered the predecessor model could now keep up.

It was in this difficult economic environment that Porsche was having to operate, and it duly tried everything it could to make its product range more attractive to customers once again. Sportiness was, as usual, set to be the defining feature. At the beginning of 1993, a Clubsport version of the successor to the 944 S2 – the Porsche 968 – came on to the market.

The 968 Clubsport was equipped with the bucket seats from the 964 RS, and the rear seat was omitted for weight reasons. By dispensing with the airbags, electric windows and other non-essential details, more than 50kg could be shaved off the weight. The 968 CS was fitted as standard with the popular wheels and mirrors in Cup design, and lowered by 20mm. The rims and the rear spoiler were painted to match the body. Not only did the 968 CS possess killer looks, but it was also over DM 15,000 cheaper than the production version of the Porsche 968.

It was no wonder, then, that Porsche should also have been considering releasing a Clubsport version of the 911 Carrera 2. In August 1992, project manager Karlheinz Brüstle was commissioned to develop the 964 CS. For the Clubsport version of the 911 Carrera 2, Karlheinz planned a weight reduction of at least 50kg, as per the 968 CS. The airbag system was the first thing to be jettisoned. The alarm system, electric windows and central locking followed. This made it possible to use a much slimmer and lighter wiring loom. More weight was saved by leaving out the rear seat. Also omitted were the rear side panels and the parcel shelf of the production version.

The door panels were adopted from the 964 RS, albeit with the speakers from the RS America and the apertures for the manual window winders. To give the prototype a harmonious appearance, a black



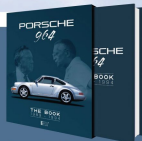
**ABOVE** With fewer niceties such as electric windows and central locking, the 964 Clubsport was slimmed-down, but wasn't as hardcore as a production 964 Rennsport



“For the Clubsport version of the 911 Carrera 2, project manager Karlheinz Brüstle planned a weight reduction of at least 50kg, as per the 968 CS”



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## Get the book

This extract is from Berlin Motor Books' fantastic new publication, *964 – The Book 1989-1994*. Featuring detailed purchasing advice and price trends, extensive information about special models and prototypes, plus unpublished photographs from the historic Porsche archive, the book is already a **Total 911** favourite for 2022. Get your copy via [www.berlinmotorbooks.de](http://www.berlinmotorbooks.de).

door-closing loop was used, as in the 964 RS. The carpets of the prototype were also based on those found in the 964 RS America, though these were designed without Porsche lettering in the area of the parcel shelf.

On the technical side, the changes to the counterpart to the series-production car were minor. The prototype came with the familiar 2500cc 964 engine. While the 911 Carrera 3.2 Clubsport from the 1988 and 1989 model years used a modified control unit that helped the car achieve higher revs and faster acceleration, in the 964 Clubsport the only surviving feature from the 964 RS was the belt drive. Higher speeds or better acceleration weren't in the specifications. Nor were any major changes made to the chassis, except to lower it by 20mm.

It's tantalising to think about how Porsche would have proceeded with the pricing of the 964 Clubsport. In the case of the Clubsport version of the predecessor model, the Carrera 3.2, in the model years 1988 and 1989, there was no price difference to the production version. The slightly

lighter and sportier 911 CS was offered with the same performance for the price of the standard 911 Carrera.

While Karlheinz was busy developing the 964 Clubsport in 1992, the Porsche 968 featured in the price list at DM 94,790, and the 968 Clubsport went on sale at DM 77,500. Could the concept behind the 968 CS, which was over DM 15,000 cheaper, also have been applied to the 964? Would Porsche's 911 customers have accepted a slimmed-down 964 without better performance or racing ambitions?

It is, at least, a matter of fact that the prototype of the 964 Clubsport turned out to be a very attractive car. It wasn't the pricing that ruled out series production, but the time available. As Karlheinz remembers: "If the decision had been made to launch the 964 Clubsport, it would have had to be tested and cleared for launch first. Even for such a minor derivative, there would have been a lead time of a good 18 months. I started building the prototype in August 1992. Exactly one year later, however, the successor 993 generation was already being produced in Zuffenhausen." **SM**

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Written by **Glen Smale** Photography courtesy **Porsche Archive** and **Glen Smale**

# Carrera

## FROM THE START

The strength and recognition of a name could be the difference between obscurity or brilliance. Total 911 explores the origins of Porsche's iconic 'Carrera' model name

**B**ack in the 1950s and 1960s, and especially for smaller motor manufacturers, far-reaching decisions were sometimes made on the hoof. Choosing a name for a model in the product line-up back then was often quite a simple task, as car engineer turned racing driver Jürgen Barth explains.

"It was not as complicated as you might think. In later years when we created the 964 3.8, we just thought, okay, we will use the name Carrera and RSR, because the RSR was a good car in the past and so we should use it again. This was also a little bit of a psychological decision." Today, of course, the process is quite different and might involve an international PR agency, focus groups, test groups, feedback, numerous committee meetings... the list goes on.

With heritage and tradition running deep within the workshops of Porsche's racing department, the origins of that all important Carrera name merits an in-depth search. There's no mistaking that Porsche's participation in the legendary Carrera Panamericana, a 2,000-mile race across the Mexican outback in the early 1980s, had a lot to do with it. But this was no committee decision, and there were no focus groups involved because Ferry Porsche didn't believe in spending money on PR agencies. He just let his cars do the talking through their hard-won victories around the world.

One of the first mechanics to be employed by Porsche was the effervescent Herbert Lingg. "I was in the States from '52 to '56. In the beginning, it took ☺

**BELOW** This contemporary press photograph shows the Porsche 356 A 1500 GS Carrera Coupe, with its now-famous Carrera script



**ABOVE** Carrera script detail plus optional safety stripes, scripting on the 1964 page 83 showing some interior face 70s styling







**BELOW** The 2.7 RS started a tradition of flamboyant scripping down the side of a top-line Porsche

a lot of time before we could convince the people to see this little car as a normal car. To start getting the people interested in our Porsche, there were a lot of airport races and at smaller circuits where they had club races, and Max Hoffman sent me there to take care of the customer cars," says Herbert. As the popularity of Porsche grew in America and as enthusiasts experienced for themselves the performance of the little cars from Stuttgart, so they began to appear more frequently on the entry lists of races in North America.

The Carrera Panamericana in Mexico proved to be a popular race of endurance and survival with the Americans, and was held between 1950 and 1954. However, the first Porsches to appear in the Mexican race were two 356s in the 1952 event. Driving a 356 Super Cabriolet, Herbert, together with Paul Metternich and Manuel de Teffe, brought the privately entered car

home in 25th place. At this stage, Porsche didn't yet have its own purpose-built race car; the Stuttgart manufacturer, being just four years old in 1952, was still in its infancy. It was only in 1953 when Porsche began work on the Type 550 race car, and the Type 547 four-cam engine that would eventually power it.

The first two 550 Spyder bodies, built by Weidenhausen Karosserie in Frankfurt, were ready for their first competitive outing at the Nürburgring on 31 May 1953, but because the Type 547 four-cam engines were still not competition ready, the trusty pushrod engines were used instead. Likewise, for the Le Mans 24 Hours in June that year, Porsche entered chassis 550-01 and 550-02 powered by the pushrod engines, where they finished in 15th and 16th position overall, respectively.

After further European outings, these first two prototypes were sold to the Czech-born Guatemalan garage owner, Jaroslav Juhán, who entered both cars in the Carrera Panamericana, still powered by the trusty 1488cc OHV engines. The 1953 race would also be Porsche's first factory appearance in Mexico where Karl Kling and Hans Herrmann were behind the wheel of the two new works 550 Spyders, but

unfortunately neither of these factory 550s finished the race that year.

"In the [550] Spyders, the four-cam engine was not referred to as anything other than the 'Führmann' engine, much to the chagrin of the boss man [Ferry Porsche]," says Tony Lapine, head of design at Porsche from 1969 to 1989.

As time passed, when the mechanics returned from a race, they would refer to the engine in each car by the name of the race in which it had just competed. Klaus Bischof, a mechanic at Porsche from

**"Today, the Carrera name is synonymous with the 911, but its reputation was earned the hard way in the rocky and harsh conditions of the Carrera Panamericana"**

1969, explains: "The mechanics would have said, this is the Le Mans engine or the Targa Florio engine or the Formula 1 engine. In the beginning, the four-cam engine was only ever made for racing. But when it was built into the 356, then that model was called the Carrera because it had the four-cam engine which had run in the Carrera Panamericana in Mexico. So that came from the works mechanics – it did not originate as they do it today in the marketing department."

It was during the 1954 Carrera Panamericana that the Führmann four-cam engine really came into its own, when Hans brought the #55 Porsche 550 Spyder home in third place overall behind a pair of Ferraris. Following the '54 race, the name of Carrera took on a whole new meaning within the corridors of



**ABOVE** 'Clubsport' was added to 'Carrera' for the lightweight 964 3.2, which was adorned with stickers all over the car.

**LEFT** ...before 'RS' was again added to 'Carrera' for the 964 lightweight. This model was given the 'Carrera RS' name rather than 'Carrera Clubsport'.



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the Porsche factory. "We've been talking about this for a long time and what I remember is that F1rst Metternich, who was later the president of the FIA in Paris, drove the 356 Coupe in the '52 Carrera Panamericana and he said after the race that Carrera would be a good name for a Porsche Coupe," says Herbert.

It might have been the mechanics who first coined the Carrera name in reference to the four-cam engine that was used in the Carrera Panamericana event, but when it was suggested that this engine be installed in the 356 road-going model, the name Carrera was proposed as a suitable model name, leveraging the motorsport achievement of the 550 Spyder in Mexico. This 356 model would easily have been the most powerful road-going Porsche that the manufacturer had introduced to date, and so began the tradition that the Carrera moniker was to be reserved for the top-performing car in Porsche's model line-up.

Introduced in the autumn of 1955, the 356 A Carrera 1500 GS boasted 100hp, which was truly impressive for a road-going car at that time, and was available as a Coupe, Cabriolet or Speedster. When the B model arrived in 1960 it was given an increase in power, but the 356 B 2000 GS Carrera 2

saw a big jump in power to 130hp. At this time the name Carrera was also seen on the racing model 356 B Carrera GTL Abarth, signifying that the Carrera engine was the most powerful in the Porsche line-up. The last of the road-going 356s to use the Carrera name was the C 2000 GS Carrera 2 in 1964.

There were high expectations of the inclusion of a powerful model when the 911 was launched in 1963, but there was no single, powerful model that stood out in the new model line-up. Porsche engineer Rolf Sprenger reveals: "I remember when I arrived at Porsche, we had the T and the S as carburettor cars, but there was no 'hammer', no very special strong engine because we needed first to develop the fuel injection. But when it came to the 2.7 litre, I developed the power curve with this very special torque curve and when we drove the car, the engineers and I am sure Mr Porsche, Rott and Pösch, they all said, now it is time that we have another 'hammer', it's time to use the name Carrera again."

Although the Carrera name didn't appear on a road-going 911 until the launch of the Carrera RS 2.7 in 1973, it was still used in racing circles on the 904 (Carrera GTL) and the 906 (Carrera 6). Rolf shares his thoughts on this: "I think it was because the head

of Porsche KG, as it was in those days, wanted to keep the name and the reputation of the Carrera, saving it for the stronger and higher torque models."

With the arrival of the 911 Carrera RS in 1973 came a seismic change in the colours offered by Porsche, as a conscious attempt was made to bring the Stuttgart manufacturer up to date with a new world. Gone was the conservative presentation. The 1970s was a time of colour, expression and experimentation, and in an effort to bring the 911 'hammer' to a new and younger audience, it was the task of Tony and his design department to make that happen.

