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1994 Porsche 911 Speedster-14999



Presenting this limited production 1994 Porsche 911 Speedster (one of less than 469 produced for the US market). Featured with only 6,710 miles on the odometer and is available in its factory color code 8886. Guards Red with a black interior. The vehicle comes with a clean California title and is equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, automatic speed control, air conditioning, RS door panels, power windows, power steering, soft top, 4-wheel disc brakes, jack, and spare tire. Both the color code and options sticker are still in place under the hood. It includes the original owner's manual and maintenance booklet with service stamps. An extremely low mileage, highly collectible, and well-taken care of this generation Porsche 964 Carrera C2 Speedster that is mechanically sound.

For \$235,000



1994 Porsche 964 Carrera 4 Turbo-14910

Presenting this exciting 1994 Porsche 964 Carrera 4 Turbo featured with 11,438 miles on the odometer and is available in its factory color code 9202 (black) with a black interior. The vehicle comes with a clean California title and is equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, automatic speed control, air conditioning, power windows, power steering, sports seats, Porsche C2 wheels, 4-wheel disc brakes, spare tire, and jack. Also includes paint meter reading sheets. A very presentable and well-maintained sports car that is mechanically sound.

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1994 Porsche 964 Carrera 4 Wide Body-Car 14844

Presenting this exciting and highly collectible 1994 Porsche 964 Carrera 4 Widebody (C1) of 267 ever produced. Available in Guards Red with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, automatic speed control, air conditioning, power windows, power steering, 4-wheel disc brakes, and spare tire. Also includes the original owner's manual, maintenance booklet, and all other necessary documents. A very presentable and well-maintained sports car that is mechanically sound.

For \$265,000



1973 Porsche 911E Targa-12666

Here is a recently discovered 1973 Porsche 911E Targa featured with white metal and a black interior. It comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 2.8-liter engine, automatic speed control, air conditioning, power windows, power steering, 4-wheel disc brakes, and spare tire. Also includes the original owner's manual, maintenance booklet, and all other necessary documents. A very presentable and well-maintained sports car that is mechanically sound.

For \$108,500



1973 Porsche 911 Carrera 14966

Presenting this highly collectible 1973 Porsche 911 Carrera featured with multi-colored paint, multi-colored interior, and is available in its factory color code 8816 (Silver Metallic) with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 2.8-liter engine, dual carburetors, 4-wheel disc brakes, 4-spoke wheels, and spare tire. An excellent original find from California sports car that is mechanically sound.

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1989 Porsche 930 Turbo Carrera-15138

Presenting this exciting 1989 Porsche 930 Turbo Carrera featured with 15,138 miles on the odometer and is available in its factory color code 8886 (Guards Red) with a black interior. The vehicle comes with a clean California title and is equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.0-liter engine, automatic speed control, air conditioning, power windows, power steering, sports seats, Porsche C2 wheels, 4-wheel disc brakes, spare tire, and jack. Also includes paint meter reading sheets. A very presentable and well-maintained sports car that is mechanically sound.

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Presenting this exciting 1979 Porsche 930 Turbo Carrera featured with 14,909 miles on the odometer and is available in its factory color code 8886 (Guards Red) with a black interior. The vehicle comes with a clean California title and is equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.0-liter engine, automatic speed control, air conditioning, power windows, power steering, sports seats, Porsche C2 wheels, 4-wheel disc brakes, spare tire, and jack. Also includes paint meter reading sheets. A very presentable and well-maintained sports car that is mechanically sound.

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1990 Porsche 964 Carrera 4 Coupe-12689

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1964 Porsche 356C Factory Sunroof Coupe-13555

Here is a rare 1964 Porsche 356C Factory Sunroof Coupe featured with 13,555 miles on the odometer and is available in its factory color code 8886 (Guards Red) with a black interior. The vehicle comes with a clean California title and is equipped with a 5-speed manual transmission, Flat 6 Cylinder 2.0-liter engine, automatic speed control, air conditioning, power windows, power steering, sports seats, Porsche C2 wheels, 4-wheel disc brakes, spare tire, and jack. Also includes paint meter reading sheets. A very presentable and well-maintained sports car that is mechanically sound.

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1996 Porsche 993 Carrera Coupe-14647

Presenting this exciting 1996 Porsche 993 Carrera Coupe featured with 14,647 miles on the odometer and is available in its factory color code 8886 (Guards Red) with a black interior. The vehicle comes with a clean California title and is equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, automatic speed control, air conditioning, power windows, power steering, sports seats, Porsche C2 wheels, 4-wheel disc brakes, spare tire, and jack. Also includes paint meter reading sheets. A very presentable and well-maintained sports car that is mechanically sound.

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2005 Porsche 911 Carrera S Coupe-6-Speed-15081

Presenting this exciting 2005 Porsche 911 Carrera S Coupe featured with 15,081 miles on the odometer and is available in its factory color code 8886 (Guards Red) with a black interior. The vehicle comes with a clean California title and is equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, automatic speed control, air conditioning, power windows, power steering, sports seats, Porsche C2 wheels, 4-wheel disc brakes, spare tire, and jack. Also includes paint meter reading sheets. A very presentable and well-maintained sports car that is mechanically sound.

For \$89,950



1980 Porsche 911SC Weissach Coupe-15073

Presenting this exciting 1980 Porsche 911SC Weissach Coupe (C1) of 267 ever produced. Available in its factory color code 8886 (Guards Red) with a black interior. The vehicle comes with a clean California title and is equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.0-liter engine, automatic speed control, air conditioning, power windows, power steering, sports seats, Porsche C2 wheels, 4-wheel disc brakes, spare tire, and jack. Also includes paint meter reading sheets. A very presentable and well-maintained sports car that is mechanically sound.

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Welcome

It's great to start summer with a cool new 992 model in the Sport Classic. The second 'Heritage Design' 911 from Porsche's Exclusive department, the Sport Classic is a car that rather brilliantly combines vintage styling with modern technology.

As you'll find out this issue, the new Sport Classic was a significant project to undertake and as a result has a unique mechanical specification, unlike the first Heritage Design Edition car which, really, is a Targa with some fancy styling. The Sport Classic is much more in tune with what we've come to expect from Porsche Exclusive over the years, creating genuine special edition 911s for enthusiasts rather than mere marketing exploits.

Critics will point to the fact that the 992 Sport Classic doesn't use a Motorsport engine, but then a similar criticism has also (unfairly) been levied at its predecessor in the 997. To my mind, this is very much a driver's Turbo. I can't see that

Porsche will build a rear-drive, manual 911 Turbo ever again and so the new Sport Classic will be considered a historically significant 911, regardless of its numbered production run.

Designed by Grant Larson, he mentioned to me during an interview last autumn that there's "a lot of exciting stuff" on the way at Porsche, but of course couldn't say much else at the time. Interestingly, when catching up during the launch of the Sport Classic, I reminded him of this sentiment and suggested this project was what he might have been referring to. "It was only one of them," he said, adding, "there's a whole load more stuff to come too... watch this space."

We will await with interest, but it's great to see such awesome projects rolling off the production line for enthusiasts. We could be entering a real purple patch for special editions. I wonder what's next?

"We could be entering a real purple patch for special editions"



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Opening Shot

Photograph courtesy
Porsche AG

The new 992 Sport Classic has landed, with Porsche's marketing department drawing comparisons – stylistically – with the original ducktail-clad 911, the 2.7 Carrera RS. What you might not know is this trend began with the original Sport Classic from 2009, illustrated by this seldom-seen shot of the then new 997 sat alongside the 1973 Rennsport outside the Porsche Museum in Stuttgart. You can read more about the 997's successor beginning on page 18.



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Update

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



Herbert Diess: Porsche will enter F1

Following years of expectation, it's understood that Porsche will likely partner with Red Bull for Formula One's 2026 season

It's the news that motorsport fans around the world have been eagerly anticipating: Porsche will once again be a part of Formula One racing.

Porsche itself has been debating an involvement with Formula One for decades, and now Herbert Diess, chairman of the management board of Volkswagen Group, is reported to have said that both Porsche and Audi will enter F1, with Porsche's plans said to be "more concrete than Audi's". Diess admitted that the concept of the VW Group entering the sport had created divisions at board level, although the idea of both brands joining the grid were approved in principle in April.

Porsche last entered the sport in the early 1990s as engine supplier to Footwork Arrows, in a partnership that ended bitterly as a result of the underpowered

and unreliable Porsche 3512 engine. Rumours of a Porsche and Red Bull partnership have been floating around the Formula One paddock for some time. It's said that Porsche would join with Red Bull's engine department to build power units when the sport's regulations change in 2026,

with the team operating as 'Red Bull-Porsche'.

Meanwhile, Audi could look to purchase an existing team to become a full-blown manufacturer, akin to how Mercedes currently operates.

The changes to the regulations for 2026 certainly suit the Porsche agenda. The next generation of F1 hybrid engines will run on sustainable fuels. Porsche is committed to eFuels – underlined by the fact it recently made an investment of \$75 million dollars in e-fuel manufacturer HIF Global LLC, developer of eFuel production facilities.



Porsche deliveries slip in Q1

Porsche delivered over 68,000 vehicles in the first quarter of 2022 – a decline of five per cent compared to 2021

Porsche dispatched 68,426 vehicles globally to customers in the first quarter of 2022. This is down five per cent compared to the previous year. The reduction in numbers is attributed to a handful of global issues, including the resurgence of the coronavirus in regions such as China, and supply and logistical challenges across the world.

As reported in issue 216 of **Total 911**, the devastating war in Ukraine has caused significant problems for Porsche manufacturing, with the conflict leading to a shortage of wiring looms. Coupled with the well-publicised global shortage of semiconductor chips, this has resulted in production lines being interrupted during the first part of 2022.

Despite this, Porsche has seen sales growth in Europe, where it delivered 22,791 vehicles in the first quarter. This is a year-on-year increase of 18 per cent. Porsche SUVs remain the most popular models, with Cayenne deliveries topping that of Macan. Meanwhile the all-electric Porsche Taycan was delivered to 9,470 customers – that's more than the 911, which was delivered 9,327 times worldwide.



Rennsport Reunion VII set for 2023

Porsche has confirmed that the celebration of its iconic vehicles and heritage will take place next year



Porsche Cars North America (PCNA) has stated that Rennsport Reunion VII will take place in 2023. This is the seventh appearance of the event that brings together the most exciting Porsche cars, the people responsible for designing them, and the drivers who took them to the limit. Its theme,

dates and location will be announced in due course.

Since its inaugural event at Lime Rock Park in Connecticut over 20 years ago, Rennsport's popularity has increased significantly, with the most recent event in 2018 attracting 80,000 fans. "Rennsport Reunion has grown quickly over the years into a truly one-of-a-kind experience of sight, sound and emotions," said Kjell Gruner, president and CEO of PCNA. "For a few days, it feels like everyone thrilled by the brand is united in one place, on and off the track, as one Porsche family."

"We'll announce the date and location soon, but this much I can share already: our ambition is to make Rennsport Reunion VII the best one yet."

Celebrations as the 996 turns 25

Multiple events around the world mark a quarter of a century of water-cooled 911s



Enthusiasts have been celebrating the Porsche 996's 25th anniversary with a number of special events. In the UK, 9WERKS hosted a special weekend of 996 celebrations on 14-15 May, kicking things off on the Saturday with a virtual roundtable chat between 9WERKS members and 996 designer Pinky Lai. Then, on the Sunday,

enthusiasts gathered near the seaside to celebrate the first water-cooled 911 as part of a special 'Fried Eggs Anniversary' Cars & Coffee, complete with 90s-themed entertainment.

The 'Fried Eggs' Cars & Coffee platform dedicated to 996s was founded by **Total 911** editor Lee Sibley in 2017 and has proved a popular outlet for owners and admirers of the first water-cooled Porsche 911.

Meanwhile, in Los Angeles a similarly named 'Fried Eggs' weekend took place at the start of May, featuring drive-outs and static displays. **Total 911** hopes to bring you highlights of the 9WERKS chat with Pinky Lai in an upcoming issue of the magazine.

News in Brief

RS 2.7 cap

This eye-catching cap is new to the Porsche RS 2.7 collection. It features a high-quality 3D embroidered RS 2.7 and Porsche logo, is made from 100 per cent polyester with an unusual knitted finish and boasts a metal clasp. Note down Porsche Shop item number WAP9500010NRS2 and prepare to part with £29 via shop.porsche.com.



Detailing handbook

Detailing has become the buzz word in the world of car washing, and a new book seeks to demystify the processes involved. *Hand Wash Only* is a comprehensive 144-page handbook offering expert insight into detailing and car care – it's the ideal companion for the enthusiast, beginner or experienced detailer. The book costs £32.95 and is available at prodetailermagazine.com.



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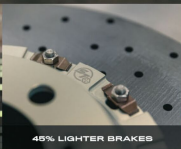
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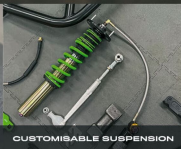
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Rare 996

Dear Sir,

Although I very much enjoy reading your magazine, I feel like I have to correct the record on something that you wrote in your 25 years of 996 article in issue 216 of **Total 911**.

In the section regarding the Anniversary Edition of the 996 it was stated that it was the only model to adorn the 911 badge on its engine compartment. If you were to dig out issue 145 and turn to page 38 then you'll find that one more special edition wears

the prestigious badge upon its rear. I am, of course, referring to the Millennium Edition.

Although it wasn't as technically superior to the Anniversary Edition, being little more than an all-options-ticked model, in this humble reader's opinion the Violet ChromaFlair paint and unique interior more than makes up for that. How do I know that it also sports a 911 badge? I own one of them!

Dan Butcher

Dan, thanks for reaching out and you are, of course, absolutely right. The 996 Millennium Edition is an off-forgotten model (as we demonstrated) – with only 922 examples produced for worldwide markets. It's substantially rarer than even the 40 Jahre 996, though as you point out the Anniversary Edition arguably carries the more desirable spec. Great to see you enjoying the car which, I guess, must be 22 years old now...



997.1 GT3 4.0-litre

Dear Sir,

I wondered if the 4.0-litre conversion to my 997.1 GT3 Clubsport by Feinimport at Silverstone would be something **Total 911** would like to try? It features all-original Porsche Motorsport parts from the factory: 4.0-litre RS crank, etc. I'm running it in currently, but once that's done you guys can try it.

Freddie Auton

This is a project that's really piqued our interest, Freddie. It's reminiscent of the great

work that the guys at Sharkwerks are known for with their excellent 4.1-litre conversions, which started with the 3.8-litre 997.2 GT3 and RS, but latterly has migrated to the 3.6-litre 997.1 GT3 and RS.

We tested both cars in the magazine back in 2018 and were so impressed, we found it to be one of the best Porsches we'd ever driven. However, to our knowledge this work hasn't been carried out in Europe before, until your email... watch this space!



Ask the expert

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



Scott Gardner
Job title
Technical director,
Bahnsport
Porsche
experience
15 years

Dear Sir,

I've recently bought a 2011 base 911 (997) Carrera 3.6, which I love. However, on occasions the steering feels like the vehicle is drifting off to the left. I'm not sure if this is normal or if the car has a problem?

Ed Franklin

It's well documented that Porsche 911s are very sensitive to wheel alignment setups, so my first piece of advice would be to have a full wheel alignment carried out. This would ensure that all the wheels are pointing in the right direction as per the manufacturer's specification.

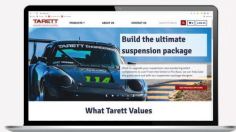
I will say, however, that Porsches are set up as competing neutral and therefore do have a tendency to follow the camber of the roads. As a result, they tend to drift to the left. It's a combination of Porsche's setup specifications, wide rear tyre width and inherent nature of the sports car. If the alignment values are correct and the vehicle still drifts then it's likely that it's just how it is, and a characteristic of the car being driven on UK roads.

For ultimate peace of mind my best advice would be to have the steering and suspension thoroughly checked to ensure there's no play in any components, and then request for a full geometry to be carried out. As well as ensuring that the vehicle will handle exactly as it should, it'll also prolong the life of your tyres by preventing uneven wear.

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Spotted

Total 911 assesses the rare and unusual Neunelfers that are currently for sale from around the world



This month we're in a celebratory mood, and that's reflected in our choice of 911s that are currently out on sale. We're specifically talking anniversaries – notable ones, too – with three of the cars that we've been looking at here all celebrating Porsche 911 milestones.

We'll start with our favourite, which some might balk at in this company, but we're sticking with it: the 996 40th Anniversary. These are very special cars, and in part we're reluctant to keep flying the flag for them because they still seem ridiculously good value. The £48,900 one we've found at JZM Porsche isn't the only or cheapest example that's currently on the market, but it certainly looks like the best and worth it as a result.

Let's have a quick recap on why these are so good. As a base Carrera with kit they're light, quick, compact and nimble, and the Anniversary only builds on this. Porsche only built 1,963 examples, all in GT silver (previously reserved for the Carrera GT), and it curated a fine selection of options to create it. It's one of two 996s to wear a 911 badge on its engine cover, and there's a tell-tale 40 Jahre inscription in the line underneath those numbers. This is one of several discreet visual changes that are unique to the Anniversary. Polished wheels

hang off the M030 suspension, which tightens up the already impressive dynamics of the 996 Carrera, while those who know will quickly spot the Turbo-derived front bumper with its body-coloured fins in the air intakes.

Those intakes help cool a flat six that's been given the X51 Engine Pack, or as it's more commonly referred to, the Powerkit. That means 345hp instead of 320hp, which might sound like a modest increase, but we're reliably informed that the X51 option comes from the Motorsport division, and the extensive changes underline that. We've driven several here at **Total 911**, and we always come away thinking it's a car that's GT-like in its drive and precision, yet learns more to production in its usability.

Enough eulogising about the 996 Anniversary, because it was bookended by the 964 before it, and the 991 after it, celebrating 30 and 50 years, respectively. We couldn't find any RHD 30 Jahre in the UK, so we travelled (via the internet) to Iler Eckle GmbH, Germany to find the best example. Finished in Viola metallic, the Turbo-bodied 964 was built off a 964 Carrera 4. Is there a better 911 shape than a wide-hipped 964, sans wing? We'd argue it's right up there, and being one of just 911

built and having driven just over 35,000km, this is a collector-grade car and priced accordingly at €215,000. Such is the market these days that this price doesn't seem too ridiculous. That said, we'd still recommend driving it, because like virtually all Porsche's limited editions, they drive even better than its specifications read. This suggests that, as Porsche is prone to, it's put a lot more work into them than the company will admit. This makes them feel very special indeed.

That's demonstrated by the 991 50th Anniversary. On paper it's another specced-up Carrera S, which means 400hp as standard in the UK, though using a wider 4S body and lowered Sports Suspension. The car we've found at Pearce & Dale is even more special, because it's one of a tiny number of UK cars that was optioned with the Powerkit (adding 30hp), which was standard equipment on the 50th Anniversary in other markets. It's a PDK example, as most are, but that's fine, as is the Graphite grey, which exudes a subtle class and sophistication that puts it among our very favourite 911s you can buy for £114,500. All are special, but the Anniversaries always feel that little bit more so. We'd be more than happy to have any one of these, but ideally, all three. **SM**

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GUEST COLUMN



Dancing on the pedals

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-engined machine

Nine eleven. Naturally aspirated. Air-cooled flat six. When it comes to Porsche-flavoured purists, these things are popular. But there's one more crucial ingredient: a manual gearbox.

Of course, the modern PDK (twin clutch transmission) is superb and has been chosen for the majority of new 911 purchases in recent years. PDK performance has come on in leaps and bounds from the earlier Tiptronic system (and its Sportomatic predecessor covered in issue 215 of *Total 911*). Earlier cars tended to require manual cog-swapping, but as the most modern examples fan out into the second- and third-hand market, manual gearbox-equipped cars are becoming a challenge to find. A quick search on the Porsche Finder database for UK Porsche dealer stock in early April yielded just three manual-equipped cars among the 57 examples of the 991.1 and zero (0) for the 997.2's seven-car offering.

This trend shows at least one thing: those with the means to buy a new 911 tend to want the ease and simplicity offered by modern PDKs, and this has been going on for some time. Conversely, there are many of us still keen on the traditional three-pedal setup.

When it comes to ultimate performance, modern PDK has an edge – especially in the GT line-up for on-track antics. On the other hand, for control and driving pleasure in their purest form, there's nothing quite like dancing on the pedals and moving that little lever in the middle. But is there any real point these days? Furthermore, are the near-mythic heel-and-toe and double de-clutching procedures of any use in anything but much older cars, or is it just a case of quaint old habits for self-indulgence? Let's have a closer look...

For starters, both techniques are similar but different. Or rather, complementary. Heel and toe describes the process of blipping the throttle pedal during braking while operating the clutch pedal to change down. The movement enables engine rev matching during what *Roadcraft*-trained police drivers

will call brake/gear overlap. Frowned upon in some circles, it's essential for true performance driving. Some claim that the term heel and toe comes from centre throttle layouts in vintage cars, where the toe (or ball of the foot) would press the brake and the heel could operate the throttle with a mild Charlie Chaplin-inspired foot attitude. In all modern cars we use more of a lateral rocking or pivoting, heel-thrust motion depending on the pedal layout and our ability regarding ankle gymnastics.

While an immensely satisfying self-indulgence, the process isn't strictly necessary with synchromesh gearboxes, but will enable faster downshifts, smoother changes and greater stability for corner entry. Not to mention reduced clutch wear and tear.

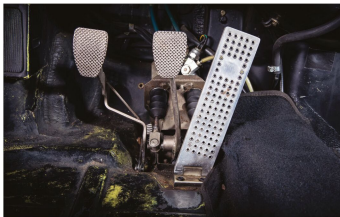
Double de-clutching was absolutely necessary at one time and older cars with 'crash' gearboxes, no synchromesh or worn synchroniser rings will require what's becoming a lost art among motorists. In simple terms, the process entails dipping the clutch and nudging the gear lever into neutral, re-engaging the clutch by releasing the pedal, blipping or squeezing the throttle to raise the engine revs – and, crucially, the gearbox input shaft – before flooring the clutch pedal a second time to select the lower gear ahead of conventional clutch release. Quite a mouthful, and quite the pedal dance! For old cars, it can be essential; for modern motors we swap some potentially increased use of the clutch release bearing for reduced mechanical wear and tear of both gearbox internals and clutch friction faces.

A good handful of mechanics and commercial vehicle drivers are adept at the highly alliterative double de-clutch dance, but the very best drivers will blend double de-clutching with heel and toe. This marries the use of all three pedals at once, double-pumping of the clutch, timing, precision, ankle gymnastics and, in rare cases, double- or triple-throttle blipping for the ultimate in smooth shifts.

So, are these two techniques simply quaint indulgence? Well, yes and no. None of the fancy footwork is necessary in the majority of 911s you're likely to drive, especially since the 993. By contrast, if you wish to preserve the gearbox internals, extend the life of your clutch and keep your car stable at corner entry when you're hard on the brakes and shifting down for the turn, there is real value. Still somewhat mythic as most car enthusiasts either can't be bothered to learn or think it'll be too difficult, these two tried-and-tested techniques are extremely satisfying when you get things right. They can also come in handy when driving something a little special or to nurse a tired gearbox.

Additionally, mastering these two opens the door to fuller left-foot braking, clutchless shifting, fancy hill-starts and greater overall finesse at the wheel. These days, modern manual Neunelfers include electronic rev-matching. Best to consider this a 'what you are aiming for' rather than a clever driver aid, in my opinion.

You can find more information on Neil and his driver coaching by visiting drive7tenths.com.





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992 Sport Classic Revealed

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



A generational and genre mash-up creates Porsche's second iteration of the 911 Sport Classic. Total 911 deep-dives into the latest Heritage Design car, with the help of those who helped create it

It was never a case of if, but when Porsche would get around to creating a new 911 Sport Classic. Boris Apenbrink, project manager of the original 997 Sport Classic and current director of Porsche Exclusive Manufaktur, says, "We had often heard the question from customers: 'When are you going to do a Sport Classic again?'"

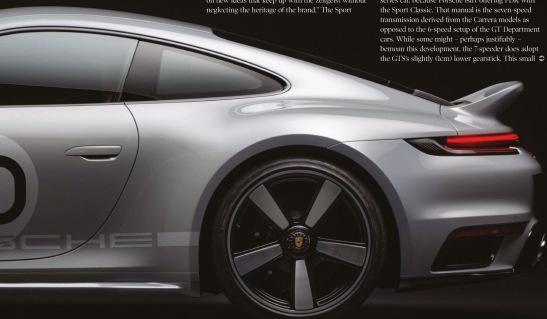
The answer is now, even if it feels like it's been a long time coming. After all, the original Sport Classic was introduced back in 2009. Rumours of a new one had been circulating long before prototypes and development cars were first spotted out testing. Finally, Porsche's worst-kept secret has arrived.

Its specification has come as a bit of a surprise, with the 992 Sport Classic not spun off the Carrera model line as previously, but instead being based on the Turbo. That, as much as any new 911 derivative introduction, means there are questions being asked of it. What the new car undeniably does is fit with Boris's assertion that the Sport Classic is "a classic sports car with a manual transmission, rear-wheel drive, a performance-enhanced engine and typical Gran Turismo equipment," Porsche's design boss, Michael Mauer adds: "We like to say there's no future without the past, and we are continuously working on new ideas that keep up with the zeitgeist without neglecting the heritage of the brand." The Sport

Classic, then, is Porsche's own take of its history, interpreted in the contemporary, and we're not going to deny that it sounds and looks like a hugely appealing package.

Unashamedly nodding to its forebearers visually, it's not the styling that initially grabs our attention, beautiful as it is. Instead, it's that adoption of a bespoke specification 3.7-litre Turbo engine mated with rear-wheel drive and manual transmission. While the designers have been busy plundering Porsche's history, Porsche's engineers haven't been idle, creating a unique powertrain for this new, limited series model. Power for the 3.7-litre, variable vane turbocharged flat six is quoted at 550PS, which is detuned from the Turbo's 580PS, with torque also dropping to 600Nm from the Turbo's 750Nm. That's certain to be a result of some necessary prudence in relation to the Sport Classic only driving a single rear axle, and doing so via a manual transmission, but also a result of the engine breathing only through the top engine cover. By losing the air intakes fore of the rear wheels, the Sport Classic now features a wide body look that's unique in the current 911 range.

Key to the Sport Classic's driver appeal is the adoption of a manual transmission. Indeed, it's the sole transmission choice with the new limited series car, because Porsche isn't offering PDK with the Sport Classic. That manual is the seven-speed transmission derived from the Carrera models as opposed to the 6-speed setup of the GT Department cars. While some might – perhaps justifiably – bemoan this development, the 7-speeder does adopt the GTSS's slightly (1cm) lower gearstick. This small



RIGHT As well as the Sport grey metallic finish, the 992 Sport Classic is also available in Black, Agate grey, Gentian blue or Paint-to-Sample

OPPOSITE There's extensive wood and leather in the cabin, while the seat centres and door elements are covered in the iconic Peppita fabric

BELOW Weight-saving measures including carbon fibre bodywork, lighter forged Sport Classic wheels and the absence of drive to the front axle





revision markedly improves the shift quality on the Carrera GTs.

As such, we'd also expect the Sport Classic's shift to deliver the greater precision, speed and feel of the Carrera GT's manuals, albeit mated to a more powerful Turbo-derived engine. Like all Porsche's current manual cars there's an auto blip function that'll re-match on downshifts, while the three-pedal layout dictates a mechanically operated limited slip differential and simpler Porsche Torque Vectoring over the electronically controlled differential and Torque Vectoring Plus of PDK-equipped cars.

At Total 911 we've plenty of experience of how demonstrably different Porsche can make its models feel with small incremental changes, so we're intrigued how the differing power and torque characteristics of the variable-valve turbocharged engine in the Sport Classic will manifest on the road. Unsurprisingly, the peak outputs of both power and torque differ, being less, but the spread also changes. That's particularly notable in relation to the maximum torque figure, with the peak 600Nm available from 2,000rpm right through to 6,000rpm. That gives some credibility to Porsche's assertions that the Sport Classic will deliver grand touring ease partnered with driver-centric appeal. It promises plentiful, in-gear flexibility too, whether you're in a hurry or lazily block-shifting in traffic.

It's a tantalising powertrain specification that ultimately might be bettered in raw numbers: the 0-62mph time of 4.1 seconds would be beaten by a Sport Chrono-equipped, PDK Carrera. However, most are likely to find the quoted 196mph top speed is sufficient. Increasingly, too – and particularly among the enthusiastic driving community – it's less about outright performance and instead the potential for engagement. Here the Sport Classic is full of promise, because of the interaction its specification should bring. Indeed, its manual RWD arrangement places it

second only to the 997 GT2 RS in the chart of most powerful manual cars ever produced, and nobody ever accused that car of being anything less than hugely exhilarating.

The Sport Classic's chassis should provide the perfect platform to enjoy and exploit its performance. Porsche Exclusive Manufaktur has specified that it rides on a Sports Chassis, which drops the ride height by 10mm. Sports Chassis-equipped cars always feel particularly special on the road in relation to agility and control. The rest of the dynamic makeup is aided by an equipment list that includes Porsche Active Suspension Management, Porsche Dynamic Chassis Control with rear axle steering, and bespoke tuning and calibration of the spring and dampers to suit the Sport Classic's differing weight and performance characteristics.

Helping manage the stopping power are standard PCCB brake discs. These are grasped by the same callipers as the Turbo but finished in more subtle black opposed to yellow, and sit behind 20/21-inch Fuchs alloy wheels. Those new Sport Classic wheels come with a centre lock for the first time and are now forged (which increases their strength), and come fitted with 255/35 ZR20 and 315/30 ZR21 tyres front and rear, respectively. The PCCB and those light, forged wheels brings clear advantages thanks to the reduction of unsprung mass, which should bring fine wheel control to the benefit of both agility and ride comfort.

With its driver-focused specification it's interesting to delve into the detailed specification. Porsche Exclusive Manufaktur has found a balance between the conflicting goals of a fully loaded special equipment model, while also taking measures to save weight. It's certainly not been on an RS-style crash diet, but there's a lightweight battery, as well as the reduced (and hence lighter) soundproofing that makes up part of the Lightweight Package on the

BELOW The 992 Sport Classic's carbon front boot has reprofiled recesses to match the roof's contours



standard Turbo. The rear seats remain here though, as do 18-way electrically adjustable seats – the sole seat choice in the Sport Classic. The standard sports exhaust is also lightened, too. In a bid not just to manage mass, but also to liberate more emotional sounds from it. Combine all that with the carbon fibre Sport Classic bodywork elements and, more significantly, the binning off of drive to the front axle, and the 992 Sport Classic weighs in at 1,570kg. That's some 70kg less than the 911 Turbo.

It seems to work, too, because in testing Jörg Bergmeister, Porsche's brand ambassador, and former racer and test driver, says, "The most beautiful combinations often only emerge during the development process and trying things out: the shortened gearlever from the GT3; the auto blip from the GT3; and elements from the Turbo Lightweight Package to enhance the emotional appeal of the sounds. Because of the lightweight measures the interior is less insulated, and the Sport Classic is a lot of fun. The vehicle is extremely sporty and designed for absolute driving pleasure. It's truly an experience and puts a smile on my face every time I put my foot on the gas."

We would say that, but **Total 911** is well versed in Porsche's cherry-picked specification models, and the company has got a habit of producing cars that overdeliver on their promise, particularly with limited series, numbered cars. It's not just the drive that has the potential to captivate, either. In keeping with its limited status and to ensure it's worthy of the Sport Classic badge, there's a lot more to the new model than merely its drivetrain. The detailed specification highlights that Porsche Exclusive Manufaktur has curated a very special car indeed.

The 992 Sport Classic will be a numbered, limited series model of just 1,250 units (Porsche has added 1,000 992s to the original 997 Sport Classic's

250 production run). That's a sizeable increase in production compared to the 2009 original, but still a tiny number given the certain demand. If you're reading this with intent, and doing so without a deposit down, then you'll have missed the opportunity to buy one.

That's regrettable because if you take its specification and rarity into account, the 992 Sport Classic represents something of a bargain – even at £209,540 in the UK. There's little opportunity to add anything to that. We tried via the configurator and could only include about £1,500 of desired extra kit, although if you want the matching Porsche Design watch (which you can only have if you order a car) you'll need to add it to your invoice and find another £2,500. Do so and you'll receive a specific link to the Porsche Design watch configurator.

Visually, and correctly, it's impossible to ignore the 992s reverential, stylistic nod to its predecessor. The 992 Sport Classic echoes the original's double bubble roof and there's a contrasting stripe, in Sport grey, running from the uniquely shaped bonnet, over the roof and terminating at the 2.7 RS-sprung ductal spoiler at the rear.

Daniela Milošević, who works in Porsche's colour and trim division, explains: "The first Sport Classic and now the new one both have a stripe design that matches the 'double bubbles' – very subtle, two-tone. The 997 had a relatively light grey colour with darker stripes. Now it's exactly the opposite: the exterior colour is darker and more modern while the stripes are a bit lighter. But – and this is the point – they're no longer attached as decals to the vehicle like last time, but are painted instead. That's a huge leap over its predecessor. When you run your fingers over the two stripes, you notice the beautiful, smooth surface right away. This has been produced using a much more complex process and is very elegant." ☺





“The Sport Classic is a lot of fun, the vehicle is extremely sporty and designed for absolute driving pleasure”



LEFT The fixed rear ducktail spoiler is in the style of the legendary Carrera RS 2.7

BELOW The Sport Classic uses a Turbo body devoid of its usual side air intakes – a significant reworking



It's not just an elegant touch, either. Every panel that the stripe touches is made from carbon fibre, with the bespoke carbon fibre bonnet saving 2.1kg and that contoured, double-bubble roof also removing 1.4kg of mass.

Pictured in the new colour of Sport grey metallic, 992 Sport Classic customers will also be offered the possibility of choosing Solid black, Agate grey metallic and Gentian blue metallic, each coming with that stripe, number roundel and 'TROC' lettering; those details all finished in the stripe's Sport grey hue. The side graphics can be individually specified with a number of your choice, or deleted at no cost, too. Further individualisation will extend the Sport Classic to Porsche's Paintchoices, although currently Porsche Exclusive Manufaktur is stating it'll only do so from October 2022 at the earliest, and doing so means sacrificing the stripe.

Regardless of what colour it's finished in, the Sport Classic's body is unique to it, and not just the obvious bonnet, ducktail and that contoured roof. The rear wings do without the punctured intakes in front of the rear wheels, giving it the shapeliest rear of any current 911. Doing so wasn't the work of a moment, as Grant Larson, director of Special Projects at Style Porsche, reveals. "The biggest challenge was definitely the rear wings. We wanted them without the rear intake, but there wasn't a tool for that, so we had to do a bit of tinkering with an experimental tool." Boris explains that they used a tool for pre-series cars and re-purposed it as a limited production tool, saying, "It was an unusual approach that actually made the impossible possible."

That's a hugely significant change, but elsewhere there are signs of obsessive detailing. Most are so subtly incorporated that they might pass a cursory glance, but further scrutiny keeps revealing ever more pleasing touches that add to the overall feeling that the Sport Classic is something eminently desirable. The window surrounds, the rear diffuser and exhaust tips, the engine cover grilles and the light surrounds are all finished in black, though there's the option – one of only a handful available – to swap these out for a Silver Exterior Accent Package. We wouldn't take this choice, because the contrast works beautifully, and allows some of the other highlights to pop more effectively, too. Among these are things like the Exclusive Manufaktur badges on the front wings, these cleverly aping the position and shaping of the Reutter or Karmann carrossier (body manufacturer) badges that feature on Porsche's earliest models.

The Porsche badges themselves, outside and in, are styled as those you'll find on a 1963 911, with the interior being more overtly retro in its execution compared to the exterior. That's largely down to the material choices. Semi aniline leather, with its more natural look and softer feel, is finished in either cognac or black, with the seat centres and elements of the door elements covered in Pepita fabric. The familiar, iconic patterned fabric has been inextricably linked with Porsche almost since the company's conception. It often appeared as special request upholstery on 260s, with Porsche officially offering it with the 911 in 1965.

There's wood on the dash, its finish open pore, adding warmth and texture to the interior, while

the instruments, ahead and the dial of the standard Sport Chrono clock on top of the dash all finished in black, white and green. There's extensive leather covering the interior, appearing on the sun visors, air vent slats, steering column, mirror console, vehicle document holder, fuse box cover and cupholder. The key also features a soft leather pouch, protecting its body-coloured painting. Heritage door mats, Sport Classic illuminated sills, a perforated Race-Tex headliner and trim on the pillars all combine to sensational effect and if you're left in any doubt that you're in a special 911 the numbered plaque on the dashboard will remind you, as will the Porsche Exclusive Manufaktur embossed into the lid of the storage cubby between the front seats.

The Sport Classic is the second limited edition model in a series of four, after the 2020 911 Targa 4S Heritage Design Edition. The two cars that will follow it are yet unconfirmed. As Boris says: "Limited series vehicles are always polarising somehow – and very deliberately so. They're often not self-explanatory, either. That's exactly what makes them so appealing. It takes a lot of passion and persuasion to bring these vehicles from the concept phase to the decision-making and development phases, and ultimately to the end goal. It takes a small, committed team that believes in it, fights for it and won't be dissuaded."

On evidence of the Sport Classic, its execution and, in particular, its specification and what it represents – a company still prepared to build daring, engaging, interesting and beautiful cars for drivers – we're as excited to drive it as we are desperate to see what's coming next. **5/10**

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Sport Classic Genesis

The 997 Sport Classic was a brilliant, short-run model that, alas, would go straight into the collector-sphere. Total 911 charts its beginnings...

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





The long history of the 911 is punctuated by small-production or limited-edition models that have always intrigued enthusiasts. In the early years these were often versions intended for competition, such as the 1967 911R or the 1983 SC RS (of which barely 20 of either were made) and the far more numerous but legendary 2.7RS.

Yet in the late 1980s and the halcyon days of the Sonderwunsch department, Porsche began to see the potential for profit and favourable PR elements of exclusive, limited-edition 911s. The widebody 3.2, especially in Targa or open form, made good money and as the 930 Turbo reached the end of production with no successor in sight, the power-kitted 930LE – interpreted by some as ‘last edition’ – was changing hands at twice its considerable retail price within a couple of years.

The significantly higher production volumes of the water-cooled cars and the increasing ubiquity of the 911 made the iconic Porsche less exclusive, yet more accessible. Mildly special models such as the 2003 Anniversary 996 (of which 1963 were built) made little impact, but to Porsche it was unimportant: after nearly folding in the 1990s, the company was going from strength to strength. It could return to minimal production special editions later.

And return it did. Once the 997 was in production in 2004, planning began for the second generation where the major change would be an entirely new range of engines. The Gen2 997's objective was the main launch in autumn 2008 followed by a series of more specific 997s over the next two to three years.

First on the planning sheet was the Sport Classic. A 997 Speedster was envisaged for 2010 and then the GTS 997 in 2011. All of which would maintain interest in the 911 as Porsche readied the 99L.