So, how did the wild Carrera scripting happen in a conservative organisation such as Porsche? Tony says: "The graphics, what we call the scriptology, that was the work of Hans Pösch, he was certainly the man for graphics just like the 'Carrera' and 'Spyder' script. He was also our fabric man, colours, exterior and interior trim... he was a one-man show. Then the Porsche logo, that was the elongated, very stout Porsche spelling, the 'P' and so on being longer than tall, that probably also came from the pen of Mr Pösch."

Tony continues: "He would sit down at his desk and begin sort of intuitively to write it out, and at arms length viewing it and putting it away and ☺



next morning saying, I think that it needs a little bit more work here on the 'O' or the 'Y' or something. But it was all done in the flavour of the day in the early 1950s. A script like that you could very easily see hanging over a drug store, saying 'Apotheke' or something similar."

The placing of the Carrera script along the rocker panel and the bottom of the doors of the 911 Carrera RS – this was surely seen as a step on the wild side. So what motivated Tony and his team to take this daring step? It was just for fun, it kind of shook people up. We used the Carrera script such as it already existed, and if you stood very close to the script, maybe a yard or two away it was blurred, but when you stepped back you could read it clearly. It came in three colours: green, blue and red," Tony adds.

This kind of flamboyant treatment must have raised some eyebrows in the Porsche boardroom, so what was the motivation for potentially ruffling the management's feathers? "Well, it came more or less

from the racetrack," says Tony. "Whatever you saw on racing cars and participating in speed events, that was interesting and we got a good deal of inspiration from that. The Ford GT40s chose that as a good place to advertise the name Ford, and so we did that on the Carrera RS 2.7 too. The Americans would have immediately understood the purpose of that."

Rolf points out that, "Today most people would not say 'I have a 911 Carrera'; they would instead say 'I am driving a Carrera Cabriolet'. In my opinion, firstly, the value of the word Carrera showed early on that Porsche could make race cars strong enough to endure the Carrera Panamericana. Secondly, that Carrera was the model name given to higher-powered production cars: 356s with the 1500-, 1600- and 2.0 litre engine up to '63/64. This value comes directly from racing, and was applied to the most powerful models which also included the famous, classic 911."

In the years that followed, Porsche's fortunes went up and down just as most other manufacturers

also experienced. It was in 1981, though, when Peter Schutz took over the reins of Porsche, that he resurrected the struggling 911 model, by giving all 911s the Carrera title with the exception of the Turbo. Was this not a dilution of that hard-won name, from the days of the dusty and harsh conditions in Mexico? "Absolutely, in my opinion," says Tony. "But the idea came from Peter Schutz. He didn't care how the cars were sold, just as long as they sold them. He was not a traditionalist in any way – he was a flamboyant, industrious person – but tradition and things like that weren't necessarily his benchmark. And since the cars needed another little shot in the arm to get the sales up, he thought, let's call it a Carrera."

Today, the Carrera name is synonymous with the 911, but its reputation was earned the hard way in the rocky and harsh conditions of the Carrera Panamericana. Tough as it was, there can be no better heritage on which to base the future of the evergreen 911, than the blood, sweat and bruises of those hard-fought miles in the Mexican outback. **500**



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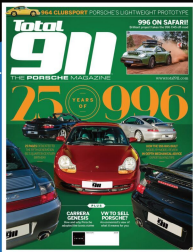
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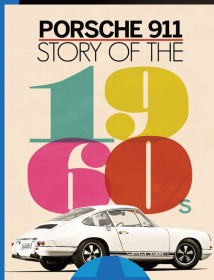


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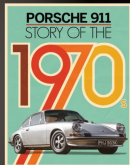
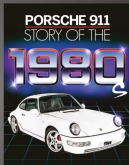
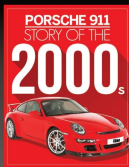


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# Living the Legend

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



**Ian Harris**  
Shoreham, UK  
@harrisclassics

Model  
Year  
Acquired

**3.2 CARRERA  
COMMEMORATIVE EDITION  
1988  
DECEMBER 2020**

Model  
Year  
Acquired

**964 ANNIVERSARY  
1993  
FEBRUARY 2022**

Model  
Year  
Acquired

**964 CARRERA  
1993  
JULY 2021**

Model  
Year  
Acquired

**996.2 GT3  
2004  
JANUARY 2022**



My love for the 964 is strong and I've been on the hunt for something special to add to my collection. My requirements for a collectable 964

are for it to be a rare or limited edition; in a PTS or unique colour; and in perfect condition with full service history.

As we know, 964s are becoming increasingly hard to find in any form, so I've been looking for a while. As luck would have it I was introduced to a rare model that I had the opportunity to view and hopefully buy. It's a Porsche 964 Anniversary edition also called the Judi for short or the Jahre, built under the Porsche internal code M096.

They're essentially a Carrera 4 with a manual gearbox, and a wide turbo body but without the turbo – similar to the 930 Supersport. Porsche built 911 worldwide,

but rumours are there were only 896 made: 836 in LHD and 60 in RHD, with only 39 C16 UK cars constructed. My example is shown in the most desirable colour of Viola metallic – a shade of purple that almost looks black in some images. Seventy seven per cent of the Anniversary cars were painted Viola metallic, with the remainder in Amethyst metallic, Polar silver, Black and Guards red.

My particular example is specified with the desirable Rubicon grey leather interior with ruffled leather, which almost looks like aubergine and matches the exterior colour of the car. Other options on the car include air-conditioning, heated electric seats, sun roof, silver details on the gear shifter, and extender leather on the dashboard and door cards. The Anniversary comes with a build plaque on the rear parcel shelf and to make this car even better, its build number is 356/911 – a nice nod to the Porsche 356.

This Anniversary comes with two sets of wheels: the 18-inch replica split rims colour-coded to the car as well as the genuine 17-inch Cup 1 alloys. The car has been well-maintained by the previous owner (David) who I'd like to thank for looking after it so well for the past 10 years. Since taking delivery of the car I've sent to a Touch of Gloss for a full stage one machine detail: wheels removed and underbody cleaned, and a full detail including a ceramic coating.

I've not had a chance to drive the car properly yet, but hope to get it to some shows very soon. In the sunlight the colour really pops and needs to be seen in the flesh! This is a rare car and I've never actually seen a UK example for sale before. We believe there are around 20 C16 cars now and I like that the car has some miles on the clock and been painted in the past, because makes it more useable for me to enjoy.





**Lee Sibley**  
Poole, UK

@9werks

9WERKS TV

9WERKS Radio

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



Remember my quest for better seats in the 996? Well, that quest took a giant leap forward this month because I've purchased a set of

hard-backed Sport seats with Porsche-crested headrests from a 987! They're from a car with an Ocean blue interior, which is a delightfully close match to the Metropole blue interior of my 996, so they should fit in quite nicely, both in terms of looks and also logistics.

The seats had been for sale for a while at a Porsche breakers in the north of the country, so I finally bit the bullet and drove up to inspect and collect them. With no

rips or tears and little sign of wear on the bolsters, they'll be a worthy addition to 'Little Irish' and even sitting in the seats on the floor, they already feel a much better place to park my backside than what I'm currently having to put up with.

I'm told they're a straight fit right into the 996 in terms of their runners. The only part that'll need some fettling is the electrics, because the 987 connectors are different to the 996, and the 987's seat has a side airbag to deal with, too. I won't be tackling the electrical part of the equation so will be entrusting in the help of a specialist for that, but I'm excited to trial fit the seats this coming weekend to see just how much improvement in lumbar support I'm set to enjoy. More next month!





**Andy Brookes**  
Poole, UK

@993andy  
9WERKS Radio

Model  
Year  
Acquired  
**993 CARRERA**  
**1995**  
**SEPTEMBER 2008**



My winter projects are going well. The suspension has been stripped off Gustavo. It's amazing how many aluminium alloy castings are under

the back end of a 993. I'm impressed with how they squeezed it all in considering the 993 was probably designed without the help of CAD (computer aided design). It's a real testament to how well my car has been looked after in the past

by Marque 21 in Bridport, south-west England. I lost count of how many nuts and bolts I undid – it's got to be nearing 100. I only had two that were anywhere near stubborn in coming loose.

With access so good under there right now, I've decided to get some dry-ice cleaning of the underside. It seems to be all the rage right now, doesn't it? I'm excited and also a little scared: excited to see 26 years of dirt removed, but scared that it'll be too clean under there and I won't want to take the 993 out and get it dirty again. It's a fine balance between looking after the car, and going too far and becoming a garage queen. I hereby promise not to be the one that never drives their car because it might rain!

I look forward to reporting back with some photographs of the results next month. I love this particular photo of the 993 in the garage. It looks like a hover car from a 1950s science fiction movie without any wheels or suspension hanging down.

My list of replacement parts seems to get a little longer each day. There's plenty of shopping to be done to do everything 'just so'. I need to get all the parts off to the various suppliers for refinishing. I think it's cheaper and the results are far better than trying to refinish them yourself.

So that's the update on Gustavo – what else has been going on in these winter months? Lots of new Podcast content on 9WERKS Radio, including an awesome interview with Rob Dickinson and Maz Fawaz from Singer Vehicle Design. We interviewed them the day before the release of the Turbo Study. I worked through the night on the edit, with the episode going live as the embargo lifted on its release the next day.

Truly awesome design work as always from the guys at Singer. Initially, it looks like a lovely 930 Turbo, but the more you study the pictures, the more design details you notice. Then you realise that literally everything has been touched. After poring over the photos for a good while I had a look at photos of some original 930s. It then dawned on me that the Singer was so good that the original now looked a bit fussy in places and not that well resolved. Deeply impressive. I'll probably never be able to afford one, but I sure enjoy seeing what's possible and very much enjoy hearing the passion that the Singer team has. Thank you to Rob and Maz for the insight.

The garage is calling again. I best get back down there and get a groove on if Gustavo is to be back on the road for this summer...





**Ron Lang**  
Ashland, USA

@ronlangsport

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

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

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

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

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

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

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

Model **991 GT3 TOURING**  
Year **2019**  
Acquired **2021**



An important part of the sports car experience is having a nice place to store the car. I feel grateful and blessed to include eight 911s

in the garage and I enjoy spending time there, even if it's just to fiddle with the cars doing things like wheel swaps and the cleaning that's more frequent during the wet and dirty winter months.

In addition to keeping a few cars at my house, in 2014 I purchased some land just three miles from where I live. I hired the architect who designed our house to do the same for the "toy barn". The car storage area is 70x70 feet in size and one of my goals was to be able to move a car in and out without having to move another car that was blocking access. That said, I also have four car stackers in the space for extra storage and for easy access to the undersides of the vehicles.

So far the toy barn has been a joy. It's a blast to go there, grab a 911 or two for a drive with a friend and then safely put the car(s) back to bed. Yes, there are a few other brands represented in the garage, but it's predominantly a 911 space.

The building is all-metal for security, privacy and fire safety. I enjoyed applying a polyspartic epoxy coating to the garage floor. Not only is it very sturdy and able to withstand noxious fluids like brake cleaner, but it brings an aesthetic element because the light grey floor features speckles of black, blue and white. In retrospect, one silly decision was to have 10 per cent of the speckles be "glow in the dark". Nice idea, but in practice they hardly show when turning the lights out.

Every car is attached to a battery tender so in general my only task when grabbing a car for a drive is to detach the tender, check tire pressures and fluids, and then head out the door. The space is heated and cooled so I'm able to maintain a 62°F temperature in the winter and 72°F in the summer. I think the cars are kept in best shape in a dark, dry, temperature-controlled environment.

I've been using car stackers for years to expand storage space and they're a nice addition. The caveats are that the car below obviously needs to be moved to access the car above, but this is a minor annoyance. Care is also needed when lifting and lowering to make sure

the lift mechanisms are operating correctly, such as raising and lowering while ensuring the cars are horizontal. This is especially important because the lifts are free-floating, not bolted to the floor. I don't bolt them down because when they're empty and I'm using the four floor lifters made for the stackers, I can move them around the garage if I want to change positions. I do this maybe once a year, just to mix things up a bit.