The thinking behind the 997 Sport Classic was, of course, the revered Carrera RS of 1972-3 of which 1,590 were made. Porsche made clear from the outset that there would only be 250 997 Sport Classics. Its inception came from the Exclusive department, which makes bespoke modifications to trim and other detail for specific client orders. With its ducktail spoiler, Fuchs-like wheels and double bubble roofline, the Sport Classic represented about as far as the modern Exclusive department could go. In its earlier Sonderwunsch days it had built a 930 Turbo lightweight and even a road-going version of the 935, but manufacturing constraints and traffic regulations had long since eliminated such flights of fancy.

Appropriately, the Sport Classic has links with the previous manager of Exclusive, Tilman Brodbeck, who as a young design engineer in 1971 had conceived the ducktail. Initially, he'd devised a lip below the bumper to counter the 911's tendency to lift its front at high speed. This proved effective, but had a detrimental effect on cornering traction. Working in the wind tunnel, he found that a spoiler mounted on the engine cover reduced rear lift by 60 per cent and balanced the handling. This was fashioned into the famous ducktail by Tony Lapine's styling studio and went into production on the fabled Carrera RS.

‘At Exclusive we see ourselves as an idea factory inside the company,’ said Ingo Frenkel, who led the group that developed the 997 Sport Classic. Proposed by the marketing department, which believed it was

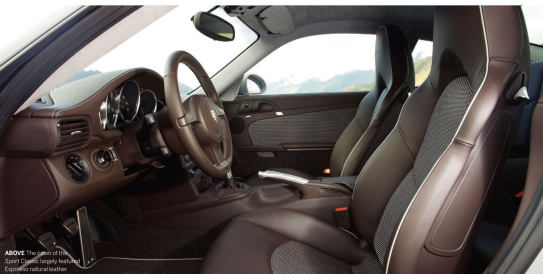
time Porsche made a statement with an exceptional 911, the Sport Classic was a bigger project than Exclusive's usual diet of bespoke leather cabins, paint schemes and installing Porsche ‘equipment’ accessories. The ducktail had to be designed to work in aerodynamic harmony with the front spoiler, itself necessarily differentiated from that fitted to the Carrera S. Elsewhere, the Fuchs-like wheels needed to be designed before being ordered and the striking unique roofline, which recalled Zagato designs from a previous era, was no minor body engineering task. Indeed, the roof incurred significant extra expense because it departed far enough from the basic 997 for Porsche to have to seek separate type approval for its Sport Classic.

In case the roof and the spoiler didn't make it distinctive enough, the Sport Classic also received its own front and rear lights. A unique Classic grey paintwork and dark brown Espresso natural leather interior with dedicated seats, their inserts matching the checker cloth door cards, were all relatively straightforward. However, both the engine and chassis needed input from Weissach.

As part of the second-generation 997 offering, Porsche wanted to reintroduce the Sportpaket ➤

BELOW Only 250 units of the 997 Sport Classic were manufactured, and it sold out almost as soon as the model was announced





ABOVE The cabin of the Sport Classic largely featured Espresso natural leather





option. The Powerkit seemed over time to have morphed into the 'S' version of the Turbo. The Sport Classic was an appropriate vehicle for the re-introduction of this upgrade, which had impeccable competition origins as a tuning kit for owners of the 2.0-litre 911, to make a return.

Whereas the original Sportpaket consisted of old favourites such as harder plugs, different camshaft profiles and special exhausts, the modern version was more complex (and expensive – as an option on the Carrera S, Porsche would charge £9,000). A new inlet manifold was required and worked in conjunction with six vacuum-controlled flaps to adapt air intake to engine speed through induction ports that had been reshaped and – in a nod to old-style tuning – specially polished.

A dedicated exhaust system came next and revised engine management raised the rev limit to 7500rpm and maximum power of 408ps at 7300rpm, a 23ps improvement on the Carrera S. Maximum torque occurred between 4,200 and 5600rpm, which made the engine distinctly sporty but not wildly so. This was coupled with a specific close ratio, six-speed Aisin gearbox that came with a short-shift gearstick and limited-slip differential. Sporting purity also meant that the Sport Classic was two-wheel drive, although for aesthetic reasons it used the wider 4S body.

The chassis was 20mm lower than the Carrera S and had PASM. Ceramic rather than steel brake discs were standard and together with the fitting of aluminium doors the 1425kg Sport Classic managed to weigh the same as the Carrera S on which it was largely based, despite its more involved roof panel and wider wings.

The 997 Sport Classic was displayed at the Frankfurt show in September 2009 and went on sale in Europe shortly afterwards, retailing in the UK at

£140,000. This was by any measure a spectacular price. It was £30,000 more than the Gen2 GT3 RS and almost twice the price of a Carrera S. The production run of 250 was sold out almost as soon as the Sport Classic was announced (the 997 Speedster, of which there were 356, and the 4.0 RS that was limited to 600, would follow this pattern).

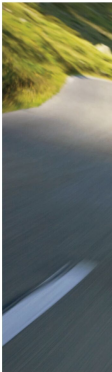
There were few press cars, but Autocar was first in line to try the solitary example that visited the UK. After drawing breath at the list price, reviewer James Consterphine – a pioneer of Autocar's videos who later left journalism for McLaren – did point out that the Sport Classic was a genuine exclusive production. Because the roof, ducktail and interiors would never appear as Porsche accessories, buyers couldn't begin to clone it from a stock Carrera S.

Having assessed what buyers would get for their money, James warmed to the Sport Classic. He appreciated the short shift gearbox if not the slightly ornate gear lever, and preferred the ride to a sport-chassis Carrera, finding the more expensive 911 smoother and "less jittery" on broken surfaces. He also thought the steering better resolved and liked the "slightly old-fashioned softness to the way it rides bumps and crests, and yet there is all the accuracy and body control you could need." The engine had to be revved over 5000rpm before the additional power could be felt, but it was more responsive than the standard 3.8S and he approved of the slightly louder, non-switchable exhaust. Overall, he felt that the SC was an extraordinarily resolved 911 – tactile and rewarding.

It was some years later before *Evo* got its hands on the same car. Its correspondent admired the "fantastic looks and interior attention to detail." The road test reached much the same conclusions as Autocar: the ride was a clever compromise between comfort and body control, and *Evo's* writer praised the

ABOVE The Sport Classic used the 408bhp flat six from the 997 Carrera GTs

RIGHT The revised Sportpaket option meant that a dedicated exhaust system had to be fitted







“The roof departed far enough from the basic 997 for Porsche to have to seek separate type approval for its Sport Classic”

manual gearbox that had been tailored to the engine's power curve. On the track Fiv thought that the Sport Classic “has a natural balance that marks it out as the most appealing ‘regular’ Carrera model.” Pricing aside, the correspondent concluded that Porsche's first retro 911 design was a success.

Autocar provided an apt summing up: “What's curious about the Sport Classic is the unlikely combination of extrovert design details and plush interior, paired with a chassis that feels pure and unfussy. It feels like the product dreamt up by the marketing department, but one the engineering team wouldn't release until they were happy to put their name to.”

The residual value of the Sport Classic didn't disappoint those lucky enough to order one new in 2009/10. Even by 2013, a low point for Porsche pricing, 997 Sport Classics were fetching £150,000. The steady rise of values over the next few years was reflected in the £250,000-plus being asked by 2017. Since then, values have stabilised nearer £300,000.

In 2019 Scottsdale, Arizona, sold number two (of 250) with 150 miles on the clock for \$654,000, but this price reflected the fact that the Sport Classic hadn't originally been available in North America. Although it met Euro 5 emissions regulations, the power-kitted 3.8-litre engine didn't pass EPA norms at the time,



and so Porsche didn't offer it in the US, a direction it had also been forced to take in 1988 with the 990. Scottsdale's Sport Classic, presumably imported with some sort of individual dispensation (as was later granted for 990s) is likely to be one of only a handful

in the US, hence its inflated price. In 2022 the few current offers of cars for sale around Europe generally sit around €350,000. The new 992 with its L250 units will only enhance the reputation and value of the 250 original Sport Classics even further. **SM**



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Special DELIVERY

Porsche's first GT3 Touring is one of the most coveted naturally aspirated models of the past decade. Total 911 joins an enthusiast on collection day, who heads immediately for the open road...



A Porsche 911 GT3 is a car that'll grab the attention of most 911 enthusiasts. Whether it's the car's performance, its presence or a combination of the two, there's little to dislike about these models made in Flach.

However, there are enthusiasts who have always preferred the clean lines of the original shape: a 911 without a rear wing. Explain and debate as much as you like about the aerodynamic importance of that rear wing, purists will keep saying that wingless 911s are the prettier and more elegant shape. And that's understandable. Thing is, if you wanted a GT3 experience housed within the standard 911 silhouette you could never have had it – at least until Porsche released the 991.2 GT3 with Touring package in 2017.

The subject of this article started with a simple phone call one morning a few weeks ago. This collector's late father had been a car collector and motoring enthusiast his entire life, and this has rubbed off on his son. Be it a pre-war Bentley or a low-mileage E46 BMW M3 CSL, he's been meticulous as a petrolhead in terms of maintaining and enjoying his cars. That's also been the case with any possible sales or purchase. What about 911s? Curiously, not a single one in the collection.

The reason for this isn't because he doesn't find them interesting. He's simply set his sights on one of two particular models: a 993 Carrera S or a 991.2 GT3 Touring. As he explains to me, he's sure the rest of the line-up is impressive, but in terms of design and performance those are the two models that he adores. Offering the GT3 Touring was a clever move

by Porsche, appealing to a very specific clientele, just like our collector here.

It's easy to see the similarities. Both are wingless, both are manual, both have added performance and both have the wider hips. Our enthusiast tried to order a 991.2 GT3 Touring, but only a limited number came into South Africa and none were available. Then a pristine 2019 Viola metallic GT3 Touring would become available some time later, which got the ball rolling all over again. In fact, fast forward an hour later from the car going live online and I was standing next to the car with a Porsche salesman showing me around the car. It had only 5000 miles on the odometer and was essentially brand new.

Several pictures, videos and phone calls later between my enthusiast friend and myself, I found out that he'd purchased the car. Then came the really good news: he and his wife would be flying to Cape Town to collect the car, and then driving back home over the course of five days and 1000 miles. The stage was set, and we'd be joining them for the first hours of the trip!

Fortunately, there's no oversized red ribbon on the bonnet – Porsche isn't as vain as other dealerships – but the salesman carefully explains all the car's functions to its new owner, who's understandably very excited. When goodbyes are shared with his sister and mother, the luggage is loaded (there's quite a lot of space behind the rear seats), and we immediately thread through Cape Town traffic on to the N2 in the direction of Sir Lowry's Pass. The N2 is one of three national highways that leave Cape Town. The N7 heads north to Namibia, the N1 north-east to Johannesburg and the N2 heads east. ☺



ABOVE The Satin aluminium finish of the 20-inch wheels contrasts nicely with the dark exterior in Viola metallic

BELOW The sports bucket seats can be folded forward, giving access to storage space in the rear of the cabin





Market watch: 991.2 GT3 Touring

It's clear that owners and collectors are holding on to these first GT3 Touring models – we could barely find three examples for sale. Do keep in mind that production numbers of the Touring were far lower than that of the standard GT3 without the Touring package. Prices are currently in the \$200,000-\$250,000 bracket, although has sold for less via online platforms in 2021. With all the production issues Porsche (and other manufacturers) is currently experiencing, it's safe to say that values are set to remain high for the foreseeable future, as demand will likely continue to outstrip supply.



LEFT: The 991.2 GT3 sits in the Porsche dealership in Cape Town. Only a limited number of models with the Touring package made their way to South Africa.

Model: 991.2 GT3 Touring

Year: 2019

Engine

Capacity: 3,996cc

Compression ratio: 13.3:1

Maximum power: 493bhp at 8,250rpm

Maximum torque: 460Nm at 6,000rpm

Transmission: 6-speed manual

Suspension

Front: Independent, MacPherson strut, coil springs, anti-roll bar

Rear: Independent, multi-link, coil springs, anti-roll bar

Wheels and tyres front and rear: 9x20-inch, 245/35 ZR20 (F); 12x20-inch, 305/30 ZR20 (R)

Dimensions

Length: 4,562mm

Width: 1,852mm

Weight: 1,413kg

Performance

0-62mph: 3.9 seconds

Top speed: 194mph



“I’m not chasing lap times,
I bought this Touring for
the driving experience”





ABOVE The 991.2 GT3 pulls in for a pit stop at the Peregrine Farm Stall while driver and passenger get a bite to eat

LEFT Driving along the E321, the GT3 makes short work of overtaking any fruit-bearing lorries that threatened to slow the journey



In traffic the car receives a little less attention than a GT3 would have, but at the same time the dark purple hue does turn some heads. It's a beautiful, deep plum-like colour that alters a little as the sun shines on it. The car looks purposeful with the bodywork squinting down over those wide wheels – front and rear.

The specification also partly drew the collector to the car. It's fitted with Porsche Ceramic Composite Brakes (PCCB), a front axle lift system and the sports bucket seats. Thankfully the latter can fold forward a little, allowing some contorted access to the rear storage space (no seats here). The purple colour has also selectively been included in the cabin. The air vents' surrounds and top inserts in the seats are painted in the same colour, while the instrument dials feature the white background. For the open road, cruise control has been specified, with the 20-inch wheels being painted in Satin aluminium – a neat contrast to the dark exterior colour.

We head up Sir Lowry's Pass, the first mountain pass as we leave Cape Town and the surrounding area. Road works mean there's no chance to stretch the Touring's legs. Arriving at the top we pull in at the lookout point. The owner is, for now, very conservative in his approach: "So far so good. I can't wait to explore the rest of the rev range. I've had it to 6,000rpm, and there's still another 3,000rpm left!"

With the GT3 at idle and at really low revs, the unmi-metallc sounds of that naturally aspirated flat six can be clearly heard and even the gear changes produce an unmistakable sound from the engine as the clutch is either engaged or disengaged.

The next stop is the Peregrine Farm Stall. Farm Stalls are scattered throughout South Africa's vast motoring network. These are farm-style shops and resting places for motorists. They can be big or small, and can offer anything from condiments, small or big

restaurants, home-baked goodies to even antiques for your house.

All of us are feeling peckish, so the GT3 is parked and we head inside for a bite. I discuss some road options with the owner, because he'll be covering around 1,000 miles on this five-day road trip back home. He's keen to hear about some mountain passes they can explore on their way home while also stopping to see family members – and show off the new car, naturally!

However, before we wave the couple off on arguably one of the most exciting motoring trips they've done, I have to show them one of the best and prettiest stretches of road the Western Cape has to offer. Located close to the Peregrine Farm Stall, the Flgin Valley features some wonderfully twisty roads. Some of them are more frequently used by enthusiasts than others. The R521 leads from the N2 north towards towns such as Villiersdorp and Ransomsville. It's a relatively quiet road, with some long straights but also a number of cambered corners, as well as one 180-degree hairpin.

You also pass the small Nuweberg Dam, which looks like a scene from Alaska or Canada with cold-coloured mountains in the background and the dark blue water front and centre completing the picture. I sense that the owner now eagerly wants to unleash the full 493bhp of the flat six engine. After all, it's now been around three-and-a-half hours since he walked into the Porsche dealership and he hasn't been able to explore the top echelon of this engine. The rear quarters of the 911 guzzles and from the photography car we can hear it all too well as the engine is revved out – what a symphony!

The owner is now clearly starting to warm to and really enjoy the car. Nevertheless, he pulls over and hands me the key. The original launch of the 991.2 GT3 is still fresh in my mind. I remember ☺



it fondly, because I drove the manual versions at the lurch at every available opportunity. There were talks that it might be the last GT3 to offer a manual transmission, so you just had to make use of the chance to savour the experience.

It's the steering wheel that first grabs my attention. No button in sight, just three double spokes covered in leather. Want to press any button or turn up the audio? You'll have to look mostly to your left. The clutch initially feels slightly heavy – and it is – but at the same time you don't expect it any other way and within a few shifts you forget about it. There's the 9000rpm redline and then the directness and short shift action of the gear lever – what a pleasure.

I pull off and even at a sedate 40 to 50mph I'm immediately impressed by the pliancy of the suspension, yet simultaneously notice how the car is reacting at each axle. That also goes for the steering feel. It might be all electric now, but Porsche's engineers have delved into their development resources to present a respectable level of steering feedback. It's especially the undulations and camber on the road that you sense through the steering wheel.

The result is that you can't help but drive the car as it was meant to be driven. Rev it to 7000rpm and you feel as though you're already digging into the full performance of the car. It revs with utter ease and you can quickly and confidently execute a shift. However, with another 2000rpm left, keep the


throttle pinned and the engine continues around the clock with even more vigour, which momentarily makes you think it can probably rev past 9000rpm. As the corners approach (I had Sport mode activated), I press the clutch and engage a lower gear. The auto blip function perfectly matches the revs and the gear lever slips into gear without any inertial effect on the engine.

It's a fascinating onslaught on the senses and I can't help but do it another couple of times. Make no mistake: there's sufficient torque if you prefer to change gears lower in the rev range. After all, with a 4.0-litre capacity the sheer size of the motor helps with torque delivery. Needless to say the feel of the brakes is also good, although on this occasion I never had to use them in too much anger.

As I park the car and hand the key back, I know the collector made the right decision in flying down and driving his first Porsche purchase back home. The 'Touring' represents one of the pinnacle 911 experiences from the past decade. The fact that it doesn't have the wing makes it, to an extent, the quintessential "pumped-up" Carrera – that shape that we've all have been falling in love with since the early sixties.

That morning's drive would stick with me. No other sports car offers all those ingredients in such a package. What a car! "I'm not chasing lap times, I bought this 'Touring' for the driving experience," its new owner says. What an experience it is. **SM**





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PORSCHE

Tony Hatter

ANSWERS YOUR QUESTIONS

Porsche's legendary designer of the 993, Carrera GT and GT1 answers questions on his remarkable 30-year career at Weissach

To meet him, Tony Hatter appears like any other ordinary gentleman. There's no entourage, no ego and no guard when talking about the inner workings of Porsche. And yet what Tony has achieved across three decades at the company is extraordinary. The Englishman has given us the last air-cooled 911, the race car that returned Weissach to the top at Le Mans in 1998, and in the Carrera GT, penned the first Porsche supercar since the 993.

Much of this was covered in **Total 911's** interview with Tony in 2021 (issue 209), where editor Lee Sibley asked the questions. This time though, we passed the privilege on to discerning enthusiasts to ask the questions on the cars you love and own, to the man who designed them.

This special question and answer session took place at the 9WERKS Awards, where Tony attended as Guest of Honour. The questions were asked by attendees at the event before the main prize-giving ceremony, where excellence was rewarded across nine different categories. For more information about the Awards and 9WERKS, visit 9werks.co.uk. Now, on to the questions, asked by you...

Lee Sibley: As an Englishman living in Germany, where is home for you?

Tony Hatter: At the moment, it's definitely in Weissach because that's where I've been for the past 30 years, and where Porsche is. When I go home to my mum in Harrogate in Yorkshire, it's nice to be

there; however, it isn't where I was brought up. I was brought up in Tadcaster and then mum moved. So for me, Weissach is my home.

Andy Brookes: When you look back at your career at Porsche, you designed the last air-cooled 911 and the Carrera GT, which is a halo car for so many enthusiasts. What are you most proud of?

TH: I think probably the Le Mans car, actually! That was the thing in my life which was the best: three years doing three GTs in '96, '97 and '98. That was unbelievable. It was unparalleled to any automotive design feel that you get on the job. I got that job late in the summer of 1995 and was told that someone was going to call me from the race department. The call came and it was regarding the 1996 GT1, which turned into the 1997 Evo, complete with the carbon fibre monocoque, which went on to win Le Mans and I was a part of the racing team at the time. I couldn't believe it. As a youngster I was inspired by the film *Le Mans* with Steve McQueen and went to Leeds on the bus with a friend to watch it and there I was, in the team that won the race in 1998. It was the pinnacle of my career.

Andy Brookes: Once you designed the car, your job with the GT1 wasn't over. I heard that Porsche had you working at Le Mans for the weekend...

TH: I think I was there for about eight days in total, and every car had around four fronts, rears and



"We drove the Carrera GT down the Champs-Élysées in the night, in the pouring rain, and that's when they realised it needed a roof!"



BELOW Tony at the unveiling of a 917 concept from 2014, which featured a short wheelbase, a wedge-shaped body and low nose



ABOVE Tony sits at the wheel of a 901 that was a 70th birthday present to Louise Pich, daughter of Ferdinand Porsche



does, and we also had the prototype cars and they also had three fronts and we had the same graphics on each car.

I didn't do the graphics but the guy who did, did a really nice flowing design with these great swirls. We then had a company that transferred this graphic on to the car, which looked great. On one car, however, when you had multiple pieces it was a real challenge. Someone had to apply these graphics to every single piece of the car and then make sure that they matched up when put together. It was a nightmare. I was there for six days trying to get these crazy graphics on to the car!

When the starting flag fell, I had to take off all of my Porsche stuff that I was wearing (so that I looked like a civvy) and I got a pit pass and radio and my job, for 24 hours, was to watch Nissan and report when they came into the pits, when they changed the tyres etc. I had to report back to a track at the back of the pits, which is where my colleagues in engineering who were on the job were all sitting. That was exciting because one by one, cars dropped out and at the end us and Nissan might have been the only two cars at the front. You just can't believe that you can get a job like that. It was great.

Neil Plumpton: Do you still have all your Porsche Le Mans gear?

TH: Yes, it's in a case and all packed away nicely!

Paul van der Louwen: Can you tell us if Porsche is to enter Formula One?

TH: I don't know anything about it... (CNB Tony's answer came before Porsche's later announcement).

Paul van der Louwen: How excited are you that Porsche is re-entering Le Mans at the top level?

TH: It's fantastic. I've seen what the guys are doing. I was at the studio about nine months ago and the studio is actively working with the race department which, in the early days, was unheard of. But they're

working on a really good-looking, fantastic car. I think it's super that Porsche will be back in the mainstream races. It would be great if the company were successful again at Le Mans.

Max Newman: If you had the chance to go back to the 993, would you change anything?

TH: All I can say is watch this space...

Max Newman: Which colour is your favourite for the 991 Anniversary, which you designed?

TH: Geyser. I put forward two colours: the first colour I wanted to modernise was the Champagne yellow that the show car was in 1963. Then I wanted to do an iconic colour and so looked at Steve McQueen's slate grey. Those were the two colours I gave and they came up with Geyser grey. Graphite grey and then marketing said we had to have black, so we ended with three colours for the 991 Anniversary model.

Kyle Fortune: How true is the saying "form follows function"?

TH: The saying's extremely true because even today we have the new design studio, which is one building with a wind tunnel and aerodynamics. We would go into a technical meeting where the car has just been in the wind tunnel and the aerodynamics would be there with numbers telling us that it should be this and that.

However, as in design wouldn't have those numbers and a decision would need to be made by the board and typically it would lean towards the technical side. But we had a good relationship and ultimately, it was all good fun and games.

For the first GT1 in 1996, they asked me to do a body for it. I did that and we modelled it in full-size clay and we somehow had to make it look like a 911. We lost in '97, we nearly won and then '98, they said this car has to win. Not just in aerodynamics, but the racing department has to have the upper hand and the styling has to look good. ☺

BELOW Porsche's latest LMH prototype in testing. Tony revealed he visited the race department in 2021, which is working on Porsche's 2023 entry to Le Mans



Neil Plumpton: How does it feel when you see one of your creations on the road?

TTH: It's difficult. I was the main designer, but we were all a part of a big team and when a product comes out we all feel something and have a relationship with the car. Of course, I have a big emotional feeling towards each of my projects, but it is a huge team effort. Now, there are about 200 people in the Studio and when I was there, it was around 30 in 1986. It's a huge team behind every car now. So, it's great to see but more importantly, I feel like a part of a great team.

Robert Colbourn: There has been a rumour that a lot of the dedicated Type numbers of the cars are related to the page number they were drawn on. Is that true?

TTH: No. The Type numbers have no logic to them! It used to be that it was the name of the project. The 911 was originally the 901 but it had to be changed because Peugeot had the rights to a three-digit name of a car where the middle digit was 'zero', so Porsche changed 901 to 911. I don't know where the name 914 came from, then the 993 was named as such because it was going to come out in 1993. However, nobody thought this through and what would happen when we created more cars and name them by the year they were released, or even if we wanted to release two cars in the same year! For the 991, which followed the 997, we couldn't call the car the 998 because people would know that we were bringing a new 911 out so, to confuse people, it was called the 991.

For the names of our SUV and first electric car (Macan and Taycan) we came up with our own ideas of what we thought were good names. However, Porsche as a company ended up going out to an agency and they produced the final names that the cars were released with.

Kam Parmar: Am I right in thinking that the Carrera GT show car wasn't designed with a roof originally?

TTH: That's right. I had the show car scanned and said that we would need to put a roof on the car and there were various roof concepts that were thought about and the split line down the middle was the final idea.

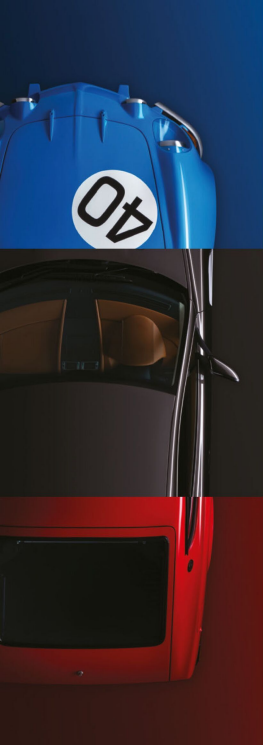
There wasn't a roll cage or any safety protection on the car – it was really just a show car at the time. It was a Bossler with a V10 engine on the back, it was a lethal bit of kit. Then we drove the Carrera GT down the Champs-Élysées in the night, in the pouring rain, and that's when they realised it needed a roof!

Lee Sibley: You are recently retired from Porsche. Are there any special projects you're working on that you can share with us?

TTH: I'm working with a company at the moment; however, unfortunately I can't share currently. What I will say is watch this space! **SM**

BELOW Tony designed the 911 50th Anniversary Edition, taking colour inspiration from Steve McQueen's car in the film Le Mans





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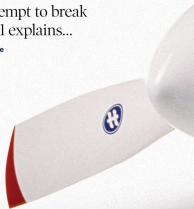
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45
YEARS OF
EXCELLENCE

WHEN PETER
TOOK HELMUTH
FLYING

Forty years ago Porsche made a serious attempt to break into the private flying market, as Total 911 explains...

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





Dr Porsche began in 1930 as an engineering consultant and over the next two decades his company did design work on a range of vehicles. After a hiatus of two years during which Dr Porsche was imprisoned by the French, his son Ferry resurrected the company, initially as a repairer of military vehicles and then as a builder of sports cars based on components from Volkswagen that Dr Porsche had established and managed until 1945.

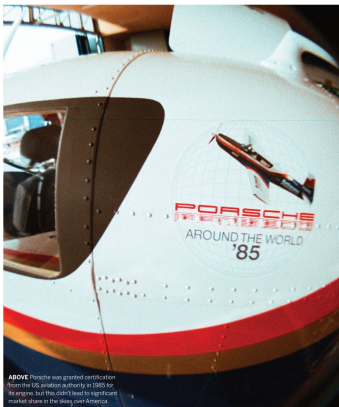
Although Porsche was a manufacturer in its own right, it retained a strong consultancy emphasis. Central to Porsche was Ferry's relationship with Heinz Nordhoff, the post-war chief of VW. The latter supplied running gear to Porsche and in return Porsche carried out engineering and body design for VW, an arrangement that lasted until the early 1970s.

Helmuth Bott, Porsche's engineering director, re-established Porsche's R&D, which was now based at a new site at Weissach, 25km from the company's Zuffenhausen headquarters. By 1980, Porsche Engineering was undertaking a variety of automobile and other consultancy jobs. These included design of a new car for Lada-manufacturer Zhiguli, engine design and factory planning for SEAT and a new series of water-cooled engines for Harley Davidson.

These were only the publicly acknowledged contracts. Much other third-party work remained confidential, but the whole enterprise gave Porsche immense self-confidence. This became more apparent when the gung-ho Peter Schurz was appointed in 1981, replacing Ernst Fuhrmann who had fallen out with the Porsche establishment. Porsche's self-belief was reinforced by winning Le Mans that year with a chassis exhumed from the museum and a prototype racing engine that had never been used.

Within a couple of years of arriving in a job he never expected to be offered or that he was even qualified for, Peter was riding high. The continued strengthening of the US dollar ensured that Porsche profits rose with every quarter: Porsche was once again dominating sports car racing after he'd ordered the competition department back to Le Mans with a potential winner, not just the 924 GT; and the open 911 that he championed was destined to be a hit in the US. And Weissach was working on another initiative that was exclusively his: a Porsche Flugmotor (aircraft engine). Like many Americans of his ilk, Peter was also a keen private pilot, even possessing an instructor's certificate. Having seen the strength of the Porsche brand in the US, he saw no reason why 911 owners couldn't drive to their local airfield and take off in their Porsche-powered planes.

A Porsche Flugmotor wasn't a new concept. Dr Porsche's wartime experiments with a VW engine were sufficient to gain Air Ministry funding for a powered glider. Although it arrived too late to find any military applications, after the war a 1.6-litre version of the air-cooled flat four found its way into a three-seater craft built by Rhein Flugzeugbau. Helmuth would have been aware of this antecedent and was soon persuaded by Peter that compared with



ABOVE Porsche was granted certification from the US aviation authority in 1985 for its engine, but this didn't lead to significant market share in the skies over America.

the antique four-cylinder Lycoming or Continental engines that dominated the US light plane market, Porsche's smoother, quieter and more economical flat six could find a niche.

In principle, Porsche's flat six was perfect for aviation use. It was dry-sumped and fuel injected and so problems of oil and fuel starvation couldn't occur. Meanwhile, sophisticated fuel management enabled the engine to run on lower octane fuel if it had to, while air cooling removed the need to have a water radiator. Nevertheless, a group led by engineer Heinz Dorsch carried out substantial modification to the 3.2 to meet airworthiness regulations. Despite the airstream, the flat six needed additional cooling and so the vertical cooling fin was geared at 168 times engine speed. This provided adequate cooling when the aircraft was stationary or taxiing, and meant the aircraft's fuselage wouldn't need to have its aerodynamics compromised by engine cooling slots.

A 2.27:1 reduction gear meant the propeller ran at the kinds of speeds appropriate for flight, while

the flat six could operate in its normal rev range.

The magnesium-housed reduction gear had space for additional cogs should it be required to run the propeller in the opposite direction, as it would on a twin engine plane. In the event the 316-cc PFM 3200 developed 213hp at 5300rpm for take-off and cruised at 5000rpm in flight.

Although technically the PFM 3200 was ready for flight by mid-1985, certification was a drawn-out process and this proved the first of the obstacles to a project that in purely engineering terms was first class. A promotional venture in 1986 involved a prototype that Mooney, a firm based in Texas, flew 100,000km fruitlessly around the world, travelling for 600 hours and making 300 landings and take-offs.

Porsche had invested some £2.5 million in development of the PFM 3200. To recoup this, the engine selling at around £10,500 would have to take significant market share in its class – as much as a third according to one source. Competition from Lycoming would prove stiff. One sceptic said that



“Peter Schutz was also a keen private pilot...
he saw no reason why 911 owners couldn’t
drive to their local airfield and take off in
their Porsche-powered planes”



BELOW A Mooney 23 sporting the Porsche PFM 3200 engine



BELOW Helmuth Bött (right) watches on as Peter Schutz christens the Porsche-powered aeroplane in 1985





ABOVE: Engineers' hard it was, prepping the PFM 3200-powered Mooney Z3 for flight

the long-established US supplier could afford to distribute its engines free of charge, such was the margin it made on parts sales. This raised another issue that Porsche had perhaps not considered sufficiently: creating a parts and service network in a light aviation market where the Porsche name was unknown. In the conservative world of light aircraft there was also a discernible element of "not invented here". Articles in the US aviation press were critical of the PFM's weight and high revving, potentially "unreliable" nature, while another derogatory article trumpeted "shoe-maker, stick to your last."

Nevertheless, the company pressed on. Certification was granted by Germany's aviation authority in 1984 followed by the US in 1985. Marketing proper didn't begin until 1987: the French aircraft manufacturer Avions Pierre Robin purchased a small number of PFM 3200s for its DA300 180 model. Rueschmeyer Luftfahrttechnik began to produce its R80 model, intending to use the PFM 3200, but only three planes were completed – apparently because Porsche couldn't supply the engines. Sales of small quantities of Porsche engines were made to other German aviation firms. US sales proved even more difficult and Porsche was concerned about the Americans' readiness to sue in the case of a flying accident.

By now, any thoughts Porsche might have had about profits had evaporated. It's unlikely that Porsche made any margin at all on the PFMs sold to Mooney. This deal was years in the making, but Porsche

was desperate not to lose it because it represented the only significant customer the company had in America. It began promisingly: Mooneys were seen as light, sporty planes and the Porsche engine was a logical match. The PFM was destined for the M201, Mooney's four-seater leisure model, and by 1989 41 Porsche-engined craft had been constructed.

The PFM project remained alive while flying enthusiast Peter was at the helm, but after his abrupt departure in January 1988 the tide turned. Porsche was sliding into recession and Helmut, who earlier had been a supporter of Peter, was now fighting rear guard actions on 959 cost-overruns, the lack of viable replacement for the 930 Turbo and assailed by Wendelin Wiedeking for having two separate (and vast) parts inventories for the trans-axle and air-cooled cars. He wouldn't survive the year and without him, any remaining attention to the PFM project that at one time had envisaged turbocharged versions as well, disappeared too.

A further handful of PFM 3200 engines was built, largely from spares as the line had shifted over to the 3.6 flat six of the 964, but in 1991 manufacture ended. Reluctantly, Porsche retained a parts service for the rest of the decade, but this wasn't without difficulties and costs. The PFM 3200 began to develop a tendency to valve spring failure and the company was in no position to be able to offer a lasting repair, simply advising the reduction of service intervals to 500 hours to replace the springs. This was an additional expense hardly likely to please owners.

In 2000, Porsche tried to end the PFM saga by offering remaining owners the opportunity to re-engine their planes with a Continental unit and a few PFMs were converted by the Florida-based Mod Works. When this operation was destroyed by a hurricane in 2004, Porsche showed no signs of restarting it and a handful of disgruntled owners attempted to sue for lack of support. The dreaded product liability eventuality seemed finally to have arisen, but a fortunate Porsche benefited from a judge's ruling that because no one had been injured, there was no case to answer. Subsequently, Porsche wrote to the Federal Aviation Authority surrendering the type certificate for the PCM, effectively making official its withdrawal of support.

It was an inglorious end to what had 20 years earlier had begun as a noble, if under-researched project. It was ironic too: the Porsche that six with its modern engine management and FADEC (full authority digital engine control, a feature that only in the 21st century did light aviation generally begin to introduce) was exactly the kind of economical, cleaner powerplant that should have been flying. Once again, the technical concept and execution were another example of Porsche Excellence, but the timing was wrong and its flying venture would cost Porsche a great deal of money. Total expenditure on subsidised sales of the 80 PFM motors that eventually found their way into aircraft and aftermarket service may well have exceeded £25 million, 10 times the original development costs. **EN**

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993 CARRERA 4S vs 996

These two wide-bodied modern classics are keenly sought after by enthusiasts, but which model offers the better drive?

Written and photographed by **Steve Hall**



A wide-bodied Porsche isn't anything new. All 992-generation 911s are 'wide-bodied' these days, and you can go right back to the 1980s to discover the first use of Zuffenhausen's M911 option code, which back then meant 'Turbo look'.

This option code for the 3.2 Carrera gave you a 911 Turbo appearance, though not the turbocharger. A wide-bodied 964 followed, albeit as standard spec rather than being an option with the 964 Anniversary and Weiss Turbo-look Cabriolet. By the turn of the 993 a Turbo-spec wide body was assigned to the special 992 Carrera S and 4S models. A wide-bodied 911 Carrera had arrived, starting a trend that remained for the 996 (in 4S form only), as well as the 997, 991 and 992 generations that followed. We've gathered the first two generations of Carrera 4S today, and we can't wait to climb behind the wheel of them both.

At first glance the 996 C4S, just like the 993 predecessor which debuted that C4S moniker, is 'simply' a Turbo-bodied, normally aspirated model devoid of the side intakes. But then you stroll round the 996 and view it from the rear three-quarter, where the detail that makes the 996 C4S so desirable reveals itself. If the idea behind that lovely strip of red between the rear lights was to hark back to the similarly styled 993, then it's a stroke of genius.

The 993, of course, has no issue in this respect. Every 993 that rolled out of Weissach subscribed to the 'small but perfectly formed' mantra. Everyone will have their personal favourite, from the lean and lithe Carrera to the aggressive arse of the, er, RS. But there's no denying the innate rightness of the 993 shape was divisive to absolutely nobody at its 1994 debut, and it remains something of an icon today. Under Harm Lagay's direction, Tony Hatter did a sensational job of bringing the Gen4 911 up to date, usurping the unfused (can you believe that now?) 964 just five years after it was launched.

It helped that a certain Ulrich Bez joined Weissach in 1989 – bringing Harm with him – and the pair were empowered by management to make more fundamental changes to the 911 than had been allowed for the 964. Previously, stylists had been told not to alter anything above the waistline, instead continuing the G-series silhouette that, while iconic, was by then 15 years old. And while Ulrich and Harm didn't win every budgetary argument during the 993's inception, they did come top in a few crucial ones.

So while the 993 has the more upright screen, unrecressed wipers and roof rails that the designers would rather have altered for a sleeker, more modern shape (does that sound like a 996 – anyone?), they did have free rein to add curves and style to the mix. This meant we got that beautifully wrought hip-line at the rear and headlamps carried back for the first time in a 911. But perhaps most crucial of all were engineering wins, which saw the 964's torsion beam axle consigned to history in favour of a multi-link setup, while the adoption of a torsion coupling for four-wheel-drive models banished the 964's expensive and heavy transfer box with its permanent

1:2 power split that made the 964 C4 somewhat leaden and unresponsive. These things, and many more, combined to create a driving experience more engaging than the 964, despite the 993 essentially being a heavily updated version of the Gen3 911.

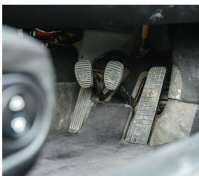
Yet as much as Porsche pushed the boat out with the 993, we all know that the biggest, most divisive change came with the arrival of a clean sheet 996. This cast aside some of the elements that the purist would tell you were fundamental to a 911. I mean, you're going to cool the engine with... water? Despite being the de facto method of cooling just about every car in existence, air-cooled zealots saw the 996 as being designed by heretics. And then there are the headlamps. These look fantastic nowadays (we're big 996 fans here at **Total 911**), but they certainly didn't receive critical acclaim at launch. Harm did get his sleeker roofline and recessed wipers, though...

Both 993 and 996 made something unique of the C4S moniker. With generations that followed, C4S became a spec level denoting the more powerful 'S' engine option married to a four-wheel-drive powertrain and wider body. Although this mirrors the uplift received by the 993 and 996, those models were standalone within their respective ranges and brought mechanical specification and styling unique to each. And if all this sounds like a mélange of words to justify bringing these two together, then we can live with that because it should prove a fascinating encounter. The 996, the long-underrated 911 finally being recognised as a bona fide modern classic, conveying analogue thrills with modern performance and usability; versus the 993, a doyen of the 911 family, a classically involving car wrapped up in one of the loveliest shapes to come out of Weissach – and the air-cooled finale, as if it needed any more cachet.