When I had carpet tiles installed in the loft, I couldn't resist having tiles with yellow dotted stripes added to mimic a local road. I like to spend time there looking down into the garage area and also use it to store things like bicycles and assorted household furnishings. There's a small kitchen and a bathroom with shower. I've not slept there, but with a bed and futon in the loft, I'm thinking of hosting a sleeper with car buddies. Our home sits in heavily forested mountains with high wildfire danger, so the toy barn also serves as a safe refuge should the (unlikely!) need arise.

I hope you enjoy your garage, too. Even though we may drive our 911s every day, it's nice to park them in a pleasant indoor space.



**Nick Jeffery**  
Surrey, UK

@npjeffery

@npjeffery

Model **997 Carrera**  
4 GTS  
Year **2009**  
Acquired **OCTOBER 2018**

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



I've experienced a couple of issues with the GT3 during the recent cold snap. The Porsche Vehicle Tracking System (VTS) has

been playing up again and necessitated changing the battery in the VTS fob after the car refused to start on a couple of occasions. I knew it had nothing to do with the clutch switch when I tried to start the car without depressing the clutch. Worringly, I think that's my second VTS fob battery in as many years compared to none being required in the similarly equipped Carrera 4GTS during the past three years of ownership.

Additionally, I only replaced the actual car battery on the GT3 in March 2020. Once I'd replaced the VTS fob battery I still couldn't start the car – admittedly after four weeks without turning a wheel – as the car battery had obviously run low. So I had to put it on trickle charge. Fortunately, the car started after only an hour or so of charging so I took it out for a good couple of hours to complete the job. Since then I've ensured both the GT3 and my Spyder are permanently on trickle chargers in the garage. I use a hard-wired Banner Acoucharger 6/12V 2A on the GT3 and a Porsche-branded C-Tek charger on the Spyder via the 12V socket in the centre console, both of which work really well.

Continuing the same theme, I didn't take the Spyder out for just over four and a half weeks after I had last cleaned it. Like other Porsches of a similar generation, the car had been left in "sleep mode" which it defaults to if you don't touch the driver's door handle, which



when lifted effectively "wakes" the car up. Despite not being on a trickle charger it fired up first time.

However, even though I'd been through the same post car-clean routine of taking it out for a quick run to dry off the brake discs and pads, I still found the brakes had bound on and made an almighty crack when they were forcibly and violently released. They then made a hideously abrasive noise for the first few miles until I had effectively removed all of the surface corrosion. Note to self: ensure I dry the brakes off more effectively post wheel-wash. Perhaps a leaf blower would help?

In other news, I test-drove a Lava orange 99L2 Carrera GTS to see how the turbo-charged 3.0-litre flat six motor delivers its power and how this felt on the road directly, compared to my 997.2 Carrera 4 GTS which I had arrived in. In terms of initial observations, I thought that I'd like the interior cabin more, but there's a certain old school charm about the 997.2 interior which still exudes quality, especially as my Meteor grey example has Alcantara delete and extended leather everywhere!

Back to the test drive itself. There are some cracking B roads that I know really well near the dealer, which provided the perfect playground to explore the smaller

displacement, forced-induced engine after it had warmed up. My conclusion was as rapid as the car itself. There's no denying the absolute performance on offer (450bhp vs 408bhp in the 997 GTS), including noticeably increased torque, but ultimately it only served to reinforce that I much prefer free revving, naturally aspirated engines which provide greater aural stimulation and an increased level of driver engagement to stir the soul while chasing that red line!

I've owned my Carrera 4GTS since October 2018 and look upon it as the spiritual successor to my much-loved and much-missed first Porsche: a 996 Carrera 4S. It's not just because they're both four-wheel drive or that Meteor grey actually replaced Seal grey in the Porsche paint range. It's what I use it for, the miles I've covered, the similar specifications and breadth of ability, how they both make/made me feel and, ultimately, the memories made. Which is surely all that matters when it comes to special cars like these...





**Ben Przekop**  
Mercer Island, USA

@benjaminprzekop

Model  
Year  
Acquired

992 Carrera S  
2022  
DECEMBER 2021



As I've now driven nearly 1,000 miles in my new 992, it's share some impressions. And the news is very good indeed. The

turbocharged 3.0-litre engine is rated by Porsche at 443 BHP and 529Nm of torque, but it feels more like 500bhp. Coupled with a 1,490kg curb weight, this torque-rich engine provides prodigious passing power without any discernible turbo lag at any speed while still revving freely all the way to 7,500rpm, with that flat six howl reminiscent of the best normally aspirated 911 engines.

Some folks have suggested that the S model is even overpowered and the base Carrera is more fun because you have to work it harder, but I'm glad to have chosen the S. I love how it delivers that power even at low speeds. In addition, the S comes as standard with the larger 'big red' brakes with their 'hand of God' stopping power, as well as Porsche Torque Vectoring that adds uncanny traction and stability in corners.

As ever, the PDK transmission is magical, and while some may prefer the manual seven-speed for greater

involvement, I enjoy the ability to concentrate on braking and cornering, and rarely feel the need to use the paddles, so intuitive is the system's ability to shift up or down at exactly the right time. In combination with the four drive modes (Normal, Sport, Sport Plus and Wet), this transmission enables the car to be everything from a smooth daily driver to a track-day monster.

Because I live in the Pacific Northwest that gets more than its fair share of rainy and occasionally snowy weather, a high percentage of 911s sold here are the 4S models. But I always prefer the better steering feel and lighter weight of a 2S, and placed my bet that in combination with the new 'Wet Mode' I would be just fine without a four-wheel drive system. And I was right – Wet Mode is fantastic! You know what happens in really heavy rain? Nothing! No rear end wiggles, and no perceptible loss of traction, even when pushing hard out of corners. When I head to the track later in the year it'll be interesting to see if the system is too intrusive in heavy rain situations, but in everyday driving it certainly instils great confidence without spoiling the fun.

This new, slightly larger (but lighter) car feels agile and very much a sports car.



It's nothing like a "GT cruiser" as some had feared. Credit the rigid body structure with a low centre of gravity, the wider front (by 45mm) and rear (by 44mm) tracks along with the 20/21-inch wheels that create greater contact patches, dynamic engine mounts, excellent PASM suspension tuning and superbly quick and accurate electric steering.

This 992 is the best 911 I've ever owned. It's a true sports car and a major leap forward in all areas. We all owe a debt of gratitude to August Achleitner, the head of 911 product management for decades whose final car before his retirement in 2018 was the 992. In my opinion, he saved his best work for last.



**Anthony Coyne**  
Fort Lauderdale, USA

@mr\_coyne

Model  
Year  
Acquired

992.2 Carrera S  
2009  
FEBRUARY 2021



Life is good right now. The 997 has mostly been used to get to the beach. It's not been washed in months, the interior is covered in sand

where Alfred the dog sits, and the carbon buckets are holding up well to me jumping in with wet board shorts. I'm loving using a 911 as a daily. Which is fortunate because the Mercedes has been in the shop for weeks waiting for a solution to parts that are no longer in production.

Think about that for a minute. Mercedes-Benz is a company that claims to have invented the car (I still find this hard to believe as my understanding is that the British invented everything). It has a winning Formula 1 team with one of the best drivers to have ever raced, it makes some of the world's most desirable cars, and its back catalogue is full of special vehicles. Yet a classic car from one of the longest production runs ever doesn't have available OEM parts.

In the past I've muttered obscenities as I've paid the invoice for an air-cooled 911, questioning if the decimal point is in the correct place. But faced with not being able to get parts at all, I finally understood their value. Manufacturers aren't selling classic parts by the truck load, hence why Mercedes likely decided to stop production. It's highlighted to me just how amazing Porsche is. Its support for its cars' owners, no matter what year the car was built, is truly impressive.

Anyway, the only task I had in mind this month for the Benz was to transport an exhibition display for a biotech client over to the Miami Beach Conference Center. I didn't think it would fit in the 997. I assumed I'd be getting an Uber. However, with a careful bit of unpacking and



packing, a 20x8ft display system (when erected) fitted right in.

I turned up a day early to fit it (my access started the following morning), and drove into the loading area with all the trucks bringing in the big stuff. Following one truck in through the gates I got stopped by a security guard in a golf buggy who asked what I was doing there. He looked surprised when I said I was delivering, no doubt because I was driving a sports car. It must have created the right impression: not only did he forget to ask for any ID or a pass, he told me to leave it parked outside the loading bay zone to remove the risk of a truck hitting it, and take what I needed up the ramps into the exhibition area! I slipped in and set it all up. There are advantages to daily-ing a 911 – access all areas being one of them.





**Max Newman**  
Aylesbury, UK

@maxipcor  
9WERKS Radio

Model  
Year  
Acquired

991.1 CARRERA 2  
2013  
SEPTEMBER 2020



Due to some building work at home I've had more time away from the 991 this month. I replaced it on the driveway with a skip

for a fortnight and moved the 911 to my mum's house. I suggested she could drive it if she wished (she didn't) and also that she might keep an eye out for bird poo so I could pop round and clean it off. Unfortunately, she didn't do that either, so when Lava Studios gave it a once-over last week we found a scar left behind once everything had been cleaned off. Ryan Tasker at Lava is confident that the scar is only in the ceramic coating. It hasn't penetrated through to the Anthracite brown metallic paint beneath, so he should be able to save it.

The driving I've enjoyed of late has included two events: the first Biocenter Heritage Sunday Scramble of 2022, and my own 'Nine is Fine' Porsche Cars and Coffee meet at the Akeman in Kingswood, near Aylesbury. The Sunday Scramble events are a fine combination of super venue, great social, photo opportunities and loads of interesting cars. My favourite 911 on the day was an



elegant Dark blue over Cherry red 964 Carrera 2 parked, ironically, close to the Singer Vehicle Design showroom. It was shadowed by two immaculate RS 964s, but stood out to me because of its 16-inch Design 90 wheels and 'flag' mirrors.

Updating and backdating has always been a thing in 911 circles. Long before the 964 became the darling of the resto-mod movement it was updated to RS spec in various ways, including RS mirrors and cup-style 17-inch wheels. Am I right in thinking that Porsche updated the 964 with said mirrors and wheels at some stage during the lifecycle of the 964? I'm a fan of the 'D90 and flags' look, and would love a manual 964 Carrera Cabriolet in such a spec.

I hadn't hosted my Nine is Fine breakfast meet since September 2020,



and it was great to be back among friends – even in the rain. I advertised the event on my @gruppese Instagram page, but didn't try too hard with it this time round, a gentle relaunch seemed sensible. In the end we had 30-odd cars and a great bunch of friends and Porsche enthusiasts in attendance.

Car of the day for me was a 991R brought from the sunny coast by friend Paul and the 9WERKS gang. I think the R could be the 911 I would choose if I could have only one. What was really interesting was seeing it parked next to my C2S, to see how much more presence it has, and to have the opportunity to soak up all the details that make such a special car. The combination of RS 'double bubble' roof but no rear wing, for example. Sounded great, too.



**James McGrath**  
Minneapolis, USA

@auto.amateur  
Auto Amateur  
AutoAmateur

Model  
Year  
Acquired

996.2 CARRERA  
2002  
2020



I have until the middle of May to get my 996 project car finished and back on the road before I do a 3,000-plus mile trip of the Rocky

Mountains with several friends who are driving their Porsches in from all over the United States. From Minnesota over through North Dakota and into Montana, then down through Colorado before traversing the mountains west to Utah and finishing up in Yellowstone National Park, before looping back to where I start.