Cachet is heavily reflected in the respective values of this pair, for while a good 996 C4S (manual coupes for comparison) showing similar miles may command a price in the mid- to high £20k price range, the 993 C4S has punched through the £100k barrier for admittedly immaculate examples. That was Turbo money pre-pandemic. Basic market forces play a huge part in this. Fewer than 7000 993 C4S were produced compared to 18,500 996 models (including 1,200 Cabriolets). Factor in general market desirability of each and it's easy to see why the older model commands a hefty premium.

But does a price disparity that's 400 per cent in favour of the classic stand up to scrutiny when viewed the way Porsche would have when conceiving each model – namely, as a sports car designed to deliver driving and ownership pleasure? It'll be interesting finding out.

Our good friends at RPM Technik have been kind enough to accommodate our desire to bring this pair together, providing the gorgeous 993 C4S they currently have available for £108,995. The 996's presence necessitates full disclosure because it's my own car. It's not for sale (yet), but if someone offered me £100k I could be persuaded to part with it. In reality, my 117k 996 is at the lower end of the C4S market because of the mileage, but it's been well maintained and will make a worthy foil for the 993. ➡





OPPOSITE: All three of the 993's pedals are mounted to the floor

MIDDLE: Thin pillars afford the driver a great deal of visibility in the 993

LEFT: The 993's 964-derived M54 engine features a lighter, stiffer motor that removes the need for any vibration dampening measures



“The 993 is one of those cars that’s deceptively quick: it doesn’t kick you in the back with mid-range grunt, it just relentlessly builds speed”

MIDDLE Inside the cabin of the 996, and the build quality of some of the plastics and switchgear is lacking on occasion

OPPOSITE The 996 C4S used the same watercooled M96 engine as found in the 996.2 C2 and C4 with 320bhp



“The 996 is straight out of the sports car playbook, with its brawnier mid-range transforming into a proper rush for the redline”



It does somewhat disappear in the presence of the 993 though. While the 996 exhibits some signs of a car well enjoyed, the 993 could be showroom fresh; its condition completely at odds with its 73,000 miles. And if the 996 has aged rather nicely in the eyes of **Total 911**, the 993 has been stunning to look at, overshadowing the 996 with its blend of delicate proportions, delicious curves and timeless elegant glasshouse. This car sports the popular optional Turbo rear spoiler, adding some muscularity to this 993's aesthetic that suggests it's got enough brawn to trade punches with its younger sibling.

There may be only four years separating these cars, but as I climb into the 993 it feels more like 24 years. Which, with much of the architecture traceable to the G-model, is understandable. The glasshouse feels airy; its spindly pillars and upright windscreen delivering an unencumbered forward view. Pedals are offset slightly to the left, and being floor mounted their action feels slightly odd to begin with, but you quickly become accustomed to this. Initially it feels like the brake pedal is too high for smooth manipulation of the throttle, but once up and running everything clicks. The clutch is the only fly in the ointment with its long travel and light action that lacks feedback, so you engage drive more from engine note than feeling a bite point.

Other signs of the times it's easy to reach over and touch the passenger door; such is the compact nature of this interior, but the biggest giveaway is the haphazard approach to ergonomics. If anything dates the 993 from the driver's seat it's the scattergun placement of much of the switchgear, which makes the 996 seem a paragon of ergonomic excellence. It usurps the 996 for quality, though: every switch, button and slider feels solid and long-lasting.

Much has been said of the 996's interior; a lot of it negative, some of it fair. It was clearly conceived with cost of production in the equation, a fact belied by some scratchy plastics, flimsy switchgear and a creaky centre console. It is, however, streets ahead of the 993 for sheer usability with an exemplary driving position and everything you want laid out in a clear and logical fashion. The steering wheel feels lovely. It's perfectly sized in diameter and rim thickness, with two-way adjustment that the 993 lacks. Given you spend most of your time looking out, how much touchy-feely plastics matters is subjective.

What is never subjective when discussing the merits of a Porsche 911 is how they drive. It's time to find out. The 993 chatters into life and settles to a thrifty, bossy idle. The 964-derived M64 motor was re-engineered not just for extra power (272bhp, 285bhp from 1996 with the advent of VarioRam) but for refinement; the lighter, stiffer motor negating the need for the 964's vibration damper. It's apparent as soon as you start driving. The M64 whips round the new counter between gears, making smooth downchanges challenging – especially third to second because there's a much bigger gap between ratios here than in the upper gears, which feel like sprint gearing with minimal rev drops.

Acceleration is butter smooth. Once beyond 3,000rpm the motor just builds momentum in an

incredibly silky, linear fashion as you home in on the 7,000rpm redline. Aided by a 6-speed gearchange that's light, accurate and will snick through as fast as you like, the 993 is one of those cars that's deceptively quick. It doesn't kick you in the back with mid-range grunt – it just relentlessly builds speed.

The 996 bosses it, though. It's 50kg lighter, 38bhp more powerful and slipper of shape, and it asserts its performance authority any time you want. And if the 993 comes across somewhat GT, the 996 is straight out the sports car playbook, with its brawnier mid-range transforming into a proper rush for the redline accompanied by a gritty, immersive flat six howl.

Push the 996 through a series of bends and you'll find a chassis perfectly attuned to the tone set by the M96 engine, because for all the critique the 996 may have received over the years this is why they're making a comeback. The steering is beautifully judged with gearing perfectly in tune to the rate of response the front end delivers, the level of feedback convincing you there's no way a pair of driveshafts are part of the picture. It's the kind of car you roll into a corner from the shoulders, a quarter-turn enough for all but the tightest hairpins.

On faster roads it displays rock-solid body control. Feedback through the seat of your pants gives you faith to push on and enjoy its abilities, safe in the knowledge the rear will go exactly where you want it. In slower corners the 996 is happy to indulge the more extrovert driver. Braking into an apex elicits a delicious rotation from the rear axle with options to then lean on the four-wheel-drive traction or allow the slide to build, before exiting with some opposite lock. It feels natural and intuitive to drive this way, with the 996's lightness of touch and benign demeanour inviting you into its way of doing things.

The 993 has its own way of doing things. Of course, there are shared 911 traits: the steering still writhes in your hands; the nose bobbles away; the familiar flat six timbre. But it feels weightier than the 996, with more heft to the steering and less vibrant feedback through the rim. It has a more deliberate way of addressing the road, and wants firmer inputs from the driver to command its attention. The powertrain carries a slightly more GT vibe, capable of covering ground at great pace with little fuss into the chassis. You can maintain impressive speed into a corner – the nose wants you to pour it in with more lock than the 996, but it rewards with a steadfastly stable passage. Both cars possess excellent brakes with an abundance of stopping power.

I approached this encounter expecting to find a pair similar of character with the need to pick a winner, but it doesn't play out like that. The 996 is the more expressive of the two. It wants to get down and dirty – it's the sports car. The 993 is less effusive and requires more effort from the driver to reveal its qualities. It's the kind of car that would be a slow burner, only revealing more and more layers of ability with time. From the super-smooth motor to the measured way it covers ground, infused with an indomitable feeling of heft and quality the 996 lacks, it's the GT of this pair. Perhaps predictably, you could easily justify having both in your garage. **911**



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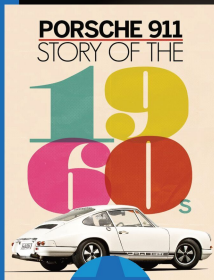


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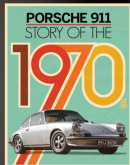
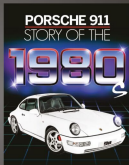
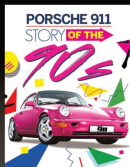
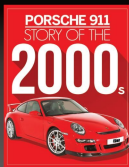


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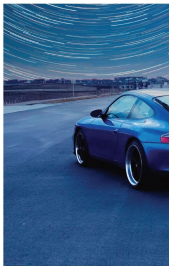
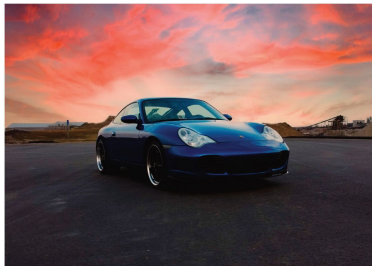
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PICK



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Living the Legend

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



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



This month I'm happy to report that my 996 project car is back on the road. Not only that, I'd argue that it's in the best condition it's been in

since its early days, rolling off the factory floor in Stuttgart! Here's how I got here...

In 2020, in the midst of the pandemic, I decided to find a project that would keep me busy at home while I was grounded for what I thought might be six months (turns out it's been two years since my last business trip!).

My friend Patrick and I invested in a beaten-up 2002 Arctic silver 996.2, with its fair share of dings, scrapes and mechanical issues. After a summer of wrenching on the car, with the help of our friend Steve, and completing a host of different jobs on the interior, exterior and the mechanical components, we got

it running for maybe 30 minutes. Long enough for me to make a video, showing off the famous 911 silhouette set against a warm Minnesota sunset via a wealth of different drone shots. But then it broke down. My transmission started to fail. I limped home for a painful mile or two until reaching my driveway and CLANG, the transmission bell housing connected to the engine broke clean off. Game over.

These initial exploits are well documented in past **Total 911** issues and my AutoAmateur YouTube channel. If you want to see a grown man fight back disappointment and tears, while trying to present his restored but now broken dream car to the world, then you need to check out my channel.

Eighteen months later, through a collision of happy coincidences, I was in a position to restart the project and get the car finished. In the past three months I've sourced a new transmission,

a reconditioned engine and a host of other parts. With the help of Porsche Minneapolis and my local Porsche club friends, the dream has finally become a reality. Not only is the car back on the road, but it looks, feels and drives like a brand new car. The clutch, the transmission, the sound of the engine, the rush of adrenaline with the explosion of the flat six engine behind you... I've been lucky enough to drive a variety of 911s of various generations over the past few years and I can confidently say that the 996, and THIS 996, doesn't disappoint. Arguably, if not definitely, the 996 is the best 911 for your money. Even after a make-over and replacement parts, it's legendary in every sense of the word.

For those interested, here's the list of mods and jobs performed since it arrived on a flatbed truck two years ago. Replacement transmission, replacement clutch, new brake pads and reconditioned



Lee Sibley
Poole, UK

@9werks

9WERKS TV

9WERKS Radio

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



You may have seen in the Update section of last issue that we recently held the inaugural 9WERKS Awards

with Design911 at the unique premises of Shoreade Accident Repair, Cannock. The Awards was a personal project I'd wanted to execute ever since I started 9WERKS, as it feeds directly into one of the core values of the brand, and that's excellence.

As mentioned in the **Total 911** news article, we had 80 guests attending our lavish black tie evening, where nine awards were given out to businesses and individuals who were recognised for their excellence (you can find the full list of winners, plus an extended gallery and highlights video, over at 9werks.co.uk).

I was most proud to have Tony Hatter, the legendary designer of the Porsche 993, Carrera GT and GT1 race car, fly in from his home in Stuttgart to attend the Awards as my Guest of Honour. It was the utmost privilege to have Mr Hatter over, where we spent the best part of two days in each other's company, hearing many wonderful and candid stories from his three decades at Porsche.

A particularly special moment presented itself on the morning of the Awards, when I was able to collect Tony from Heathrow airport in a friend's 993 Turbo S (one of only 23 in RHD!). And so

an utterly surreal moment took place that I'll not forget in a hurry, whereby I was driving this stunning (and rare) Porsche 993, with the very person who designed it sitting next to me as my passenger. Just fantastic.

My wife, Laura – who worked tirelessly behind the scenes to ensure the Awards was so successful on the night – drove up separately in our 967 Cayenne, because the 993 was to be collected by its generous owner, Paul, the day after the event. Tony's flight home the next day wasn't until the evening, and so the three of us – Tony, Laura and myself – spent a leisurely day visiting a cool shop selling leather guitar straps (Tony can play electric, while I'm learning acoustic) before bombing about the countryside in our old Cayenne.

Spending so much downtime in Tony's company only confirmed the opinions I had of him prior: that he's the most humble, down-to-earth bloke you're likely to meet; intelligent and engaging and, as you can imagine, possessing a keen eye for detail. His service to Porsche over 33 years is simply immeasurable and yet there's not a shred of entitlement to his character.

Tony arrived at Heathrow a legendary Porsche designer and departed 48 hours later a friend. Now officially retired from Porsche, Mr Hatter isn't calling it a day just yet – by his own admission, you'll hear more on that very soon...

brake calipers (seals, fittings and powder-coated). A replacement 996.2 3.6-litre engine, short shift kit, new Fuchs-style 19-inch wheels, and new tyres, air filter, cabin filter and spark plugs/coil packs. A duck tail spoiler, turbo front bumper, new windscreen, and a complete paint removal and respray (silver to blue – inside and out). Headlight replacement and reconditioning, driver and passenger seat leather restoration/replacement, GT3 centre console delete, deviated blue seat belts, custom blue rev counter/tachometer face inside the instrument cluster and seat extender rails (which provide four inches of extra leg room). And finally, Soul Performance high-flow sport cats, FD Motorsports 'Fister' exhaust mufflers, all fluids replaces (oil, gearing, brakes, coolant and so on), front control arms/wishbones and forward control arms/struts.

That's it for now! More to come...





Peter Wilson
Adelaide, Australia
@peterwilson_oz

Model 930 3.3
Year 1980
Acquired 2011



The long weekend in March finally arrived and it signalled the start of our long-awaited road trip in the 930 to the Phillip

Island historic race meeting. This year was more special than most because the event was cancelled in 2021 due to Covid and because my wife was making the trip for the first time.

Even after much car preparation and testing, there was still some trepidation as we set off. The car has been temperamental over the past 12 months and the 2,000km trip would be taking us well away from main routes and roads. Departure on Thursday morning was leisurely as Day One was quite short at 400km and our only deadline was to arrive in the famous Coonawarra wine region in time to visit a couple of wineries.

The car ran perfectly, and we spent an enjoyable hour at Rymill winery, sampling its entire range of reds and enjoying the tree-lined roads through the vast vineyards. We overnights in Penola and enjoyed a stroll along the Historic Petticoat Lane before a great pub dinner.



The next day required a much earlier start because we had over 600km to travel, including a ferry crossing. We filled the car before setting off. Fuel prices were going through the roof due to the Ukraine war and there were concerns that they would jump even higher as supply became limited. Our average price for 98 octane ended up being over \$2.50/litre, so it was an expensive trip!

It was a cold and misty morning as we left Penola. We were driving east into the sunrise and initially the 930's archaic demisting system was struggling until everything had warmed up. Then it became an enchanting drive, with rays of sunlight cutting through the mist and between the gum trees that lined the road. I thought of stopping to take a photo, but concluded that it wouldn't have been possible to do the lighting justice. I limited our speed to 80kph, because this time of day is notorious for kangaroos as they enjoy a drink of dew at the roadside, and the difficult lighting made it hard to see them at a safe braking distance.

Once the sun was up and the mist had burned away, we enjoyed a pleasant drive through the back blocks of Victoria, interrupted only by a couple of stretches of gravel roadworks and then some heavy holiday traffic as we re-emerged into civilisation near Geelong for the ferry crossing to Sorrento. Due to the low ground clearance of the Porsche, made even lower by the full load of crew, luggage and fuel, I needed to stay alert on the minor roads for ridges of bitumen pushed up by heavy vehicles. I failed to react to one in time and it grazed an air-con line underneath the car, fortunately not doing any real damage.

The ferry trip was a brilliant break from driving, especially on this day with

beautiful sunshine as we cruised past the holiday towns of Portsea and Sorrento before the final leg to Phillip Island in time for dinner. On the weekend it was a lovely surprise to see that the race meeting was back to full strength after the pandemic. There were plenty of spectators and display cars, and most importantly, lots of Porsche racing on the track, from 356s and 911s to exotics including 956 and 962 endurance racers.

My wife enjoyed spending Saturday at the track and we hired a bike to explore the island on Sunday. Then it was time to pack everything into the car for the planned three-day sightseeing trip back to Adelaide, with much more confidence after the trouble-free outward leg. It was great to be able to use the 930 as a GT car again.





Ben Przekop
Mercer Island, USA

 @benjaminprzekop

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



No car is perfect. There are always a few things we wish the designers and engineers had done a bit differently. From

my four months of ownership and over 2,000 miles of driving my 992 I've put together a list of Likes and Dislikes, which I thought I would share with you this month.

At the top of the Likes list would be the things that matter most in a sports car: power, handling, braking, steering, suspension and the PDK transmission, all of which are simply fantastic. The bottom line is that this is the best driving Porsche I've ever owned. The icing on that performance cake is the Porsche

Sports Exhaust, which sounds perfect to my ears. It's throaty and robust with delightful deceleration burbles, and has the perfect level of loudness.

However, I have a love/hate relationship with the wide, five-dial dash layout behind the steering wheel, where the two outermost dials are partially blocked by the rim of the steering wheel. I love the fact Porsche has stayed true to the original and iconic 911 design, but on the other hand wonder if the time has come to finally adopt a more modern, three-pod layout similar to my 2019 Macan, where everything is easily visible through the steering wheel.

Speaking of the wheel, the controls for all the important functions are right there, including the Drive Mode's rotary

knob. In combination with the improved Porsche Voice Commands that come with the new Porsche Communication Management (PCM) 6.0, you don't have to take your hands off the wheel or your eyes off the road to do most things while driving. The standard wireless Apple CarPlay integration works very well, including full integration with Apple Music, which sounds great over the Bose stereo. I especially like the way the system alerts you when you receive a text message. With a single touch you can have it play the message for you, and then record and send a reply, meaning you can keep your hands on the wheel and your eyes on the road.

Porsche Connect is now included for the first three years, and includes real-time traffic for the enhanced sat-nav. Also much improved is how Porsche is providing continual updates of the PCM software. I regularly receive notices that maps or various other functions have been updated, which give me confidence that Porsche is taking digital content much more seriously than in previous years. Elsewhere, I love the way the excellent 18-way sport seats hug my body with the large and adjustable side bolsters during spirited cornering, yet they're also comfortable on long trips.

So on balance, aside from a few minor nits, I have to give this car a rating of five stars as the world's best everyday-usable sports car. No car is absolutely perfect, but to me this one comes awfully close, and I just love it – quirks and all!





Max Newman
Aylesbury, UK

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9WERKS Radio

Medal Year
991.1 Carrera S
2013
SEPTEMBER 2020



If you run a Porsche 911 from the 991 generation, how do you set up the buttons on the central 'tower' console? People are often surprised that I have the exhaust button off. Allow me to explain my rationale.

If PSE – Porsche Sport Exhaust, or Porsche Switchable Exhaust as we used to call it – is fitted to your car then you're already winning because the car sounds incredible without you going anywhere near that button. The exhaust has valves that remain closed when you're pottering about and the car sounds lovely. When you're gunning it the valves open and the thing screams to the redline, making all kinds of angry crackles on the overrun.

With the exhaust button turned on the valves are open all the time, even when you're pottering about, but I find the sound to be a little bit of a drone. It's here I think the M96/97 motor is far more sonorous and why I think you should buy a 997.1 and not a DFI 997.2, if you happen to be in the market for a manual 997 Carrera. In the upper reaches of the rev-range in spirited driving I find the experience the same – button on or off – and that experience is pretty epic.

Although there are valves in play, I find how the motor builds to a crescendo with the button off to be a more organic and enjoyable experience. And I like to slip through villages and towns unnoticed rather than announcing my arrival to all and sundry.