It's going to be an incredible trip, but first I need a 911 that's in good working

order. Those who follow my AutoAmateur adventures on YouTube and Instagram probably know already that my 2002 Carrera 996.2 suffered transmission failure over a year ago, as well as some cracking along the bottom of the engine casing that meets the transmission's bell housing. It was a sad revelation after months of working on it, turning a beaten-up silver C2 into what now looks a little like the 996 generation's answer to the 997.2 Sport Classic – with its subtle duck tail spoiler, and a modern take on Fuchs rims on the classic 911 silhouette. I've been working on a host of upgrades and mods while I wait for a replacement transmission and 3.6-litre engine to arrive from a Porsche shop on the West coast.

Recently, I swapped out the factory black seat belts for ones that match the new Sharkskin blue exterior colour. I used Maxspeed Motorsports in Florida for this mod. It's the same shop I used for the red seat belts that I put into my 991.

What I love about this option is that you get to swap the colour of the belt without interfering or damaging the factory hardware. You simply remove and mail in your factory seat belts with the attached hardware and receptacles. Maxspeed Motorsports swaps out the

webbing and then sends everything back to you within a couple of days. The quality of the webbing is fantastic and the colour is clean and sharp. I love how the interior looks now. Check out the DIY video I published on YouTube. I opted to remove the seats, but you don't have to do this. The job probably took two hours to remove the belts and reinstall them. The seats took me another 30 minutes to remove before I started.

I removed the seats because I needed to have the leather repaired. There were several tears in the driver's seat bolsters but overall, 20 years of driving have taken the toll. I'm having several panels replacing on each seat, as well as having my steering wheel re-upholstered. I can't wait to see what they look like against the blue seat belts and what will be an interior that looks as factory fresh as possible. I'm cleaning all of the carpets, reconditioning some of the faded panels around the dashboard as well as replacing a number of smaller plastic trim pieces – all to get the car looking at brand new as possible.

Naturally, the car needs an engine and transmission that will enable me to drive this beauty, but hopefully by the next issue of **Total 911** you'll get to read about the end result. Wish me luck!





**Natalie Stratos**  
London, UK

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



Having my car back meant I could plan a few trips away. It also meant I could resume the dog-walking business I started in lockdown to get

the car out and about. Look away now for those who can't bear to see a classic Porsche being abused. The rain, wind and mud isn't ideal for the worn interior of my car, but because she's my only transport and what the dog owners love – a photo of their pooch in my beautiful classic – it has to be done. Today it was the turn of Nora the cocker spaniel, who was very excited for her photo shoot in a black sports car.

The car was running well for a few weeks, then suddenly it started to stall the

minute I took my foot off the accelerator. I managed to drive the car the whole way home, restarting the engine mid-drive every time the car cut out. I was impressed at my ability to cruise in neutral while restarting the car.

So back to the garage it went. It's a mixture thing. Frazer checked for vacuum leaks and readjusted the mixture, but it needs a lot more attention. So rather than leave her at the garage for an available slot to be fixed, I decided to take her home and just drive her anyway until she can be seen.

I also decided that the general public was trying to draw my attention to the fact that the engine cover was open (I'm still waiting for the broken latch part to arrive). So I used – shock horror – gaffer tape to hold it down. Frazer was aghast when I did that, but I love the battered look, like the slashes in my roof that are held together with tape. It's a customised Porsche Targa and not the 'Pimp My Car' kind that's been customised with tons of money.

My first trip into London last month cost me two ULEZ (Ultra Low Emission Zone) charges because I went home after midnight, thus incurring a new daily charge. I was outraged! This means I can't stay out after midnight if I don't want it



to happen again. I was informed that as my car turns 40 this April, yes 40! I can't believe it. She's just so amazing, and as a classic car I may be exempt from the charge. In addition, it won't need an MOT. It will mean my favourite thing to do in the car – driving in and out of central London – will be a tad cheaper.

So combining my car and her beauty with my dog fashion business, she'll be used for the marketing campaign. Her imperfections are her attraction. An individual scarred from her 40 years of action. That's her appeal. But for now I need to get her running smoothly before I take her out of London. Trips are on hold.



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

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



Regular readers will know that the 930 hasn't been kind to me in recent times. Last month I replaced the front fuel pump and

engine mounts after another roadside breakdown. After putting the car back together I checked for fuel leaks and started her with some trepidation. She was purring nicely at idle, but I'd been fooled before. I went on a short test drive in case the car betrayed me again, but she ran faultlessly. I ventured further afield and pushed the car harder and harder until it turned into a full-blown blunder around the Hills – I was in love again!

The next weekend was quite hot, so I decided to test the car and its fuel system with a long country drive to our nicest beaches at Aldinga and Port Willunga. It was about 80km each way in 35°C heat with the air-con flat-out, but it didn't faze the car and the oil temp gauge sat steady just above the thermostat marker. After our beach swim the car restarted fine, but then stumbled slightly – probably due to heat soak – before settling down nicely and behaving all the way home. It was great to be able to enjoy the car again.

Back in the garage, I continued to chase the brake pull issue. A dynamic brake test at a local Subaru dealer had confirmed a left brake bias of about 22 per cent. As my previous investigations had revealed no problems with discs, pads or calipers, the flexible brake hoses were the only remaining suspect, even though I'd replaced them 10 years ago when rebuilding the brakes. I decided to upgrade the standard items and ordered custom braided hoses from a local manufacturer. Removing the old hoses showed them to be in fine condition without any internal narrowing or restrictions, so the new hoses haven't fixed the brake pull. The good news is that the more rigid construction of the braided

hoses and fresh brake fluid has resulted in a much firmer pedal and a better pivot point for heel and toe downshifts. I'll now replace the front pads just in case there's some contamination on them, but if that doesn't fix the problem it must be play in the front control arm bushes, which I suspect were traumatised during the flat-bed tow last year.

It's that time of year when I give the car a service to get it ready for our annual road trip to Phillip Island's historic races. I couldn't travel there last year due to Covid and am looking forward to it this year, especially as my wife will be making the trip for the first time. We'll add a day in each direction for some wine tasting and sight seeing. The service is a major one this year and I've already stripped down the engine to retorque head studs, adjust tappets and replace spark plugs. Hopefully, the car will reward me with a trouble-free 2,000km of motoring!



# Suspension and Brake Packages

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

The screenshot shows the Elephant Racing website's 'Package Builder' tool. At the top, the Elephant Racing logo is on the left, and navigation links for 'Car Builds', 'Tech', 'Instructions', 'Newsletter', and 'Shopping Cart' are on the right. A banner reads 'ORDER OVER \$250 SHIP FREE WORLDWIDE'. Below the navigation bar, a dropdown menu shows car models: 911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, 356, and a 'Search' button. The main heading is 'Package Builder'. On the left, there are three steps: 1. 'Select Year & Model' with dropdowns for Year (2004) and Model (996/997/986/987 selected); 2. 'Select Your Package' with a dropdown for 'Street Performance 2'; 3. 'Customize Package' with instructions to add, update, or remove parts. An 'Add To Cart' button is at the bottom of the steps. On the right, there are 'ONLINE TOOLS' links: 'Brake Builder', 'Suspension Builder', and 'Suspension Navigator'. Below these are two grids of car parts. The 'Suspension' grid shows various components like springs, shocks, and control arms. The 'Brakes' grid shows brake discs, pads, and calipers. A small sidebar on the right shows a 'PACKAGE CONFIGURATION' summary with a total of 41 items.

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## Package Builder

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

**2 Select Your Package**

Street Performance 2 ▾

**3 Customize Package**  
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using the tables below

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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 from 1963 to 2022 – including the 991 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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Get your Porsche covered with the best insurance deals for road and track to ensure happy, safe motoring

# Data file

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



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



## General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 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 was 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	105lb-ft @ 3,000rpm
0-60mph	8.2 sec
Top speed	120mph
Length	4,300mm
Width	1,600mm
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	105lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	120mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels

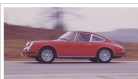


An upgrade in engine size gave the 911 150bhp. Unlike the 912, the 911 didn't gain improved low-end power and torque, so you had to keep the revs for good power.



Production numbers	4,800
Year featured	1970
Engine capacity	2,000cc
Compression ratio	9.8:1
Maximum power	150hp @ 5,000rpm
Maximum torque	120lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	120mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels

Production numbers	10,200
Year featured	1971
Engine capacity	2,000cc
Compression ratio	9.8:1
Maximum power	150hp @ 5,000rpm
Maximum torque	120lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	120mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels



### 911T 1970-1971

Like the E, the 911T'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	120lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	120mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels

Production numbers	10,200
Year featured	1971
Engine capacity	2,000cc
Compression ratio	9.8:1
Maximum power	150hp @ 5,000rpm
Maximum torque	120lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	120mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels



### 930 3.0 1975-1977

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	1977
Engine capacity	2,900cc
Compression ratio	9.5:1
Maximum power	200hp @ 5,000rpm
Maximum torque	140lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	120mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels

Production numbers	1,800 (plus 700)
Year featured	1977
Engine capacity	2,900cc
Compression ratio	9.5:1
Maximum power	200hp @ 5,000rpm
Maximum torque	140lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	120mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels



Updated version of the 1975 2.7TFS, complete with impact to engine and Turbochargers, whiteliner wing. Steel arches added by hand at the factory, with 911T brakes.

Production numbers	10,200
Year featured	1979
Engine capacity	2,700cc
Compression ratio	9.8:1
Maximum power	150hp @ 5,000rpm
Maximum torque	120lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	120mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels



Production numbers	1,800 (plus 700)
Year featured	1979
Engine capacity	2,700cc
Compression ratio	9.8:1
Maximum power	150hp @ 5,000rpm
Maximum torque	120lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	120mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in wheels 4 x 15-in wheels





Camera 2.2 with subengine (slashed wheelbase) and bodystyle of speedster. Rear-wheel drive. Five-speed manual transmission. 100 per cent wheel lock.

**Production numbers** 2,229 (all with subengine bodystyle)

Year featured	1989
Engine capacity	2.2
Compression ratio	10.1:1
Maximum power	220hp @ 5,500rpm
Maximum torque	260lb-ft @ 4,000rpm
0-60mph	8.2sec
Top speed	140mph
Length	4.57m
Width	1.77m
Weight	1,070kg

**Wheels & Tyres**  
F 16-in. wks. 225/50VR8  
R 16-in. wks. 225/50VR8



Hot young 'tweener' slaked off around 80kg of weight. Revealed engine may appear great, a higher rev limit of 6,000rpm. Suspension, brakes and LSD standard.

**Production numbers** 340

Year featured	1988
Engine capacity	3.2
Compression ratio	10.1:1
Maximum power	220hp @ 5,500rpm
Maximum torque	260lb-ft @ 4,000rpm
0-60mph	7.2sec
Top speed	170mph
Length	4.57m
Width	1.69m
Weight	1,070kg

**Wheels & Tyres**  
F 16-in. wks. 225/50VR8  
R 16-in. wks. 225/50VR8



Essentially an 86 without a window line. The LE has the same engine, three-spoke air intakes and rear air vents. Decrepit for only £9,000.

**Production numbers** 30

Year featured	1989
Engine capacity	3.0
Compression ratio	10.1:1
Maximum power	200hp @ 5,500rpm
Maximum torque	250lb-ft @ 4,000rpm
0-60mph	4.1sec
Top speed	170mph
Length	4.57m
Width	1.69m
Weight	1,170kg

**Wheels & Tyres**  
F 16-in. wks. 225/50VR8  
R 16-in. wks. 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	3.6
Compression ratio	12.5:1
Maximum power	260hp @ 6,000rpm
Maximum torque	300lb-ft @ 4,000rpm
0-60mph	5.4sec
Top speed	160mph
Length	4.57m
Width	1.69m
Weight	1,500kg

**Wheels & Tyres**  
F 16-in. wks. 225/50VR8  
R 16-in. wks. 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** 30,633 (Stage 1)

Year featured	1989
Engine capacity	3.6
Compression ratio	12.5:1
Maximum power	260hp @ 6,000rpm
Maximum torque	300lb-ft @ 4,000rpm
0-60mph	5.7sec
Top speed	160mph
Length	4.57m
Width	1.69m
Weight	1,600kg

**Wheels & Tyres**  
F 16-in. wks. 225/50VR8  
R 16-in. wks. 225/50VR8



**964 3.8 RS 1993**  
Identifiable by lightweight Turbo bodystyle, large rear wing and 18-inch Speedline wheels. Power came from a new 3.8-litre unit with full film air sensor and twin exhaust.

**Production numbers** 50

Year featured	1993
Engine capacity	3.8
Compression ratio	12.5:1
Maximum power	280hp @ 6,000rpm
Maximum torque	280lb-ft @ 4,000rpm
0-60mph	4.3sec
Top speed	170mph
Length	4.57m
Width	1.77m
Weight	1,570kg

**Wheels & Tyres**  
F 16-in. wks. 225/50VR8  
R 16-in. wks. 225/50VR8



**964 Anniversary 1993-94**  
30th anniversary 964 utilised a Turbo bodystyle mixed to the four-wheel-drive Carrera running gear. Available in Vario metallic, Polar silver or Amethyst.

**Production numbers** 50

Year featured	1993
Engine capacity	3.6
Compression ratio	12.5:1
Maximum power	260hp @ 6,000rpm
Maximum torque	300lb-ft @ 4,000rpm
0-60mph	5.7sec
Top speed	160mph
Length	4.57m
Width	1.69m
Weight	1,470kg

**Wheels & Tyres**  
F 16-in. wks. 225/50VR8  
R 16-in. wks. 225/50VR8



**964 RS America 1993**  
Offered in five colours, fixed whitetail wing and two drift sports seats. It was just four options, air con, sunroof, 90 per cent locking rear differential and stereo.

**Production numbers** 50

Year featured	1993
Engine capacity	3.6
Compression ratio	12.5:1
Maximum power	260hp @ 6,000rpm
Maximum torque	300lb-ft @ 4,000rpm
0-60mph	5.7sec
Top speed	160mph
Length	4.57m
Width	1.69m
Weight	1,470kg

**Wheels & Tyres**  
F 16-in. wks. 225/50VR8  
R 16-in. wks. 225/50VR8



Combined the 964 bodystyle with the hood and window of the Carrera 3.2 Speedster, plus 90 per cent 1987/88 (the same as built 1,000, but 20 per cent new).

**Production numbers** 50

Year featured	1993
Engine capacity	3.6
Compression ratio	12.5:1
Maximum power	260hp @ 6,000rpm
Maximum torque	300lb-ft @ 4,000rpm
0-60mph	5.7sec
Top speed	160mph
Length	4.57m
Width	1.69m
Weight	1,470kg

**Wheels & Tyres**  
F 16-in. wks. 225/50VR8  
R 16-in. wks. 225/50VR8



Lightweight body in new RS tradition. Rear-wheel drive. 3.6-litre engine, Vario metallic paint and aerodynamic 900kg (100kg less than the 964).

**Production numbers** 1,000

Year featured	1996
Engine capacity	3.6
Compression ratio	12.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	280lb-ft @ 4,000rpm
0-60mph	5.0sec
Top speed	170mph
Length	4.57m
Width	1.77m
Weight	1,170kg

**Wheels & Tyres**  
F 16-in. wks. 225/50VR8  
R 16-in. wks. 225/50VR8



The 4S was effectively a Carrera 4 with Turbo bodystyle, albeit lacking a fixed rear wing. Aerocoated Turbo suspension, brakes and Turbo look wheels.

**Production numbers** 3,564

Year featured	1996
Engine capacity	3.6
Compression ratio	12.5:1
Maximum power	280hp @ 6,000rpm
Maximum torque	280lb-ft @ 4,000rpm
0-60mph	5.1sec
Top speed	170mph
Length	4.57m
Width	1.77m
Weight	1,570kg

**Wheels & Tyres**  
F 16-in. wks. 225/50VR8  
R 16-in. wks. 225/50VR8



Fitted with two KKK Turbochargers in power vent ductwork lag. Power went to all four wheels using the Carrera 4's transmission system. Brakes were 'Big Reds'.

**Production numbers** 50

Year featured	1997
Engine capacity	3.6
Compression ratio	12.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	300lb-ft @ 4,000rpm
0-60mph	4.3sec
Top speed	170mph
Length	4.57m
Width	1.77m
Weight	1,570kg

**Wheels & Tyres**  
F 16-in. wks. 225/50VR8  
R 16-in. wks. 225/50VR8



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

**Production numbers** 3,564

Year featured	1997
Engine capacity	3.6
Compression ratio	12.5:1
Maximum power	280hp @ 6,000rpm
Maximum torque	280lb-ft @ 4,000rpm
0-60mph	5.1sec
Top speed	170mph
Length	4.57m
Width	1.77m
Weight	1,570kg

**Wheels & Tyres**  
F 16-in. wks. 225/50VR8  
R 16-in. wks. 225/50VR8



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

**Production numbers** 20,499

Year featured	2001
Engine capacity	3.6
Compression ratio	12.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	280lb-ft @ 4,000rpm
0-60mph	5.1sec
Top speed	170mph
Length	4.57m
Width	1.77m
Weight	1,570kg

**Wheels & Tyres**  
F 16-in. wks. 225/50VR8  
R 16-in. wks. 225/50VR8



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

**Production numbers** 23,895

Year featured	2001
Engine capacity	3.6
Compression ratio	12.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	280lb-ft @ 4,000rpm
0-60mph	5.1sec
Top speed	170mph
Length	4.57m
Width	1.77m
Weight	1,570kg

**Wheels & Tyres**  
F 16-in. wks. 225/50VR8  
R 16-in. wks. 225/50VR8



A lightweight Turbo-bodied 996 with updated turbochargers, long-rod suspension, PCCB (later given an air lift).

**Production numbers** 1,287

Year featured	2001
Engine capacity	3.6
Compression ratio	12.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	280lb-ft @ 4,000rpm
0-60mph	4.3sec
Top speed	170mph
Length	4.57m
Width	1.77m
Weight	1,570kg

**Wheels & Tyres**  
F 16-in. wks. 225/50VR8  
R 16-in. wks. 225/50VR8



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	3.6
Compression ratio	12.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	280lb-ft @ 4,000rpm
0-60mph	5.1sec
Top speed	170mph
Length	4.57m
Width	1.77m
Weight	1,570kg

**Wheels & Tyres**  
F 16-in. wks. 225/50VR8  
R 16-in. wks. 225/50VR8



**964 C4** ★★★★★  
**Lightweight 1991**  
954 Leuchtbau made use of surplus parts from 953'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	3,100cc
Compression ratio	8.1:1
Maximum power	209hp @ 5,500rpm
Maximum torque	209lb-ft @ 3,700rpm
0-60mph	4.5sec
Top speed	207mph
Length	4.07m
Width	1.75m
Weight	1,350kg

Wheels & Tyres  
F 19x10 vch. 255/55-200  
R 18x8 vch. 205/55-200



**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	3980
Base fuel tank	140L
Engine capacity	3,296cc
Compression ratio	7.9:1
Maximum power	209hp @ 5,500rpm
Maximum torque	400lb-ft @ 3,000rpm
0-60mph	3.4sec
Top speed	207mph
Length	4.25m
Width	1.75m
Weight	1,470kg

Wheels & Tyres  
F 19x10 vch. 255/55-200  
R 18x8 vch. 205/55-200



**964 R5** ★★★★★  
**1991-1992**  
120kg saved by deleting 'luxuries' and fitting magnesium C-up 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	308lb-ft @ 4,800rpm
0-60mph	3.4 sec
Top speed	207mph
Length	4.25m
Width	1.75m
Weight	1,270kg (3,600lb)

Wheels & Tyres  
F 19x10 vch. 255/55-200  
R 18x8 vch. 205/55-200



**964 Turbo S** ★★★★★  
**1992-1993**  
180kg lighter than Turbo, 160mm of the rear axle travel, fuel-injected as for the others, while the engine cover was bolted by 60bhp, 450 rpm uprated suspension.

Production numbers	128
Base fuel tank	120
Engine capacity	3,300cc
Compression ratio	8.1:1
Maximum power	309hp @ 5,500rpm
Maximum torque	430lb-ft @ 4,800rpm
0-60mph	4.3 sec
Top speed	207mph
Length	4.25m
Width	1.75m
Weight	1,270kg

Wheels & Tyres  
F 19x10 vch. 255/55-200  
R 18x8 vch. 205/55-200



**964 Turbo 3.6** ★★★★★  
**1993-1994**  
Engine based on modified 3.6-litre 954 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	120
Engine capacity	3,460cc
Compression ratio	7.9:1
Maximum power	269hp @ 5,500rpm
Maximum torque	308lb-ft @ 3,700rpm
0-60mph	4.1 sec
Top speed	207mph
Length	4.25m
Width	1.75m
Weight	1,470kg

Wheels & Tyres  
F 19x10 vch. 255/55-200  
R 18x8 vch. 205/55-200



**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 1995.

Production numbers	34,520
Base fuel tank	120
Engine capacity	3,460cc
Compression ratio	8.1:1
Maximum power	209hp @ 5,500rpm
Maximum torque	308lb-ft @ 3,000rpm
0-60mph	5.8 sec
Top speed	189mph
Length	4.25m
Width	1.75m
Weight	1,370kg

Wheels & Tyres  
F 19x10 vch. 255/55-200  
R 18x8 vch. 205/55-200



**993 Carrera 4** ★★★★★  
**1994-1997**  
As per the 993-model Carrera, but with four-wheel drive. Transmission swapped the weight of the Carrera Carrera, and body design led to a more rear-biased chassis.

Production numbers	2,886 (3,000)
Base fuel tank	120
Engine capacity	3,460cc
Compression ratio	8.1:1
Maximum power	209hp @ 5,500rpm
Maximum torque	308lb-ft @ 3,000rpm
0-60mph	5.8 sec
Top speed	189mph
Length	4.25m
Width	1.75m
Weight	1,770kg

Wheels & Tyres  
F 19x10 vch. 255/55-200  
R 18x8 vch. 205/55-200



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

Production numbers	27
Base fuel tank	120
Engine capacity	3,460cc
Compression ratio	8.1:1
Maximum power	400hp @ 5,500rpm
Maximum torque	360lb-ft @ 3,700rpm
0-60mph	4.3 sec
Top speed	207mph
Length	4.25m
Width	1.75m
Weight	1,470kg

Wheels & Tyres  
F 19x10 vch. 255/55-200  
R 18x8 vch. 205/55-200



**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 Porsche Supercar ever produced. Manually.



**996.1 Carrera** ★★★★★  
**1996-2001**  
Arrived in 911's 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	120
Engine capacity	3,460cc
Compression ratio	8.1:1
Maximum power	209hp @ 5,500rpm
Maximum torque	308lb-ft @ 3,000rpm
0-60mph	5.8 sec
Top speed	189mph
Length	4.25m
Width	1.75m
Weight	1,370kg

Wheels & Tyres  
F 19x10 vch. 255/55-200  
R 18x8 vch. 205/55-200



**996.1 GT3** ★★★★★  
**1996-2001**  
Four-wheel drive transmission led 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	120
Engine capacity	3,460cc
Compression ratio	8.1:1
Maximum power	309hp @ 5,500rpm
Maximum torque	308lb-ft @ 3,000rpm
0-60mph	3.2 sec
Top speed	190mph
Length	4.25m
Width	1.75m
Weight	1,370kg

Wheels & Tyres  
F 19x10 vch. 255/55-200  
R 18x8 vch. 205/55-200



**996.1 GT3 RS** ★★★★★  
**1996-2001**  
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	3,000
Base fuel tank	120
Engine capacity	3,460cc
Compression ratio	8.1:1
Maximum power	309hp @ 5,500rpm
Maximum torque	308lb-ft @ 3,000rpm
0-60mph	3.2 sec
Top speed	190mph
Length	4.25m
Width	1.75m
Weight	1,370kg

Wheels & Tyres  
F 19x10 vch. 255/55-200  
R 18x8 vch. 205/55-200



**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	20,390
Base fuel tank	120
Engine capacity	3,460cc
Compression ratio	8.1:1
Maximum power	209hp @ 5,500rpm
Maximum torque	308lb-ft @ 3,000rpm
0-60mph	5.8 sec
Top speed	189mph
Length	4.25m
Width	1.75m
Weight	1,470kg

Wheels & Tyres  
F 19x10 vch. 255/55-200  
R 18x8 vch. 205/55-200



**996 Anniversary** ★★★★★  
**2003-04**  
Available in 911's color and included a Turbo S and bumper and arches. Carried 16 wheels. Powerful, 120mm sports suspension and mechanical LSD for the drive.