I've only come to the 'sport chassis' button fairly recently, I must admit. A legacy of rock hard 997.1 sport PASM, perhaps? But with the gulf between the best and the very worst roads in Buckinghamshire widening I've started to use and enjoy the stiffer setting more and more. The feeling and body control into, through and out of a corner is absolutely sensational, without masking the inherent balance of the car, and the ride is fine.

A serious 911 highlight this month has been spending a bit of time at Silverstone with one of the Holy Grail of 911s: a 1974 3.0 RSR. The car in question belongs to a friend of mine and you'll likely recognise it as the Café Mexicano car. Owned originally by Héctor Rebaque who took the car to first place overall on its first outing at the IMSA 1000 Kilometres of Mexico City, it went on to contest four editions of the 24 Hours of Daytona, finishing ninth overall at the 1975 event. Eight years later it finished fifth overall and second in class. Additionally, it ran the 12 Hours of Sebring twice, finishing fourth overall and first in class at the 1982 race. Having only seen the car indoors previously, it was really special to see in a proper motorsport context and watch it lapping the circuit. Fantastic.

You'd rightly think that experience would be difficult to top, but I managed it. I attended the inaugural 9WERKS Awards at which the guest of honour was legendary British Porsche designer Tony Hatter. Tony is famous for designing the 993 generation 911 as well as the GT1, but also developed the 50th Anniversary 991 – a 911 that I really covet. It was a real treat to listen to Tony answering questions from the guests present on the evening, but even more special to

chat with him in person afterwards, as many of us did, thanks to Tony's warm personality and generosity with his time.

In my time invested playing 'fantasy garage' I've often wondered which of the three colour options I'd choose for my own 50th Anniversary 991. I like them all. I'm always drawn towards a black 911 and have always thought it works particularly well on this model. However, Tony revealed that it's only on the line-up for this car at the insistence of the marketing department. The two colours developed by Tony and his design team specifically for the 50th Anniversary car were Geyser grey, which is designed to evoke the colour palette of the 911 in its early days, and a darker graphite grey that harks back to the iconic Slate grey 911S driven by Steve McQueen in the movie *Le Mans*. Asked which he would choose Tony replied, without hesitation, Geyser grey. That's good enough for me.





Ron Lang
Ashland, USA

@ronlangsport

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

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

Model **964 CARRERA 2 REIMAGINED BY SINGER**
Year **1991**
Acquired **2006**

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 **992 GT3 TOURING**
Year **2019**
Acquired **2021**



The project for the 1991 964 Reimagined by Singer Vehicle Design started when I bought a decent 1991 964 Carrera

2 Tiptronic and drove it from my home in Ashland, Oregon to Singer's facilities in southern California. Fast forward two years to April 2018 and the refreshed machine was delivered to me.

Where Singer had traditionally used GT3 plenums for air/fuel intake, when I specced my build it had just released an option for Individual Throttle Body (ITB) fuel injection created by Kinsler, one of the top hot-rod fuel management companies in the US. Maybe the car lost a little bit of low-end torque with the ITBs instead of the plenum, but it was worth it – not just for the looks of the injection system, but also for the serious honking intake noise they make, which is nicely overlaid over the loud exhaust system.

I used a two-phase process for this build. First, I focused on all the mechanicals such as the 400hp 4.0-litre engine built by Ed Pink Racing Engines. I wanted a 6-speed, close ratio manual 'box. I was aiming for a lightweight build; my only compromises to that were specifying



air-con and a Porsche Classic Radio. The lightweight mantra yielded the finished car at 2,634 pounds wet with half a tank of fuel. The result was 6.8 pounds per horsepower, which is the same power-to-weight ratio as a 992 GT3.

The aesthetics were also fun to specify. I wanted a relatively muted car and a two-tone black over tan interior. The Recaro carbon fibre race seats that Singer offers were a great fit for me. I selected woven leather for the interior surfaces where the outer smooth hide alternates with the rougher inner side of the leather, which added some character to the interior. Although I've only driven the car a little over 2,000 miles since the build,

the finishes remain in superb condition. Before the carbon fibre body was attached to the frame, I had Singer apply Xpel Ultimate paint protection film to the full exterior of the car. My final indulgence was specifying a milky nickel finish to all the exposed metal on the car.

Every time I'm behind the wheel, the driving experience remains raw, with nimble handling, great brakes and wonderful sounds. It seems that the days of lightweight, naturally aspirated, manual transmission cars are dwindling. I started this project with the aim of creating a homage to the days when life was simpler. With this build, simplicity has been expressed to my ongoing satisfaction.



Nick Jeffery
Surrey, UK

@npjeffery

@npjeffery

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

Model **991.1 GT3**
Year **2007**
Acquired **NOVEMBER 2019**



I held the final Exclusively Porsche meet at B Road Hunting Club's current premises after three brilliant events there this year. The @brhcgroup

team has worked tirelessly to make the venue a huge success. Unfortunately, they need to find new premises and do it all over again. I'm confident that wherever they end up the new venue will continue to provide a fantastic hub for the local car community. I've already pledged my support that the Exclusively Porsche group will be there hosting regular meets as and when we can!

Speaking of meets, a few of us attending the Mezger and GT Porsche meet at Caffeine & Machine organised by @nurbingsingh on the @pistonheads forum. We had a pre-meet at Oxford Services, then convoyed in style to Ethington for what must have been one of the biggest gatherings of Flach's finest in the UK. A highlight for me was Peter's (@estwickp) new paint to sample 992 GT3 finished in Underberg green with Neodymium coloured wheels, and full extended leather with fixed bucket seats with yellow deviated stitching.

The drive in my GT3 to and from Caffeine & Machine highlighted the need to double-check the geometry, following some suspension work and new Michelin Pilot Sport 4S tyres. Paragon checked everything again on its Hunter rig. For some unknown reason the geo was out as suspected. Its technician restored everything to factory settings and rechecked the wheel balancing. It reminded me just how sensitive these cars are to set up.

While there, Jamie Tyler directed me to the rear of the premises to see an old friend: my first Porsche. It's a 2002 Seal grey 996 Carrera 4S that I purchased in June 2014 and sold in January 2020 after

nearly 40k miles. This brief encounter was like seeing an old girlfriend and it brought back many fond memories.

In other news, my 987 Boxster Spyder has scared the life out of me after another period of inactivity. Firing her up after 10 days, the engine made a horrible tapping sound. After investigating online and speaking to other owners with the 3.4-litre DFI engine, it turns out it's a common noise. When the engine oil has completely drained down to the sump and with lower oil pressure while idling, one or more of the hydraulic valve lifters starts tapping until oil has worked its way around the engine. Thus the sound disappears as soon as you drive the car and doesn't reappear if you drive regularly.

I also need to make a decision regarding the Carrera 4 GTS. The car needs a new set of tyres, suspension work front and rear, and I've yet to address the condensation that's appeared in the rear reflector strip. The car has also developed a metallic rattling sound. This is likely to be the PSE actuator on the left-hand side because I had to replace the off-side rear unit that broke a year ago. However, the car is 10 years old and has covered 51k miles, so such maintenance is to be expected.





Andy Brookes
Poole, UK

@993andy
 9WERKS Radio

Model Year Acquired
993 CARRERA
1993
SEPTEMBER 2008



Gustavo is still in bits, with his parts strewn across Dorset right now. The anti-roll bars, brake backing plates and numerous brackets are at the powder coaters; all the aluminium suspension parts are being vapour blasted; and the hundreds of steel bolts, nuts, washers and other steel components are at the platers to be zinc plated and yellow passivated. The plan is for it to look better than new under there.

With Gus off the road my friend Paul has lent me a couple of cars to sample. The first loaner was a 964 RS, a much-

revered car in my eyes. This model is a RHD and it was interesting to sample a RHD air-cooled car because I'm used to driving a LHD. I've read that the LHD driving experience was better than the RHD because of the steering wheel, seat and pedals being better aligned. Those readings were correct: the steering wheel feels way off to the left in the RHD car.

I enjoyed driving the RS. The delicacy of the controls and the general feel of the car gives you the impression that you can drive it with your fingertips and that it drives on its tip-toes down the lanes, all the while feeling planted and in total control. The 3.8 is a wonderful engine. On paper it's not much different to the

Carrera engine, but it feels so much more when driving – in part this is because of the lighter flywheel. The interior is a true less-is-more experience, with its manual windows, low switch count and manual Pole Position seats. I felt I could have driven for hours without any discomfort.

The biggest thing I took away from driving the RS was the excitement I have for the work I'm doing on my 993. My plans are to add some of that RS spice to the 993. Hopefully, the combination of components will hit that nail on its head.

My second loaner was a full-on Bad Boys experience: a 964 3.6 Turbo that's been breathed on by the guys at RUF to BTR spec. Engine capacity upped to 3.8, I guess a bigger Turbo and a 6-speed gearbox. My initial impressions around town was that it felt similar to the RS I'd driven a few weeks before. The engine was responsive off-boost like the RS and it felt light on its toes. Once out of town I was able to use a bit more throttle, and this was when all hell broke loose. This thing is bloody amazing; the noise, the pace... everything comes alive. Paul says it's like standing on a tiger's tail when on boost, which is so very apt. A huge thank you to Paul for allowing me the opportunity to gain those experiences.



Natalie Stratos
London, UK

Model Year Acquired
911 SC TARGA
1982
NOVEMBER 1994



The Targa had a modelling shoot for vintage cars with vintage clothes. My car was used with a 1985 Galliano dress

from his second collection. This is a project that I'm working on and more will be revealed at a later date. She took great photos and was the epitome of a great fashion model. I managed to hop into one shot. It was a great day all round with beautiful images.

My 1982 Porsche Targa is such an iconic design and never ages. Its classic design aligns so well with fashion and appeals to so many generations. My sons' friends absolutely love her and she always

got attention on school runs from junior school to secondary school. The Targa was a well-known sight and much loved. Kids would do drawings of the Targa, such as



was the interest in her.

It was also my eldest son's birthday and his girlfriend gave him the most incredible LEGO Targa build. The model's attention to detail is incredible. The seats, handbrake, gear stick and wheels all move. It really was a genius idea of a gift. It'll be framed on completion. He started to assemble it, but it's on pause until he comes back from university. To become a model is surely recognition of a brilliant iconic design in the world of all things LEGO.

As far as my Targa's performance goes it's at a standstill. The garage that I want to look at her timing/mixture issue is swamped and can't examine her



for another couple of weeks. So again I can't drive her much, which is becoming increasingly frustrating. It's all part of owning a classic car, unfortunately.

I actually think this is a great platform to ask for any advice. I really need the roof recovered and the leather on the seats is disintegrating. The whole car needs a respray and I realised it was 30 years ago that I had it done, rather shabbily to be fair. Old rust is coming back through under the front headlights, under all the badges and under the wing mirrors.

Looking at the photos of what they did, I can see they did a terrible job. It's so hard to see your beautiful vehicle in pieces. The photos resemble the LEGO model, strangely enough. I'm hoping to have her back and running properly in the next month so I can actually get her roof off and enjoy her again.





Ian Harris
Shoreham, UK
@harrisclassics

Model 3.2 CARRERA
Year 1988
Acquired DECEMBER 2020

Model 964 ANNIVERSARY
Year 1993
Acquired FEBRUARY 2022

Model 964 CARRERA
Year 1993
Acquired JULY 2021

Model 996.2 GT3
Year 2004
Acquired JANUARY 2022



I've been a fan of the 991.1 GT3 for the past three years. They were once a much-loved model

about engine issues, resulting in their prices bottoming out. The first cars to be released suffered from a mechanical failure that caused engine fires. The initial 785 cars to be delivered were affected, with 100 of those being UK-supplied C16 cars. All these cars were recalled and had replacement engines fitted. Unsurprisingly, this damaged the car's reputation from the get-go and shortly afterwards there were reports of misfires at high RPM. Porsche offered to replace the faulty engines on all cars sold and also

provided its longest-known warranty: a 10-year, 120k-mile warranty on the engine, with many customers extending it to 15 years.

Listening to a recent interview with Andy Preuninger, the man who designed all the Porsche GT models, he mentioned that the replacement engine had to be bomb-proof. As such it was designed with titanium conrods and developed by the Motorsport division. The early engines were E series followed by F, and later the superior G series engine. Let's just remember that this engine revs to 9,000rpm from a 3.8-litre flat six engine, producing 475bhp – and all backed up by a 120k-mile warranty. I strongly believe that these cars are special and sometimes a fault can become its strong point!

The first 991 GT3 I purchased was in 2020 and cost £86k. It came in GT silver with the Clubsport package, ceramic brakes, axle lift and a nicely optioned interior. I sold it that winter and since then have owned four more. I don't keep my cars for long unless it's one of my 964s. This is down to worries about depreciation and not using them as much as I'd like to.

With a few cars being sold out of the garage it was the perfect time to add another 991 GT3 that I could sit on and

enjoy, so I started looking for one around Christmas. I couldn't believe how few cars were for sale and all the ones that were advertised were the incorrect spec, with non-ClubSport, comfort seats, steel brakes, no axles lift and a boring colour. Everyone was waking up to the fact that how special these cars were, with values now topping £100k. Every car I'd seen online had something not quite right about it.

I had mentioned to Mike at Ashgood Porsche that I was looking to buy a 991 GT3 and they were doing a good job of keeping me updated on incoming stock, but nothing was hitting the spot. That was until he was offered a 2014 Agate grey 991 GT3 Clubsport, with ceramics, bucket seats and axle lift. It had the extended warranty and a full Porsche history, and with sensible mileage, too. Result!

I bought the car without hesitation. It wasn't the cheapest example, but the spec was superb in my eyes – almost perfect. Whoever bought the car new went for the ultimate lightweight interior spec: no leather, no interior extras, no upgraded stereo or parking sensors. Some could argue that it's a track spec; others might even go as far as calling it a poor man's spec. Either way, the car will be used for track time. Sometimes less is more.



Renée Logsdon
Fort Lauderdale, USA

Model 997.2 CARRERA S
Year 2009
Acquired FEBRUARY 2021



This month I'm taking over from Anthony while he's busy working away. I'm going to share a few things that I like

about our (my) 997, so if you're hoping to read about oil changes or the latest detailing kit you'll have to look elsewhere.

As far as cars are concerned, I'm mostly interested in comfort, reliability, back-seat space for our Boston Terrier, and room to pack a couple of bags for a road trip. You might be wondering why I haven't traded in my Porsche for a safe, luxurious SUV. Well, aside from the obvious fact that the 997 is far cooler than the average family station wagon, it's surprisingly comfortable and practical.

Anthony keeps telling me that the sumptuously smooth leather bucket seats in my car are a special 'one-of-a-kind build sheet' item, but when I get in (I'm four foot nine on a good day), I sink down and am swallowed up. I'd disappear below the window line without the two cushions I travel with as a makeshift boost. That said, the seat adjustment is well thought-out and I can easily reach the brake and the gas pedal. Astonishingly, this is something I can't do in most 'regular' cars.

Driving around in a Porsche 911 almost feels out of place in today's modern, environmentally concerned world. The reality is, over a 2,000 mile round trip, this car achieves better gas mileage than the Subaru Outback my father loaned us when we headed north to the snow recently. The current set of Michelin tyres has covered over 20,000 miles and still have life in them, and the brake pads are almost as good.

Enough justification. What excites me about it? Well, you haven't experienced luxury until you've pushed a button in front of the passenger's seat, and two adjustable coffee cup holders magically

pop out poised to hold your extra hot morning cuppa. Of course, that's not the best bit. I'll confess I've never been particularly bothered by the performance of a vehicle until I started driving this car. Running errands, driving back and forth on the freeway, and driving regular long distances for over 10 hours may seem mundane to most, but believe me when I say it's fantastic in this car.

The moment I carefully drove through my garage onto the main road makes me feel good. We live in the Miami metropolitan area and driving standards here are a bit wild, especially on the interstate. One local custom is to step on the gas to close the gap to any car entering via the slip road (or when using the turn signal to change lanes for an exit). It's annoying and childish yet also laugh-out-loud fun as there's so much power when I step on the gas of the 997. No one ever wins trying to block me with their silly game. It's become second nature to hit the Sport button as I pull on to the entry ramp of the I-95, look over my left shoulder as the traffic comes into view to assess the gap and check for those pesky wolf-in-sheep's-clothing Teslas – then bury the gas pedal. I suppose there's a bit of race car driver in all of us! **SM**



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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 (Year: 2004, Model: 996/997/986/987), 2. Select Your Package (Street Performance 2), and 3. Customize Package (Add, update, or remove parts using the tables below). An 'Add To Cart' button is at the bottom of the steps. On the right, there are 'ONLINE TOOLS' (Brake Builder, Suspension Builder, Suspension Navigator) and a 'PACKAGE CONFIGURATION' table showing '41' for 'SUSPENSION' and '61' for 'BRAKES'. Below these are two grids of parts: 'Suspension' (shock absorbers, control arms, tie rods, etc.) and 'Brakes' (brake discs, pads, calipers, etc.).

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

2 Select Your Package

Street Performance 2 ▾

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

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Brakes

PACKAGE CONFIGURATION

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BRAKES	61

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Data file

Full specs, ratings and market values of every Porsche 911 model from 1963 to 2022 can be found beginning on **page 74**

Plus

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Data file

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



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

General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 2022 Q3 will be July. The review for 2022 Q2 was April.

Ratings

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



911 (D series) 1964-1967

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

Production numbers	8,226
Year featured	1964
Engine capacity	1,985cc
Compression ratio	9.8:1
Maximum power	122hp @ 5,000rpm
Maximum torque	20.8lb-ft @ 3,000rpm
0-60mph	8.2 sec
Top speed	124mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in. 165-15HR15
16-in. 165-15HR15	



Production numbers	29
Year featured	1968
Engine capacity	2,000cc
Compression ratio	10.5:1
Maximum power	127hp @ 5,000rpm
Maximum torque	20.9lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	128mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in. 165-15HR15
16-in. 165-15HR15	



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	4,859
Year featured	1970
Engine capacity	2,000cc
Compression ratio	10.5:1
Maximum power	150hp @ 5,000rpm
Maximum torque	20.9lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	128mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in. 165-15HR15
16-in. 165-15HR15	

Production numbers	20,202
Year featured	1971
Engine capacity	2,000cc
Compression ratio	10.5:1
Maximum power	150hp @ 5,000rpm
Maximum torque	20.9lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	128mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in. 165-15HR15
16-in. 165-15HR15	



911T 1970-1971

Like the E, the 911T's torque curve was flatter, making the car more drivable. Ventilated discs from the S were fitted, and a five-speed gearbox became standard.

Production numbers	30,133
Year featured	1970
Engine capacity	2,000cc
Compression ratio	10.5:1
Maximum power	150hp @ 5,000rpm
Maximum torque	20.9lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	128mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in. 165-15HR15
16-in. 165-15HR15	

Production numbers	30,133
Year featured	1971
Engine capacity	2,000cc
Compression ratio	10.5:1
Maximum power	150hp @ 5,000rpm
Maximum torque	20.9lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	128mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in. 165-15HR15
16-in. 165-15HR15	



911T 1975-1977

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

Production numbers	2,838
Year featured	1975
Engine capacity	2,000cc
Compression ratio	10.5:1
Maximum power	200hp @ 5,000rpm
Maximum torque	24.8lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	128mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in. 165-15HR15
16-in. 165-15HR15	

Production numbers	2,838
Year featured	1977
Engine capacity	2,000cc
Compression ratio	10.5:1
Maximum power	200hp @ 5,000rpm
Maximum torque	24.8lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	128mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in. 165-15HR15
16-in. 165-15HR15	



Updated version of the 1975 2.7 T, complete with impact- to improve and Turbocharging whiteliner rear wing. Steel arches added by hand at the factory, with 165-15HR15.