Production numbers	1,964
Base fuel tank	120
Engine capacity	3,460cc
Compression ratio	8.1:1
Maximum power	209hp @ 5,500rpm
Maximum torque	308lb-ft @ 3,000rpm
0-60mph	5.8 sec
Top speed	189mph
Length	4.25m
Width	1.75m
Weight	1,370kg

Wheels & Tyres  
F 19x10 vch. 255/55-200  
R 18x8 vch. 205/55-200



**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	120
Engine capacity	3,460cc
Compression ratio	8.1:1
Maximum power	309hp @ 5,500rpm
Maximum torque	308lb-ft @ 3,000rpm
0-60mph	4.5 sec
Top speed	190mph
Length	4.25m
Width	1.75m
Weight	1,370kg

Wheels & Tyres  
F 19x10 vch. 255/55-200  
R 18x8 vch. 205/55-200



**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 3.0 Supersport. PCOB optional.

Production numbers	1,602
Base fuel tank	120
Engine capacity	3,460cc
Compression ratio	8.1:1
Maximum power	309hp @ 5,500rpm
Maximum torque	308lb-ft @ 3,000rpm
0-60mph	4.4 sec
Top speed	190mph
Length	4.25m
Width	1.75m
Weight	1,370kg

Wheels & Tyres  
F 19x10 vch. 255/55-200  
R 18x8 vch. 205/55-200

# Sales debate

Are all-wheel-drive 911s a more difficult sales proposition than rear-wheel-drive models?



We've had the option of an all-wheel drive 911 for over 30 years, with increasing variants for every generation since the 964. How does the market favour those models over their 2WD brothers? Is there a difference in the market between 2WD and 4WD?

"In short, yes," says Jonathan Aucott of Avantgarde Classics, who mainly trades in air-cooled 911s. "But the question is, what is the model?" he adds. "With 964 and 993, as a blanket, the 2WD cars are more saleable." Jonathan says, noting buyers wanting either of those iconic models increasingly want the purity of two driven rear wheels. "With water-cooled, it perhaps isn't so much of an issue."

Jamie Tyler of Paragon reflects the same opinion, and trades both air- and water-cooled models. "The purist would always probably go for the two-wheel drive car," he thinks, across all eras. "But do you know, there are always people that will buy a 4WD car," he says.

"In this day and age, people are probably more critical on things like colours or spec, rather than 2WD or 4WD." That likely reflects the myriad range of model variants introduced in the past decade or two. There's such a range of body styles and options that ideal specifications of a used 997, 991 or 992 may mean a compromise of driveline is inevitable, to secure that ideal colour or interior features a buyer desires.

That wasn't always the way, though. "On older air-cooled 993s the 2WD car was always the one to have, as the 4WD system was fairly primitive," says Jamie. Jonathan highlights the importance of model variant within that, though. "In the 993 Carrera S market, it isn't as important, as buyers are driven by aesthetics," he says. "Even then there are exceptions, as there are features and options on a C4S that aren't necessarily on a C2S." Those buyers wanting a 993 as a daily car, he notes, are happy to have a 4WD model, although that market is shrinking.

The consensus then, is that 2WD cars are easier to sell, but that specification, beyond simply driveline, also plays a pivotal role in market appeal.



## 996 Turbo S 2004-2005

ASL Turbo with the previously optional 330hp power upgrade, with larger turbochargers, upgraded intercoolers and a revised ECU. PCCB are standard.

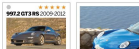
Production numbers	1,993
Year featured	02
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	400hp @ 5,500rpm
Maximum torque	520lb-ft @ 3,250rpm
0-60mph	4.2sec
Top speed	187mph
Length	5,276mm
Width	1,800mm
Weight	1,590kg
Wheels & Tyres	
F 18x8x18, 255/40R18	
R 18x8x18, 255/40R18	



## 997 GT3 RS 2006-2007

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

Production numbers	1,106
Year featured	06
Engine capacity	3,600cc
Compression ratio	12.5:1
Maximum power	415hp @ 6,000rpm
Maximum torque	330lb-ft @ 3,500rpm
0-60mph	4.2sec
Top speed	190mph
Length	4,763mm
Width	1,790mm
Weight	1,370kg
Wheels & Tyres	
F 18x8x18, 255/40R18	
R 18x8x18, 255/40R18	



Water-ford arches and larger wing. Dynamic air inlets and rear spoiler standard. An air optional, without door handles, wheel arches or sound proofing.

Production numbers	1,588
Year featured	05
Engine capacity	3,600cc
Compression ratio	12.5:1
Maximum power	400hp @ 5,500rpm
Maximum torque	520lb-ft @ 3,250rpm
0-60mph	4.2sec
Top speed	187mph
Length	5,276mm
Width	1,800mm
Weight	1,590kg
Wheels & Tyres	
F 18x8x18, 255/40R18	
R 18x8x18, 255/40R18	



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

Production numbers	216
Year featured	10
Engine capacity	3,600cc
Compression ratio	12.5:1
Maximum power	400hp @ 5,500rpm
Maximum torque	520lb-ft @ 3,250rpm
0-60mph	4.2sec
Top speed	187mph
Length	4,763mm
Width	1,790mm
Weight	1,370kg
Wheels & Tyres	
F 18x8x18, 255/40R18	
R 18x8x18, 255/40R18	



## 997 Turbo S 2011-2013

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

Production numbers	1,000
Year featured	07
Engine capacity	3,600cc
Compression ratio	11.8:1
Maximum power	500hp @ 6,500rpm
Maximum torque	500lb-ft @ 2,500rpm
0-60mph	3.3sec
Top speed	205mph
Length	4,763mm
Width	1,800mm
Weight	1,590kg
Wheels & Tyres	
F 18x8x18, 255/40R18	
R 18x8x18, 255/40R18	



## 997.1 Carrera 2004-2008

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

Production numbers	23,786
Year featured	07
Engine capacity	3,600cc
Compression ratio	11.8:1
Maximum power	270hp @ 5,500rpm
Maximum torque	270lb-ft @ 4,250rpm
0-60mph	5.1sec
Top speed	177mph
Length	4,763mm
Width	1,800mm
Weight	1,590kg
Wheels & Tyres	
F 18x8x18, 255/40R18	
R 18x8x18, 255/40R18	



## 997 GT2 2007-2009

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

Production numbers	1,243
Year featured	07
Engine capacity	3,600cc
Compression ratio	11.8:1
Maximum power	500hp @ 5,500rpm
Maximum torque	500lb-ft @ 4,250rpm
0-60mph	3.7sec
Top speed	205mph
Length	4,763mm
Width	1,800mm
Weight	1,590kg
Wheels & Tyres	
F 18x8x18, 255/40R18	
R 18x8x18, 255/40R18	



Based on a 911 Carrera, rear-wheel drive Carrera S, but with 4.4-litre engine and 19-inch Fuchs wheels. Retro styling including round headlights and a single exhaust.

Production numbers	258
Year featured	10
Engine capacity	3,600cc
Compression ratio	11.8:1
Maximum power	270hp @ 5,500rpm
Maximum torque	270lb-ft @ 4,250rpm
0-60mph	5.1sec
Top speed	177mph
Length	4,763mm
Width	1,800mm
Weight	1,590kg
Wheels & Tyres	
F 18x8x18, 255/40R18	
R 18x8x18, 255/40R18	



## 991.1 Carrera 2011-2015

The first of the new and latest Gen7 911s, it takes styling cues from the 993. A redesigned chassis with strengthened wheelbase reduces the overhang of the engine.

Production numbers	34,969
Year featured	11
Engine capacity	3,600cc
Compression ratio	13.3:1
Maximum power	300hp @ 5,500rpm
Maximum torque	300lb-ft @ 5,500rpm
0-60mph	4.4sec
Top speed	191mph
Length	4,479mm
Width	1,800mm
Weight	1,590kg
Wheels & Tyres	
F 18x8x18, 255/40R18	
R 18x8x18, 255/40R18	



### 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 fuel tank	30.0 gal
Engine capacity	3,800 cc
Compression ratio	13.1:1
Maximum power	299hp @ 6,000rpm
Maximum torque	400nm @ 4,000rpm
0-100km/h	4.9 sec
Top speed	282km/h
Length	4,425mm
Width	1,800mm
Weight	1,670kg
Wheels & Tyres	F 18x24-inch 255/35/24 R 18x24-inch 255/35/24



### 997.1 GT3 2006-2007

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

Production numbers	2,775
Base fuel tank	30.0 gal
Engine capacity	3,598 cc
Compression ratio	13.1:1
Maximum power	400hp @ 6,000rpm
Maximum torque	400nm @ 4,250rpm
0-100km/h	4.1 sec
Top speed	270km/h
Length	4,425mm
Width	1,800mm
Weight	1,570kg
Wheels & Tyres	F 18x24-inch 255/35/24 R 18x24-inch 255/35/24



### 997.1 Carrera 4 2006-08

Like the 997.1 Carrera, but with 20-inch alloy wheels, with multi-disc air suspension, 4-wheel drive system and 400hp, 2007 higher than the Carrera S.

Production numbers	8,031
Base fuel tank	30.0 gal
Engine capacity	3,800 cc
Compression ratio	13.1:1
Maximum power	299hp @ 6,000rpm
Maximum torque	400nm @ 4,250rpm
0-100km/h	5.1 sec
Top speed	270km/h
Length	4,425mm
Width	1,800mm
Weight	1,850kg
Wheels & Tyres	F 18x24-inch 255/35/24 R 18x24-inch 255/35/24



### 997.1 Carrera S 2009-2013

The same as the 997.1 Carrera, but with a single front and rear wing, revised PASM centre-lock wheels and better brakes.

Production numbers	20,039
Base fuel tank	30.0 gal
Engine capacity	3,800 cc
Compression ratio	13.1:1
Maximum power	300hp @ 6,000rpm
Maximum torque	400nm @ 4,000rpm
0-100km/h	4.9 sec
Top speed	282km/h
Length	4,425mm
Width	1,800mm
Weight	1,670kg
Wheels & Tyres	F 18x24-inch 255/35/24 R 18x24-inch 255/35/24



### 997.1 Turbo 2006-2008

Similar to the 997.1 Carrera, but with additional 200hp of power, 2007 higher than the 997.1 Carrera S. 2007 higher than the 997.1 Carrera S.