Production numbers	328
Year featured	1975
Engine capacity	2,000cc
Compression ratio	10.5:1
Maximum power	200hp @ 5,000rpm
Maximum torque	24.8lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	128mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in. 165-15HR15
16-in. 165-15HR15	



A larger engine resulted in extra 40bhp, and an ultra-low rear wing. The engine led to the adoption of a four-speed gearbox, which was added by hand at the factory, with 165-15HR15.

Production numbers	1,887 (plus 78 in 1976)
Year featured	1975
Engine capacity	2,000cc
Compression ratio	10.5:1
Maximum power	200hp @ 5,000rpm
Maximum torque	24.8lb-ft @ 3,000rpm
0-60mph	5.4 sec
Top speed	128mph
Length	4,300mm
Width	1,600mm
Weight	1,070kg
Wheels & Tyres	4 x 15-in. 165-15HR15
16-in. 165-15HR15	



★★★★★
9115 1968
 The first
 production model
 power four-cylinder. The first
 of three cars in the 1500-
 for Super - which had a higher
 compression engine and 2000
 4500 cc engine.

Production numbers 4,887
Year 1968
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
911L 1968
 In 1967 the 1500L was updated
 and then replaced by the 1500
 1500L. The 1500L was a standard
 of all models. The 1500L was
 high performance car in 1968 and
 was replaced by the 1500L.

Production numbers 1,000
Year 1968
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
912T 1968
 To save money, the 1500L
 engine used cast iron cylinder
 heads. The 1500L was a standard
 of all models. The 1500L was
 high performance car in 1968 and
 was replaced by the 1500L.

Production numbers 1,000
Year 1968
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
912E 1968
 The 1500L received its first major
 update in 1968. The 1500L was
 known as the 1500L. The 1500L
 was a standard of all models. The 1500L
 was high performance car in 1968 and
 was replaced by the 1500L.

Production numbers 1,000
Year 1968
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
911S 1968
 Like the L, the S gained a
 four-cylinder, boosting power
 to 150hp. To help cope with the extra
 demands on the engine,
 an additional oil cooler was
 fitted in the front right wing.

Production numbers 2,000
Year 1968
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
912E 1968
 Large improvements to
 included increased cylinder
 valves, larger valves and
 4-cylinder engine. The 1500L
 1500L was high performance car in 1968 and
 was replaced by the 1500L.

Production numbers 4,887
Year 1968
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
912E 1972
 2.4-liter was already
 increasing the stroke from
 60mm to 70mm. At the
 same time, the 1500L was
 changed. The new 1500L
 transmission was changed.

Production numbers 4,887
Year 1972
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
912T 1972
 A lower compression ratio
 and reduction of 20mm to 17mm
 triple-choke carburetor led to
 the 1500L. The 1500L was
 changed. The new 1500L
 transmission was changed.

Production numbers 4,887
Year 1972
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
912S 1972
 2.4-liter engine was
 changed. The 1500L was
 changed. The new 1500L
 transmission was changed.

Production numbers 4,887
Year 1972
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
912E 1972
 The 1500L was changed to 2.4-liter
 engine. The 1500L was
 changed. The new 1500L
 transmission was changed.

Production numbers 4,887
Year 1972
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
911E 1973
 After incidents of people
 filling E-series 911s with
 petrol via the external oil
 filler, the filler returned to
 under the engine deck.
 Fitted with the Sport spoke
 of the 911S.

Production numbers 4,887
Year 1973
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
912S 1973
 The 1500L was changed to 2.4-liter
 engine. The 1500L was
 changed. The new 1500L
 transmission was changed.

Production numbers 4,887
Year 1973
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
911 1974-1977
 By now the entry level
 added to conform to US
 regs. From 1976, all 911s
 were hot-dipped and
 fitted with 'elephant ear'
 mirrors.

Production numbers 4,887
Year 1974-1977
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
911S 1974-1977
 By now the entry level
 added to conform to US
 regs. From 1976, all 911s
 were hot-dipped and
 fitted with 'elephant ear'
 mirrors.

Production numbers 4,887
Year 1974-1977
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
912E 1974-1977
 By now the entry level
 added to conform to US
 regs. From 1976, all 911s
 were hot-dipped and
 fitted with 'elephant ear'
 mirrors.

Production numbers 4,887
Year 1974-1977
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
911 Carrera 2.7 1974-1976
 From 1974, Carrera name
 was given to the 2.7-liter
 engine. The 1500L was
 changed. The new 1500L
 transmission was changed.

Production numbers 4,887
Year 1974-1976
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
911 Carrera 3.0 1976-1977
 Not sold in the US, the
 Carrera 3.0 was basically
 the same model as the
 previous Carrera, only
 fitted with a new 2.9-liter
 engine, essentially from
 the 911 Turbo.

Production numbers 4,887
Year 1976-1977
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
912S 1976-1977
 By now the entry level
 added to conform to US
 regs. From 1976, all 911s
 were hot-dipped and
 fitted with 'elephant ear'
 mirrors.

Production numbers 4,887
Year 1976-1977
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



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

Production numbers 4,887
Year 1978-1983
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
SC RS 1984
 True homologation special built
 for Porsche to compete in
 racing. The 1500L was
 changed. The new 1500L
 transmission was changed.

Production numbers 4,887
Year 1984
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
900 3.3 1978-1983
 Larger engine resulted in
 extra 40hp, and also
 included a 1000 cc engine
 and a 1000 cc engine. The 1500L
 was changed. The new 1500L
 transmission was changed.

Production numbers 4,887
Year 1978-1983
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
Carrera 3.2 1984-1989
 Almost the same platform
 as the SC, engine was
 changed. The 1500L was
 changed. The new 1500L
 transmission was changed.

Production numbers 4,887
Year 1984-1989
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
930 SE 1986-1989
 Sport based, based on
 930 cc engine, with pop-up
 headlights. First update
 included a 1000 cc engine
 and a 1000 cc engine. The 1500L
 was changed. The new 1500L
 transmission was changed.

Production numbers 4,887
Year 1986-1989
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15



★★★★★
969 1986-1988
 Heavily later used in US,
 including 4WD, ABS and
 fuel injection. The 1500L
 was changed. The new 1500L
 transmission was changed.

Production numbers 4,887
Year 1986-1988
Engine capacity 1,500 cc
Compression ratio 8:1
Maximum power 200hp @ 5,500 rpm
0-60 mph 10.5 sec
Top speed 127 mph
Length 4,800 mm
Width 1,600 mm
Weight 1,070 kg
Wheel & Tyre
 F 15x5-wk 185/80R15
 R 15x5-wk 185/80R15

**Speedster 1989**

Camera 3.2 with a steeply raked windshield and hood and up-turned interior. Porsche claimed the hood wasn't designed to be 300 per cent water-tight.

Production numbers	2,270 for both wide and narrow bodies
Year featured	1989
Engine capacity	3,294cc
Compression ratio	10.5:1
Maximum power	231hp @ 5,500rpm
Maximum torque	208lb-ft @ 4,500rpm
0-60mph	6.2sec
Top speed	160mph
Length	4,570mm
Width	1,770mm
Weight	1,570kg
Wheels & Tyres	F 16xw/255-255VR8 R 16xw/255-255VR8



Production numbers	180
Year featured	1989
Engine capacity	3,294cc
Compression ratio	10.5:1
Maximum power	220hp @ 5,500rpm
Maximum torque	208lb-ft @ 4,500rpm
0-60mph	5.7sec
Top speed	170mph
Length	4,570mm
Width	1,800mm
Weight	1,380kg
Wheels & Tyres	F 16xw/255-255VR8 R 16xw/255-255VR8



Production numbers	30
Year featured	1989
Engine capacity	3,294cc
Compression ratio	10.5:1
Maximum power	208hp @ 5,500rpm
Maximum torque	208lb-ft @ 4,500rpm
0-60mph	6.1sec
Top speed	170mph
Length	4,570mm
Width	1,770mm
Weight	1,570kg
Wheels & Tyres	F 16xw/255-255VR8 R 16xw/255-255VR8



Production numbers	21,831
Year featured	1989
Engine capacity	3,294cc
Compression ratio	10.5:1
Maximum power	208hp @ 5,500rpm
Maximum torque	208lb-ft @ 4,500rpm
0-60mph	6.1sec
Top speed	170mph
Length	4,570mm
Width	1,770mm
Weight	1,570kg
Wheels & Tyres	F 16xw/255-255VR8 R 16xw/255-255VR8



Production numbers	6,023 (4-door)
Year featured	1989
Engine capacity	3,294cc
Compression ratio	10.5:1
Maximum power	208hp @ 5,500rpm
Maximum torque	208lb-ft @ 4,500rpm
0-60mph	5.7sec
Top speed	170mph
Length	4,570mm
Width	1,770mm
Weight	1,690kg
Wheels & Tyres	F 16xw/255-255VR8 R 16xw/255-255VR8

**964 3.8 RS 1993**

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

Production numbers	50
Year featured	1993
Engine capacity	3,796cc
Compression ratio	10.5:1
Maximum power	208hp @ 5,500rpm
Maximum torque	208lb-ft @ 4,500rpm
0-60mph	4.3sec
Top speed	170mph
Length	4,570mm
Width	1,770mm
Weight	1,570kg
Wheels & Tyres	F 16xw/255-255VR8 R 16xw/255-255VR8

**964 Anniversary 1993-94**

30th anniversary 964 utilised a Turbo bodyshell, large rear wing and 18-inch Speedline wheels. Power came from a new 3.8 litre unit with hot film air sensor and twin exhaust.

Production numbers	50
Year featured	1993
Engine capacity	3,796cc
Compression ratio	10.5:1
Maximum power	208hp @ 5,500rpm
Maximum torque	208lb-ft @ 4,500rpm
0-60mph	4.3sec
Top speed	170mph
Length	4,570mm
Width	1,770mm
Weight	1,570kg
Wheels & Tyres	F 16xw/255-255VR8 R 16xw/255-255VR8

**964 RS America 1993**

Offered in five colours, fixed whitall wing and two cloth sport seats. With just four options, a car, carried 90 per cent locking rear differential and stereo.

Production numbers	70
Year featured	1993
Engine capacity	3,796cc
Compression ratio	10.5:1
Maximum power	208hp @ 5,500rpm
Maximum torque	208lb-ft @ 4,500rpm
0-60mph	5.7sec
Top speed	170mph
Length	4,570mm
Width	1,770mm
Weight	1,570kg
Wheels & Tyres	F 16xw/255-255VR8 R 16xw/255-255VR8



Production numbers	50
Year featured	1993
Engine capacity	3,796cc
Compression ratio	10.5:1
Maximum power	208hp @ 5,500rpm
Maximum torque	208lb-ft @ 4,500rpm
0-60mph	5.7sec
Top speed	170mph
Length	4,570mm
Width	1,770mm
Weight	1,570kg
Wheels & Tyres	F 16xw/255-255VR8 R 16xw/255-255VR8



Production numbers	1,084
Year featured	1989
Engine capacity	3,294cc
Compression ratio	10.5:1
Maximum power	208hp @ 5,500rpm
Maximum torque	208lb-ft @ 4,500rpm
0-60mph	5.7sec
Top speed	170mph
Length	4,570mm
Width	1,770mm
Weight	1,570kg
Wheels & Tyres	F 16xw/255-255VR8 R 16xw/255-255VR8

**993 Carrera 4S 1995-1996**

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

Production numbers	5,164
Year featured	1995
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	208hp @ 5,500rpm
Maximum torque	208lb-ft @ 4,500rpm
0-60mph	4.3sec
Top speed	170mph
Length	4,570mm
Width	1,770mm
Weight	1,570kg
Wheels & Tyres	F 16xw/255-255VR8 R 16xw/255-255VR8

**993 Turbo 1996-1998**

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

Production numbers	537
Year featured	1997
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	208hp @ 5,500rpm
Maximum torque	208lb-ft @ 4,500rpm
0-60mph	4.3sec
Top speed	170mph
Length	4,570mm
Width	1,770mm
Weight	1,570kg
Wheels & Tyres	F 16xw/255-255VR8 R 16xw/255-255VR8

**993 Carrera S 1997-1998**

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

Production numbers	3,554
Year featured	1998
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	208hp @ 5,500rpm
Maximum torque	208lb-ft @ 4,500rpm
0-60mph	4.3sec
Top speed	170mph
Length	4,570mm
Width	1,770mm
Weight	1,570kg
Wheels & Tyres	F 16xw/255-255VR8 R 16xw/255-255VR8

**996 Turbo 2001-2005**

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

Production numbers	20,419
Year featured	2002
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	208hp @ 5,500rpm
Maximum torque	208lb-ft @ 4,500rpm
0-60mph	4.3sec
Top speed	170mph
Length	4,570mm
Width	1,770mm
Weight	1,570kg
Wheels & Tyres	F 16xw/255-255VR8 R 16xw/255-255VR8

**996 Carrera 4S 2001-05**

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

Production numbers	23,805
Year featured	2002
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	208hp @ 5,500rpm
Maximum torque	208lb-ft @ 4,500rpm
0-60mph	4.3sec
Top speed	170mph
Length	4,570mm
Width	1,770mm
Weight	1,570kg
Wheels & Tyres	F 16xw/255-255VR8 R 16xw/255-255VR8

**996 GT2 2001-03**

A lightweight, Turbo-bodied 996 with updated Turbochargers and a compression PCV30. Was standard Revised CCI later given an extra 220hp.

Production numbers	1,287
Year featured	2002
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	208hp @ 5,500rpm
Maximum torque	208lb-ft @ 4,500rpm
0-60mph	4.3sec
Top speed	170mph
Length	4,570mm
Width	1,770mm
Weight	1,570kg
Wheels & Tyres	F 16xw/255-255VR8 R 16xw/255-255VR8

**996 C2 2002-2004**

Facelifted with Turbo-style headlamps and revised front and rear bumpers. Little with more powerful 3.6-litre engine and VarioCam Plus. Manual and Tiptronic boxes offered.

GET IT NOW \$189,500

GET IT NOW \$189,500

GET IT NOW \$189,500



964 C4 ★★★★★
Lightweight 1991
964 Leichtbau made use of surplus parts from the 963 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	3,600cc
Compression ratio	8.3:1
Maximum power	209hp @ 5,000rpm
Maximum torque	240lb-ft @ 4,000rpm
0-60mph	4.5sec
Top speed	170mph
Length	4.07m
Width	1.75m
Weight	1,300kg
Wheels & Tyres	
F 18x16 inch 255/35-16	
R 18x16 inch 255/35-16	



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

Production numbers	3,980
Base fuel tank	120L
Engine capacity	3,296cc
Compression ratio	9.1:1
Maximum power	209hp @ 5,000rpm
Maximum torque	400lb-ft @ 4,000rpm
0-60mph	3.4sec
Top speed	188mph
Length	4.07m
Width	1.75m
Weight	1,470kg
Wheels & Tyres	
F 18x16 inch 255/35-16	
R 18x16 inch 255/35-16	



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

Production numbers	2,020
Base fuel tank	120L
Engine capacity	3,600cc
Compression ratio	8.3:1
Maximum power	269hp @ 5,000rpm
Maximum torque	308lb-ft @ 4,000rpm
0-60mph	3.4 sec
Top speed	188mph
Length	4.07m
Width	1.75m
Weight	1,270kg (Steel)
Wheels & Tyres	
F 17x16 inch 255/35-16	
R 16x16 inch 255/35-16	



964 Turbo S ★★★★★
1992-1993
180kg lighter than Turbo, 160mm of the rear air intake, fuel-injected as before, whereas the engine cover was bolted by 60bhp, RS spec upgrades to suspension.

Production numbers	128
Base fuel tank	120L
Engine capacity	3,600cc
Compression ratio	9.1:1
Maximum power	309hp @ 5,000rpm
Maximum torque	430lb-ft @ 4,000rpm
0-60mph	4.1sec
Top speed	188mph
Length	4.07m
Width	1.75m
Weight	1,270kg
Wheels & Tyres	
F 18x16 inch 255/35-16	
R 18x16 inch 255/35-16	



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

Production numbers	1,457
Base fuel tank	120L
Engine capacity	3,600cc
Compression ratio	9.1:1
Maximum power	269hp @ 5,000rpm
Maximum torque	308lb-ft @ 4,000rpm
0-60mph	4.1sec
Top speed	188mph
Length	4.07m
Width	1.75m
Weight	1,470kg
Wheels & Tyres	
F 18x16 inch 255/35-16	
R 18x16 inch 255/35-16	



993 Carrera ★★★★★
1993-1997
Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. The 3.6 00cc engine was revised, with VarioRam available from 1996.

Production numbers	36,520
Base fuel tank	120L
Engine capacity	3,600cc
Compression ratio	9.1:1
Maximum power	209hp @ 5,000rpm
Maximum torque	308lb-ft @ 4,000rpm
0-60mph	5.1 sec
Top speed	188mph
Length	4.07m
Width	1.75m
Weight	1,370kg
Wheels & Tyres	
F 18x16 inch 255/35-16	
R 18x16 inch 255/35-16	



993 Carrera 4 ★★★★★
1994-1997
As per the 993 model Carrera, but with four-wheel drive. Transmission swapped the weight of the Carrera Carrera 4, with the design itself gave a more than offset.

Production numbers	2,886
Base fuel tank	120L
Engine capacity	3,600cc
Compression ratio	9.1:1
Maximum power	209hp @ 5,000rpm
Maximum torque	308lb-ft @ 4,000rpm
0-60mph	5.1 sec
Top speed	188mph
Length	4.07m
Width	1.75m
Weight	1,770kg
Wheels & Tyres	
F 18x16 inch 255/35-16	
R 18x16 inch 255/35-16	



993 GT2 ★★★★★
1995-1996
911 Turbo, but with reduced equipment. Also included rear-wheel drive. Lighter than the Carrera 4, fitted with huge front and rear wings and bolt-on arch extensions.

Production numbers	273
Base fuel tank	120L
Engine capacity	3,600cc
Compression ratio	9.1:1
Maximum power	400hp @ 5,000rpm
Maximum torque	360lb-ft @ 4,000rpm
0-60mph	3.9 sec
Top speed	188mph
Length	4.07m
Width	1.75m
Weight	1,480kg
Wheels & Tyres	
F 18x16 inch 255/35-16	
R 18x16 inch 255/35-16	



993 Turbo S ★★★★★
1996
The brother-in-law for the first model 964, with 400bhp for UK models, it was the fastest and most luxurious road-going Porsche 911 ever made. Manually.



996.1 Carrera ★★★★★
1996-2001
Arrived in 911, with larger, restyled bodywork and a water-cooled engine. Interior was redesigned in order to enable better ergonomic efficiency and more room.

Production numbers	36,750
Base fuel tank	120L
Engine capacity	3,600cc
Compression ratio	9.1:1
Maximum power	209hp @ 5,000rpm
Maximum torque	308lb-ft @ 4,000rpm
0-60mph	5.1 sec
Top speed	188mph
Length	4.07m
Width	1.75m
Weight	1,370kg
Wheels & Tyres	
F 18x16 inch 255/35-16	
R 18x16 inch 255/35-16	



996.1 GT3 ★★★★★
1996-2001
Four-wheel drive transmission lost five per cent of power in normal driving, increasing to 40 per cent when required. PSM used for first time, rolled out across the range in 2001.