Production numbers	20,039
Base fuel tank	30.0 gal
Engine capacity	3,800 cc
Compression ratio	13.1:1
Maximum power	300hp @ 6,000rpm
Maximum torque	400nm @ 4,000rpm
0-100km/h	4.9 sec
Top speed	282km/h
Length	4,425mm
Width	1,800mm
Weight	1,670kg
Wheels & Tyres	F 18x24-inch 255/35/24 R 18x24-inch 255/35/24



### 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 problem: Intermediate Shift.

Production numbers	52,097
Base fuel tank	30.0 gal
Engine capacity	3,800 cc
Compression ratio	13.1:1
Maximum power	300hp @ 6,000rpm
Maximum torque	400nm @ 4,000rpm
0-100km/h	4.9 sec
Top speed	282km/h
Length	4,425mm
Width	1,800mm
Weight	1,670kg
Wheels & Tyres	F 18x24-inch 255/35/24 R 18x24-inch 255/35/24



### 997.1 Carrera S 2008-12

Allowed as per the Carrera, but with larger 2.5-litre engine, again using fewer components and 400hp of power, 2007 higher than the 996 GT3.

Production numbers	52,097
Base fuel tank	30.0 gal
Engine capacity	3,598 cc
Compression ratio	13.1:1
Maximum power	400hp @ 6,000rpm
Maximum torque	400nm @ 4,250rpm
0-100km/h	4.1 sec
Top speed	270km/h
Length	4,425mm
Width	1,800mm
Weight	1,570kg
Wheels & Tyres	F 18x24-inch 255/35/24 R 18x24-inch 255/35/24



### 997.1 Carrera 4S 2008-2012

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

Production numbers	199,599
Base fuel tank	30.0 gal
Engine capacity	3,800 cc
Compression ratio	13.1:1
Maximum power	300hp @ 6,000rpm
Maximum torque	400nm @ 4,000rpm
0-100km/h	4.7 sec
Top speed	270km/h
Length	4,425mm
Width	1,800mm
Weight	1,850kg
Wheels & Tyres	F 18x24-inch 255/35/24 R 18x24-inch 255/35/24



### 997.1 GT3 2009-2012

Updated as per the Carrera, but with a single front and rear wing, revised PASM centre-lock wheels and better brakes.

Production numbers	2,229
Base fuel tank	30.0 gal
Engine capacity	3,800 cc
Compression ratio	13.1:1
Maximum power	400hp @ 6,000rpm
Maximum torque	400nm @ 4,000rpm
0-100km/h	4.1 sec
Top speed	270km/h
Length	4,425mm
Width	1,800mm
Weight	1,570kg
Wheels & Tyres	F 18x24-inch 255/35/24 R 18x24-inch 255/35/24



### 997.1 Turbo 2009-2013

Same as the original 997 Turbo, but with restyled LED rear lights and front driving lights. Larger, revised PASM centre-lock wheels and better brakes.

Production numbers	2,229
Base fuel tank	30.0 gal
Engine capacity	3,800 cc
Compression ratio	13.1:1
Maximum power	400hp @ 6,000rpm
Maximum torque	400nm @ 4,000rpm
0-100km/h	4.1 sec
Top speed	270km/h
Length	4,425mm
Width	1,800mm
Weight	1,570kg
Wheels & Tyres	F 18x24-inch 255/35/24 R 18x24-inch 255/35/24



### 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	500
Base fuel tank	30.0 gal
Engine capacity	3,800 cc
Compression ratio	13.1:1
Maximum power	500hp @ 6,000rpm
Maximum torque	400nm @ 4,000rpm
0-100km/h	4.1 sec
Top speed	282km/h
Length	4,425mm
Width	1,800mm
Weight	1,570kg
Wheels & Tyres	F 18x24-inch 255/35/24 R 18x24-inch 255/35/24



### 997 918 Edition 2010

These exclusive 997 Turbo S-spec 918s were only available to those who had paid a deposit for a 996 Spyder. All-green badging and brake callipers.

Production numbers	50
Base fuel tank	30.0 gal
Engine capacity	3,800 cc
Compression ratio	13.1:1
Maximum power	500hp @ 6,000rpm
Maximum torque	400nm @ 4,000rpm
0-100km/h	4.1 sec
Top speed	282km/h
Length	4,425mm
Width	1,800mm
Weight	1,570kg
Wheels & Tyres	F 18x24-inch 255/35/24 R 18x24-inch 255/35/24



### 997 GT3 RS 2010-2011

GT2 vent back built into with light grey body and interior. 400hp of power, 2007 higher than the 996 GT3.

Production numbers	500
Base fuel tank	30.0 gal
Engine capacity	3,800 cc
Compression ratio	13.1:1
Maximum power	500hp @ 6,000rpm
Maximum torque	400nm @ 4,000rpm
0-100km/h	4.1 sec
Top speed	282km/h
Length	4,425mm
Width	1,800mm
Weight	1,570kg
Wheels & Tyres	F 18x24-inch 255/35/24 R 18x24-inch 255/35/24



### 997 GT3 RS 2012-2013

GT2 vent back built into with light grey body and interior. 400hp of power, 2007 higher than the 996 GT3.

Production numbers	500
Base fuel tank	30.0 gal
Engine capacity	3,800 cc
Compression ratio	13.1:1
Maximum power	500hp @ 6,000rpm
Maximum torque	400nm @ 4,000rpm
0-100km/h	4.1 sec
Top speed	282km/h
Length	4,425mm
Width	1,800mm
Weight	1,570kg
Wheels & Tyres	F 18x24-inch 255/35/24 R 18x24-inch 255/35/24



### 997 GT3 RS 2012-2013

Like the 997 GT3 RS, slightly heavier and with 400hp. Further 200hp of power, 2007 higher than the 996 GT3.

Production numbers	500
Base fuel tank	30.0 gal
Engine capacity	3,800 cc
Compression ratio	13.1:1
Maximum power	500hp @ 6,000rpm
Maximum torque	400nm @ 4,000rpm
0-100km/h	4.1 sec
Top speed	282km/h
Length	4,425mm
Width	1,800mm
Weight	1,570kg
Wheels & Tyres	F 18x24-inch 255/35/24 R 18x24-inch 255/35/24



### 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	28,000
Base fuel tank	30.0 gal
Engine capacity	3,800 cc
Compression ratio	13.1:1
Maximum power	400hp @ 6,000rpm
Maximum torque	400nm @ 4,000rpm
0-100km/h	4.9 sec
Top speed	282km/h
Length	4,425mm
Width	1,800mm
Weight	1,670kg
Wheels & Tyres	F 18x24-inch 255/35/24 R 18x24-inch 255/35/24



### 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	28,000
Base fuel tank	30.0 gal
Engine capacity	3,800 cc
Compression ratio	13.1:1
Maximum power	400hp @ 6,000rpm
Maximum torque	400nm @ 4,000rpm
0-100km/h	4.9 sec
Top speed	282km/h
Length	4,425mm
Width	1,800mm
Weight	1,670kg
Wheels & Tyres	F 18x24-inch 255/35/24 R 18x24-inch 255/35/24



### 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.



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







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

<b>Production numbers</b>	1,981
<b>Base featured</b>	352
<b>Engine capacity</b>	3,500cc
<b>Compression ratio</b>	13.5:1
<b>Maximum power</b>	450hp @ 6,500rpm
<b>Maximum torque</b>	448lb-ft @ 5,000rpm
<b>0-60mph</b>	4.1 sec
<b>Top speed</b>	180mph
<b>Length</b>	4.40m
<b>Width</b>	1.87m
<b>Weight</b>	1,470kg
<b>Wheels &amp; Tyres</b>	
F 19x24 wheels, 355/35/20	
R 19x24 wheels, 355/35/20	



High spec GT 3.5 liter wide body and a host of goodies including 'weather' PASM. Sport chrono, Sport watch to name a few. At £100,000 more than Carrera S.

<b>Production numbers</b>	2,400
<b>Base featured</b>	267
<b>Engine capacity</b>	3,500cc
<b>Compression ratio</b>	13.5:1
<b>Maximum power</b>	450hp @ 6,500rpm
<b>Maximum torque</b>	448lb-ft @ 5,000rpm
<b>0-60mph</b>	4.1 sec
<b>Top speed</b>	180mph
<b>Length</b>	4.40m
<b>Width</b>	1.87m
<b>Weight</b>	1,470kg
<b>Wheels &amp; Tyres</b>	
F 19x24 wheels, 355/35/20	
R 19x24 wheels, 355/35/20	



Almost the same as the C4 GT, but with wider overhangs offered by four wheel drive. As a result, performance was an improvement by over 1/2 sec in 0-60.

<b>Production numbers</b>	2,400
<b>Base featured</b>	175
<b>Engine capacity</b>	3,500cc
<b>Compression ratio</b>	13.5:1
<b>Maximum power</b>	450hp @ 6,500rpm
<b>Maximum torque</b>	448lb-ft @ 5,000rpm
<b>0-60mph</b>	4.1 sec
<b>Top speed</b>	180mph
<b>Length</b>	4.40m
<b>Width</b>	1.87m
<b>Weight</b>	1,470kg
<b>Wheels &amp; Tyres</b>	
F 19x24 wheels, 355/35/20	
R 19x24 wheels, 355/35/20	



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

<b>Production numbers</b>	500
<b>Base featured</b>	128
<b>Engine capacity</b>	3,500cc
<b>Compression ratio</b>	13.5:1
<b>Maximum power</b>	500hp @ 6,500rpm
<b>Maximum torque</b>	408lb-ft @ 5,000rpm
<b>0-60mph</b>	3.2 sec
<b>Top speed</b>	190mph
<b>Length</b>	4.40m
<b>Width</b>	1.87m
<b>Weight</b>	1,470kg
<b>Wheels &amp; Tyres</b>	
F 19x24 wheels, 355/35/20	
R 19x24 wheels, 355/35/20	



1st ever model made totally designed in the heart with power coming from the complexity now 3.5 liter 991.2 turbo charged engine. PDK only standard.

<b>Production numbers</b>	251
<b>Base featured</b>	53
<b>Engine capacity</b>	3,500cc
<b>Compression ratio</b>	12.1:1
<b>Maximum power</b>	307hp @ 6,250rpm
<b>Maximum torque</b>	295lb-ft @ 5,000rpm
<b>0-60mph</b>	4.7 sec
<b>Top speed</b>	170mph
<b>Length</b>	4.27m
<b>Width</b>	1.80m
<b>Weight</b>	1,370kg
<b>Wheels &amp; Tyres</b>	
F 19x24 wheels, 355/35/20	
R 19x24 wheels, 355/35/20	



As per C4 but using revised for 19x24 wheels and engine management from C5 to produce extra 25hp. Faster 0-60 than C5 for 1st time.



**991.2 Turbo 2016-2018**  
Revised 991.1 engine from 991.1, producing 540hp thanks to modified inlet ports in cylinder head, new injection nozzles and higher fuel pressure.

<b>Production numbers</b>	2,400
<b>Base featured</b>	259
<b>Engine capacity</b>	3,500cc
<b>Compression ratio</b>	13.5:1
<b>Maximum power</b>	540hp @ 6,500rpm
<b>Maximum torque</b>	480lb-ft @ 5,000rpm
<b>0-60mph</b>	3.2 sec
<b>Top speed</b>	190mph
<b>Length</b>	4.40m
<b>Width</b>	1.87m
<b>Weight</b>	1,470kg
<b>Wheels &amp; Tyres</b>	
F 19x24 wheels, 355/35/20	
R 19x24 wheels, 355/35/20	



**991.2 Turbo S 2016-2018**  
As per 991.2 Turbo but with power boosted to 580hp thanks to new turbochargers with larger compressors. Fastest over 991 from 0 to 60mph.

<b>Production numbers</b>	2,400
<b>Base featured</b>	95
<b>Engine capacity</b>	3,500cc
<b>Compression ratio</b>	13.5:1
<b>Maximum power</b>	580hp @ 6,500rpm
<b>Maximum torque</b>	500lb-ft @ 5,000rpm
<b>0-60mph</b>	2.9 sec
<b>Top speed</b>	190mph
<b>Length</b>	4.40m
<b>Width</b>	1.87m
<b>Weight</b>	1,470kg
<b>Wheels &amp; Tyres</b>	
F 19x24 wheels, 355/35/20	
R 19x24 wheels, 355/35/20	



**991 R 2016**  
991 GT3 RS engine mated to revised 5 speed manual gearbox. Features Carbon ceramic brakes with wing with diffuser aiding downforce. Lightweight flywheel optional.

<b>Production numbers</b>	251
<b>Base featured</b>	53
<b>Engine capacity</b>	3,500cc
<b>Compression ratio</b>	12.1:1
<b>Maximum power</b>	307hp @ 6,250rpm
<b>Maximum torque</b>	295lb-ft @ 5,000rpm
<b>0-60mph</b>	4.7 sec
<b>Top speed</b>	170mph
<b>Length</b>	4.27m
<b>Width</b>	1.80m
<b>Weight</b>	1,370kg
<b>Wheels &amp; Tyres</b>	
F 19x24 wheels, 355/35/20	
R 19x24 wheels, 355/35/20	



**991.2 GT3 2017-2019**  
New 4.0 l/mph 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.



Fastest factory GT3 of all time. Highly modified Turbo S engine with no power electronics. Rear wheel drive PDK only. New inlet or front head and air ducts.



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



3.5 liter version of 991.2 Carrera's engine, with carbon intake system to aid air flow housed behind multi-louvered flaps. PDK and optional photo-activated front fenders.



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



Furthest taken the 991.2 Carrera with 20kg of weight saved and reengineering of seven speed manual gearbox. Same 370hp engine as Carrera. PDK optional.

<b>Production numbers</b>	1,500
<b>Base featured</b>	92
<b>Engine capacity</b>	3,500cc
<b>Compression ratio</b>	13.5:1
<b>Maximum power</b>	307hp @ 6,250rpm
<b>Maximum torque</b>	295lb-ft @ 5,000rpm
<b>0-60mph</b>	4.7 sec
<b>Top speed</b>	170mph
<b>Length</b>	4.27m
<b>Width</b>	1.80m
<b>Weight</b>	1,370kg
<b>Wheels &amp; Tyres</b>	
F 19x24 wheels, 355/35/20	
R 19x24 wheels, 355/35/20	



Arriving the 992 Carrera S, but with exclusive wheel design providing an advantage to the front axle. Identifiable by silver accent lines on C5S track pack.



The base 992 was revealed a mere month after the S. Visually different to the C5S thanks to wider wheel arches and two single air exhaust tips.



Same spec as the 992 Carrera, albeit with wider wheel arches and the front wheel is air-impinged multi-louvered flaps. PDK optional over the S.



3.5 liter version of 992 Carrera's engine, with carbon intake system to aid air flow housed behind multi-louvered flaps. PDK and optional photo-activated front fenders.



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



New wavy neck wing design, double wishbone front axle and GT3 R diffuser. 50 per cent more downforce over 991.2 GT3, sub seven-minute Ring time.

<b>Production numbers</b>	1,000 (est. for 2021)
<b>Base featured</b>	92
<b>Engine capacity</b>	3,500cc
<b>Compression ratio</b>	13.5:1
<b>Maximum power</b>	307hp @ 6,250rpm
<b>Maximum torque</b>	295lb-ft @ 5,000rpm
<b>0-60mph</b>	4.7 sec
<b>Top speed</b>	170mph
<b>Length</b>	4.27m
<b>Width</b>	1.80m
<b>Weight</b>	1,370kg
<b>Wheels &amp; Tyres</b>	
F 19x24 wheels, 355/35/20	
R 19x24 wheels, 355/35/20	

# Car Tales with Alex Manos

The Beverly Hills Car Club owner shares fascinating historical and technical insights on the company's prized stock...

**T**he name Targa – which means plate or plaque in Italian – came from the Targa Florio sports car road race in Sicily, in which the Porsche team had scored seven victories since 1956, with four more to come through 1973. This also happens to be the year of an amazing low-mileage Porsche 911E Targa that we have on offer here at Beverly Hills Car Club.

The shape of the 911E Targa is unmistakable, thanks to its iconic flyline and elegant roof. This design has characterised Porsche since 1963. It's part of the enduring legend of the company's sports cars and their astonishing performance. Yet despite that somewhat macho image, there remains something subtly cute and charming about all Porsche 911s.

This recently discovered 1973 Porsche 911E Targa has matching numbers and comes in its factory colour code #117 Light yellow with a black interior. It's equipped with a five-speed manual transmission, four-wheel disc brakes and G26 Group option: S trim, heated rear glass, sway bars, S instrument, air conditioning and Fuchs wheels. This is an original Porsche 911E, a highly sought-after original blue plate California car that would make an excellent addition to any Porsche enthusiast's collection. Don't miss your chance to acquire this original 911!

The Porsche 911E was the mid-range option in the E- and F-series 911s. It benefited from the larger 2.4 engine that used a longer stroke for a total displacement of 2,344cc. 1972 Porsche 911Es had steel wheels that were upgraded in 1973 – the one we have – to 6xJ5 alloy wheels by ATS.

Capable of reaching 0 to 60 mph in 6.2 seconds and with a top speed of 143 mph, Porsche's 911E model of 1969-1973 essentially replaced the short-lived 911L (Luxus). The 911E was designed to be the more comfortable, more drivable model of 911 – fitting between the tamer 911T (Touring) and the



high-performance type 911S (Super). In these years, the least-expensive model in Porsche's range was the four-cylinder 912, followed by the type 914.

The Porsche 911 was the consequence of the honing of myriad efficient pieces of engineering. The 911E's designation derives from *inspritzung*, the German word for injection. The mechanical fuel injection (MFI) system used on the 911E (and 911S) was jointly developed by Bosch and Porsche. It's similar to the injection system used in the Carrera 6 of 1966. In addition to more precise control of the fuel-air mixture and equality of distribution among the cylinders (compared to carburettors), the MFI contributed toward meeting the nascent emissions control regulations of the time. The 1969 types 911E and 911S also featured a new, high-voltage capacitor ignition system that addressed the spark plug fouling problems experienced in earlier 911s.

Intended as the luxury model, the 911E came standard in most markets with the 'comfort' package of features. These included ventilated brake discs with aluminium callipers, velour carpeting, a leather-covered steering wheel, heavy bumper rub strips and rubber guard inserts, chrome rocker-panel trim, and gold-coloured script on the rear deck.

Manufactured in Stuttgart in what was then West Germany, a prototype of the famous, distinctive and

durable design was revealed to the public in autumn 1963. Production began in September 1964 and continued through to 1989. It was succeeded by a modified version, internally referred to as Porsche 964 but still sold as Porsche 911, as are current models. Mechanically, the 911 was notable for being rear-engined and air-cooled. From its inception, the 911 was modified both by private teams and the factory itself for racing, rallying and other types of automotive competition.

The original 911 series is often cited as the most successful competition car ever, especially when its variations are included – mainly the 911-derived 935 that won the 24 Hours of Le Mans race in 1979 and other major sports car races outright. The 911 was developed as a much more powerful, larger, more comfortable replacement for the Porsche 356.

The new car made its public debut at the 1963 Frankfurt Motor Show. Initially designated as the Porsche 901, after its internal project number it ran into opposition from Peugeot. The French motorcar manufacturers protested on the grounds that in France it had exclusive rights to car names formed by three numbers with a zero in the middle. So, instead of selling the new model with another name in France, Porsche changed the name to 911. The 911 first went on sale in 1964. **END**





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Sponsored | Commission your Porsche 911 as fine art



# 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”



*Rob Williams*

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**911 Turbo (997)**

GT Silver • Dark Blue Leather Adaptive  
Sports Seats • Manual Gearbox  
19" Turbo Wheels • Sport Chrono  
Satellite Navigation • 68,958 miles  
2007 (07)

£59,995



**911 Carrera 2 (991)**

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Chrono • 40,821 miles • 2013 (13)

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**Cayman (981)**

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PS98-009	PORSCHE 930 TURBO 3.4L 7.5:1 (3.3-3.4)
PS98-010	PORSCHE CARRERA 3.2-3.4L 9.8:1 (3.2- 3.4 Motronic inj.)
PS102-017	PORSCHE 964 NA 3.8L 12.3:1 (107mm slip-in cyl 3.6-3.8)
PS102-018	PORSCHE 964 NA 3.8L 12.3:1 (bore in 109mm cyl 3.6-3.8)
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PS102-020	PORSCHE 993T 3.8L 8.5:1 PP102- 013 (107mm slip-in cyl 3.6-3.8 NA to Turbo conversion)
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PS102-02	MMS 993 RSR 3.6L 11.4:1 (107mm slip in cyl 3.6 TO 3.8)
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996 103 942 3.8 MA	PORSCHE 996 GT3 3.8 late (102mm 21mm pin 12:1CR 3.6-3.8)
996 103 942 4.0 MA	PORSCHE 996 GT3 4.0 late (105.4mm 21mm pin 12:1CR 3.6-4.0)
997 103 915 3.8 MA	PORSCHE 997TT 3.8 liter (102mm 23mm pin 9.4:1CR 3.6-3.8)
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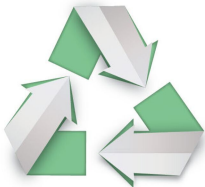
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## Porsche Moment

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

**Total 911** readers used to the military efficiency and lightning speed of Formula 1 pitstops will no doubt raise an eyebrow at this apparently disorganised scene at the Nürburgring. But even into the 1990s, pitstops all looked like this.

This shot from the ADAC 1000 Kilometer Race on 29 May, 1977 is typical. Unlike today's F1 factory teams, which benefit from the huge amount of money that underpins modern grand prix racing, the participants here are all privateers. Even the most sophisticated had nothing like the resources of a works team, as Derek Bell would discover when Porsche pulled out of Group C.

One such team in the 1970s was Gelo Racing, which together with the Kremer brothers ruled the sports car and GT most in Germany for several seasons. Here, the Gelo 935 is being refuelled while behind the wheel, Toine Hezemans has taken over from Rolf Stommelen. Directing operations in the white shirt is team

owner Georg Loos. A Cologne entrepreneur who made a fortune from property dealing, Georg had also been something of a playboy racer, enjoying minor success with a Porsche 910 until 1974 when he decided to run his own team.

However, the sponsorship income that he anticipated was a disappointment. Georg's irascible temperament and abrasive approach tended to drive potential business support away. Although Gelo Racing was a significant and lucrative client – Georg owned the cars although Porsche supplied the racing mechanics – the company wasn't alone in distrusting him and on occasion even turned down his demands.

Porsche did, however, yield when Georg was at Weissach at the end of a relatively fruitless 1977 where the ADAC 1000 Kilometer Race was his only victory and he spotted the twin-turbo 935 undergoing testing. He threw a fit when he realised that Gelo Racing wasn't going to be offered the twin-turbo, threatening to withdraw

his custom entirely. By contrast, the rival Kremer concern had much better relations with Porsche, which recognised in Manfred Kremer a proper engineer. The brothers would go on to develop the 935 with the K1, K2 and K3 versions after Porsche stopped building the 935 in 1978.

Toine Hezemans came from a Porsche racing dynasty: his father Thijs had raced an RS 1500 with Carel Godin de Beaufort, and his older son Mike competed in the Porsche Cup in the 1990s. Toine parted company with Georg at the end of 1978 and Georg closed down his team the following season, amid rumours of financial problems.

In the centre background, the sharp-eyed might spot Norbert Singer. Clearly off-duty, the man whose lateral thinking produced the massively successful 935 is discreetly observing proceedings. Even if it wasn't fielding a works team, the Porsche men were never far from the action. **5M**





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