Production numbers	2,004
Base fuel tank	120L
Engine capacity	3,600cc
Compression ratio	9.1:1
Maximum power	309hp @ 5,000rpm
Maximum torque	308lb-ft @ 4,000rpm
0-60mph	3.2 sec
Top speed	188mph
Length	4.07m
Width	1.75m
Weight	1,370kg
Wheels & Tyres	
F 18x16 inch 255/35-16	
R 18x16 inch 255/35-16	



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

Production numbers	1,000
Base fuel tank	120L
Engine capacity	3,600cc
Compression ratio	9.1:1
Maximum power	309hp @ 5,000rpm
Maximum torque	308lb-ft @ 4,000rpm
0-60mph	3.2 sec
Top speed	188mph
Length	4.07m
Width	1.75m
Weight	1,370kg
Wheels & Tyres	
F 18x16 inch 255/35-16	
R 18x16 inch 255/35-16	



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	20,380
Base fuel tank	120L
Engine capacity	3,600cc
Compression ratio	9.1:1
Maximum power	209hp @ 5,000rpm
Maximum torque	308lb-ft @ 4,000rpm
0-60mph	5.1 sec
Top speed	188mph
Length	4.07m
Width	1.75m
Weight	1,470kg
Wheels & Tyres	
F 18x16 inch 255/35-16	
R 18x16 inch 255/35-16	



996 Anniversary C4 04 ★★★★★
2004
Arrived in 911, with larger, restyled bodywork and a water-cooled engine. Interior was redesigned in order to enable better ergonomic efficiency and more room.

Production numbers	1,964
Base fuel tank	120L
Engine capacity	3,600cc
Compression ratio	9.1:1
Maximum power	209hp @ 5,000rpm
Maximum torque	308lb-ft @ 4,000rpm
0-60mph	5.1 sec
Top speed	188mph
Length	4.07m
Width	1.75m
Weight	1,370kg
Wheels & Tyres	
F 18x16 inch 255/35-16	
R 18x16 inch 255/35-16	



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	2,123
Base fuel tank	120L
Engine capacity	3,600cc
Compression ratio	9.1:1
Maximum power	309hp @ 5,000rpm
Maximum torque	308lb-ft @ 4,000rpm
0-60mph	3.2 sec
Top speed	188mph
Length	4.07m
Width	1.75m
Weight	1,370kg
Wheels & Tyres	
F 18x16 inch 255/35-16	
R 18x16 inch 255/35-16	



996 GT3 RS ★★★★★
2004-2005
Same 3.6 00cc engine as in GT3, but with weight saving, offering 280bhp per ton – an improvement of four per cent over the 996 GT3 00cc. PCOB optional.

Production numbers	1,000
Base fuel tank	120L
Engine capacity	3,600cc
Compression ratio	9.1:1
Maximum power	309hp @ 5,000rpm
Maximum torque	308lb-ft @ 4,000rpm
0-60mph	3.2 sec
Top speed	188mph
Length	4.07m
Width	1.75m
Weight	1,370kg
Wheels & Tyres	
F 18x16 inch 255/35-16	
R 18x16 inch 255/35-16	

Sales debate

Is the used Porsche market slowing down?



With an ear to the ground, there are rumblings that the used 911 market is losing momentum. Undoubtedly we're in times of global uncertainty, hot on the tail of a global pandemic, but is there any truth in it?

"In short, no," says Philip Raby, of Philip Raby Specialist Cars, while highlighting the difficulty in predicting future trends. "When Russia hit, everything dropped overnight, but it came almost straight back," he adds. Philip started selling 911s remotely during lockdown, and stresses that trend has accelerated. "The market is changing; people now look to buy remotely," he says.

Jonathan Ostroff, sales manager of Hexagon Classics, echoes another key shift in buyers of late. "What we've learnt since March 2020 is that buyers are more focused, prepared to patiently wait for an example of their low mileage or their favourite metallic colour Porsche, before deciding to buy," he says. "Unfortunately, there just isn't enough quality stock to supply the market."

"The war in Ukraine has no doubt dented confidence in some sectors of the motor industry," Jonathan continues. "There's a shortage of new car parts causing disruption in production plants, and more universally the general hike in gas and oil prices is affecting decision making."

Is all this causing owners to hang on to their treasured 911s? Yes. "In air-cooled cars, we're not seeing as many 993 and 964," says Philip, musing that people are probably keeping them rather than sell, but says 996 and 997 are hot sales property. Hexagon finds similar, leaning towards air-cooled. "The market for rare, modern classic Porsches has stayed strong," says Jonathan. "Hexagon has watched steady market value rises, particularly for the very best 993, 964 and 997.2 cars. Low-mileage 930 Turbos have also been very popular." If you have a desirable 911, you're unlikely to sell, faced with an appreciating asset.

The take then seems to be that no, the market hasn't slowed, but it is perhaps in flux. Buyers are happy to wait for their car, but equally owners aren't as keen to sell. Online buying may be growing, but the reality is that a renowned 911 specialist has always been a safe way to source a car. Technology has just aided that process.



996 Turbo S 2004-2005	Production numbers 1,043
Year featured 02	Year featured 02
Engine capacity 3,600cc	Engine capacity 3,600cc
Compression ratio 10.5:1	Compression ratio 10.5:1
Maximum power 400hp @ 5,500rpm	Maximum power 400hp @ 5,500rpm
Maximum torque 320lb-ft @ 3,250rpm	Maximum torque 320lb-ft @ 3,250rpm
0-60mph 4.2sec	0-60mph 4.2sec
Top speed 177mph	Top speed 177mph
Length 176.0in	Length 176.0in
Width 74.8in	Width 74.8in
Weight 1,590kg	Weight 1,590kg
Wheels & Tyres P 18x8 with 255/40R18	Wheels & Tyres P 18x8 with 255/40R18
0-100 with 255/40R18	0-100 with 255/40R18



997 GT3 RS 2006-2007	Production numbers 1,006
Year featured 06	Year featured 06
Engine capacity 3,600cc	Engine capacity 3,600cc
Compression ratio 12.5:1	Compression ratio 12.5:1
Maximum power 415hp @ 6,000rpm	Maximum power 415hp @ 6,000rpm
Maximum torque 309lb-ft @ 3,500rpm	Maximum torque 309lb-ft @ 3,500rpm
0-60mph 4.2sec	0-60mph 4.2sec
Top speed 180mph	Top speed 180mph
Length 176.0in	Length 176.0in
Width 74.8in	Width 74.8in
Weight 1,370kg	Weight 1,370kg
Wheels & Tyres P 18x8 with 255/35R18	Wheels & Tyres P 18x8 with 255/35R18
0-100 with 255/35R18	0-100 with 255/35R18

997.2 GT3 RS 2008-2012



Wider front arches and larger wing. Dynamic air inlets and rear spoiler standard. Air optional, with rear door handles, wheel arches and sound proofing.

Production numbers 1,588	Production numbers 1,588
Year featured 08	Year featured 08
Engine capacity 3,600cc	Engine capacity 3,600cc
Compression ratio 12.5:1	Compression ratio 12.5:1
Maximum power 400hp @ 5,500rpm	Maximum power 400hp @ 5,500rpm
Maximum torque 320lb-ft @ 3,250rpm	Maximum torque 320lb-ft @ 3,250rpm
0-60mph 4.2sec	0-60mph 4.2sec
Top speed 177mph	Top speed 177mph
Length 176.0in	Length 176.0in
Width 74.8in	Width 74.8in
Weight 1,370kg	Weight 1,370kg
Wheels & Tyres P 18x8 with 255/35R18	Wheels & Tyres P 18x8 with 255/35R18
0-100 with 255/35R18	0-100 with 255/35R18

997 GT3 RS 2008-2012



Wider front arches and larger wing. Dynamic air inlets and rear spoiler standard. Air optional, with rear door handles, wheel arches and sound proofing.

997 Speedster 2010	Production numbers 216
Year featured 10	Year featured 10
Engine capacity 3,600cc	Engine capacity 3,600cc
Compression ratio 12.5:1	Compression ratio 12.5:1
Maximum power 400hp @ 5,500rpm	Maximum power 400hp @ 5,500rpm
Maximum torque 320lb-ft @ 3,250rpm	Maximum torque 320lb-ft @ 3,250rpm
0-60mph 4.2sec	0-60mph 4.2sec
Top speed 177mph	Top speed 177mph
Length 176.0in	Length 176.0in
Width 74.8in	Width 74.8in
Weight 1,370kg	Weight 1,370kg
Wheels & Tyres P 18x8 with 255/35R18	Wheels & Tyres P 18x8 with 255/35R18
0-100 with 255/35R18	0-100 with 255/35R18

997 GT3 RS 2008-2012



Wider front arches and larger wing. Dynamic air inlets and rear spoiler standard. Air optional, with rear door handles, wheel arches and sound proofing.

997 Turbo S 2011-2013	Production numbers 1,000
Year featured 11	Year featured 11
Engine capacity 3,600cc	Engine capacity 3,600cc
Compression ratio 10.5:1	Compression ratio 10.5:1
Maximum power 400hp @ 5,500rpm	Maximum power 400hp @ 5,500rpm
Maximum torque 320lb-ft @ 3,250rpm	Maximum torque 320lb-ft @ 3,250rpm
0-60mph 4.2sec	0-60mph 4.2sec
Top speed 177mph	Top speed 177mph
Length 176.0in	Length 176.0in
Width 74.8in	Width 74.8in
Weight 1,370kg	Weight 1,370kg
Wheels & Tyres P 18x8 with 255/35R18	Wheels & Tyres P 18x8 with 255/35R18
0-100 with 255/35R18	0-100 with 255/35R18

997 GT3 RS 2008-2012



Wider front arches and larger wing. Dynamic air inlets and rear spoiler standard. Air optional, with rear door handles, wheel arches and sound proofing.



997.1 Carrera 2004-2008	Production numbers 23,786
Year featured 04	Year featured 04
Engine capacity 3,600cc	Engine capacity 3,600cc
Compression ratio 10.5:1	Compression ratio 10.5:1
Maximum power 250hp @ 5,000rpm	Maximum power 250hp @ 5,000rpm
Maximum torque 220lb-ft @ 4,250rpm	Maximum torque 220lb-ft @ 4,250rpm
0-60mph 5.7sec	0-60mph 5.7sec
Top speed 177mph	Top speed 177mph
Length 176.0in	Length 176.0in
Width 74.8in	Width 74.8in
Weight 1,370kg	Weight 1,370kg
Wheels & Tyres P 18x8 with 255/40R18	Wheels & Tyres P 18x8 with 255/40R18
0-100 with 255/40R18	0-100 with 255/40R18

997 GT3 RS 2008-2012



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

997 GT2 2007-2009	Production numbers 1,243
Year featured 07	Year featured 07
Engine capacity 3,600cc	Engine capacity 3,600cc
Compression ratio 10.5:1	Compression ratio 10.5:1
Maximum power 400hp @ 5,500rpm	Maximum power 400hp @ 5,500rpm
Maximum torque 320lb-ft @ 3,250rpm	Maximum torque 320lb-ft @ 3,250rpm
0-60mph 4.2sec	0-60mph 4.2sec
Top speed 177mph	Top speed 177mph
Length 176.0in	Length 176.0in
Width 74.8in	Width 74.8in
Weight 1,370kg	Weight 1,370kg
Wheels & Tyres P 18x8 with 255/35R18	Wheels & Tyres P 18x8 with 255/35R18
0-100 with 255/35R18	0-100 with 255/35R18

997 GT3 RS 2008-2012



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

997 Sport Classic 2010	Production numbers 258
Year featured 10	Year featured 10
Engine capacity 3,600cc	Engine capacity 3,600cc
Compression ratio 10.5:1	Compression ratio 10.5:1
Maximum power 250hp @ 5,000rpm	Maximum power 250hp @ 5,000rpm
Maximum torque 220lb-ft @ 4,250rpm	Maximum torque 220lb-ft @ 4,250rpm
0-60mph 5.7sec	0-60mph 5.7sec
Top speed 177mph	Top speed 177mph
Length 176.0in	Length 176.0in
Width 74.8in	Width 74.8in
Weight 1,370kg	Weight 1,370kg
Wheels & Tyres P 18x8 with 255/40R18	Wheels & Tyres P 18x8 with 255/40R18
0-100 with 255/40R18	0-100 with 255/40R18

997 GT3 RS 2008-2012



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

991.1 Carrera 2011-2015	Production numbers 34,966
Year featured 11	Year featured 11
Engine capacity 3,600cc	Engine capacity 3,600cc
Compression ratio 10.5:1	Compression ratio 10.5:1
Maximum power 250hp @ 5,000rpm	Maximum power 250hp @ 5,000rpm
Maximum torque 220lb-ft @ 4,250rpm	Maximum torque 220lb-ft @ 4,250rpm
0-60mph 5.7sec	0-60mph 5.7sec
Top speed 177mph	Top speed 177mph
Length 176.0in	Length 176.0in
Width 74.8in	Width 74.8in
Weight 1,370kg	Weight 1,370kg
Wheels & Tyres P 18x8 with 255/40R18	Wheels & Tyres P 18x8 with 255/40R18
0-100 with 255/40R18	0-100 with 255/40R18

997 GT3 RS 2008-2012



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



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	52,000
Base fuel tank	55.0 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	302km/h
Length	4,400mm
Width	1,800mm
Weight	1,400kg

Wheels & Tyres
P 19x24 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	2,700
Base fuel tank	55.0 gal
Engine capacity	3,500 cc
Compression ratio	13.1:1
Maximum power	400hp @ 6,000rpm
Maximum torque	400nm @ 5,000rpm
0-100km/h	4.1 sec
Top speed	320km/h
Length	4,400mm
Width	1,800mm
Weight	1,390kg

Wheels & Tyres
P 19x24 inch, 255/35/24
R 18x24 inch, 255/35/24



997.1 C4S 2006-06

Like the 997.1 Carrera, but with 20-inch alloy wheels, with multi-disc suspension, 400mm vented brakes, 400mm vented brakes, 400mm vented brakes, 400mm vented brakes.



997.1 C4S 2006-2008

The same as the 997.1 C4S, but with 20-inch alloy wheels, with multi-disc suspension, 400mm vented brakes, 400mm vented brakes, 400mm vented brakes, 400mm vented brakes.



997.1 Turbo 2006-2008

Similar to the 997.1 C4S, but with 20-inch alloy wheels, with multi-disc suspension, 400mm vented brakes, 400mm vented brakes, 400mm vented brakes, 400mm vented brakes.



997.1 Carrera 2008-2012

Revised with restyled LED rear lights and front driving lights. M87 engine replaced with 91B10 unit, using fewer parts – with no problems. Intermediate Shift.

Production numbers	52,000
Base fuel tank	55.0 gal
Engine capacity	3,800 cc
Compression ratio	13.1:1
Maximum power	305hp @ 6,000rpm
Maximum torque	390nm @ 4,000rpm
0-100km/h	4.9 sec
Top speed	302km/h
Length	4,400mm
Width	1,800mm
Weight	1,400kg

Wheels & Tyres
P 19x24 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 100km/h faster than the 996 GT3. PASM as standard.



997.1 C4S 2008-2012

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



997.1 C4S 2009-2012

Updated as per the Carrera, but with a single front and rear wing, revised PASM, centre lock wheels and better brakes. 200mm M7 GT3 bucket seats.



997.1 C4S 2009-2012

Updated as per the Carrera, but with a single front and rear wing, revised PASM, centre lock wheels and better brakes. 200mm M7 GT3 bucket seats.



997.1 Turbo 2009-2012

Same as the original 997 Turbo, but with restyled LED lights and anchor front air ducts. Larger tailpipes and 100km/h faster, with 100km/h faster.



997 GT3 RS 4.0 2010

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

Production numbers	500
Base fuel tank	55.0 gal
Engine capacity	3,800 cc
Compression ratio	13.1:1
Maximum power	500hp @ 6,000rpm
Maximum torque	400nm @ 4,000rpm
0-100km/h	3.9 sec
Top speed	302km/h
Length	4,400mm
Width	1,800mm
Weight	1,390kg

Wheels & Tyres
P 19x24 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. Adorned with badging and brake calipers.

Production numbers	50
Base fuel tank	55.0 gal
Engine capacity	3,800 cc
Compression ratio	13.1:1
Maximum power	500hp @ 6,000rpm
Maximum torque	400nm @ 4,000rpm
0-100km/h	3.9 sec
Top speed	302km/h
Length	4,400mm
Width	1,800mm
Weight	1,390kg

Wheels & Tyres
P 19x24 inch, 255/35/24
R 18x24 inch, 255/35/24



997 GT3 RS 2010-2011

GT2 vent back but with a light weight body and interior. 100km/h faster. 100km/h faster. 100km/h faster. 100km/h faster.



997 C4S 2010-2012

C4S wider rear body, and powered by the 3.8-litre Carrera S engine, with 100km/h faster. 100km/h faster. 100km/h faster. 100km/h faster.



997 C4S 2012-2015

Like the 997 C4S, but slightly heavier and with 100km/h faster. 100km/h faster. 100km/h faster. 100km/h faster.



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	55.0 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	302km/h
Length	4,400mm
Width	1,800mm
Weight	1,390kg

Wheels & Tyres
P 19x24 inch, 255/35/24
R 18x24 inch, 255/35/24



991.1 Carrera 4 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.



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.



991.1 GT3 2013-2015

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



991.1 GT3 2013-2015

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



991.1 GT3 2013-2015

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

Technology explained

060 PORSCHE EFUELS

You've likely heard about Porsche's investment in eFuels – here's how the company expects it to work



After more than a century, the internal combustion engine is on a countdown timer, and so are fossil fuels. Electrification is touted as the future for vehicles, but where does that leave your beloved flat six? Fear not, for Porsche is fighting your cause, and investing heavily in a practical solution that means your 911 can be used well into the future.

The solution is eFuel, or synthetic fuel. The idea isn't new: Germany was manufacturing synthetic fuel during World War II because it lacked oil reserves. The process may be possible but it certainly isn't straightforward, requiring huge amounts of energy and coal for the carbon source. Therein lies the problem, because while creating synthetic fuel may be possible, to be environmentally sound that manufacturing energy and ingredients can't come from fossil fuel. To have a green benefit, renewable energy must be used – which is exactly what Porsche is doing, in partnership with Siemens Energy.

The process, at a plant in Chile, splits hydrogen from desalinated water using electrolysis, powered by wind-generated electricity. The process is 70 per cent efficient, requiring two litres of water per litre of eFuel. For carbon dioxide, air is blown through filters that capture the carbon, then separated for further processing. Those raw, green ingredients are then processed to make e-methanol, which is further refined via a methanol-to-gasoline process that's licensed by ExxonMobil. The result turns e-methanol into eFuel, e-petrol that's refined to a similar octane rating to super-unleaded.

The fuel can be used in any car, and transported by existing networks because it's a liquid, just like regular petrol. The key benefit is that any 911 can run on it without modification, unlike ethanol-rich blends of current unleaded fuel. Because the ingredients and energy come from renewable sources, the carbon dioxide produced from combustion almost balances with that captured producing the fuel.

Recently, Porsche invested \$75 million in a 12.5 per cent stake in HIF Global, a holding company for eFuel production facilities around the world. This investment will help scale up the process, taking in plants in North America and Australia. The Chile plant won't reach maximum capacity until 2025, striving for 550 million litres per year, but the new investment makes the process more efficient and therefore cost-effective. Better still, the cost of eFuel is predicted to overlap that of fossil fuels, themselves rapidly rising. Porsche claims eFuel will cost around \$2/litre by 2030. In the meantime, it aims to use eFuel in its motorsport and experience fleets. The future for our flat six could be not just assured, but ecologically sound, too.



991.1 Turbo 2013-2015

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

Production numbers	2013-2015
Year featured	2014
Engine capacity	3.8 litres
Compression ratio	9.8:1
Maximum power	520hp @ 6,000rpm
Maximum torque	500lb-ft @ 2,000rpm
0-62mph	3.7 sec
Top speed	180mph
Length	4,500mm
Width	1,850mm
Weight	1,600kg

Options & extras
P 13,542 incl. 350/35/2000
R 13,542 incl. 350/35/2000



Some 911s sports as the 911 Turbo, but with a lowered range to provide extra 450hp. Turbo sports a wider stance, including carbon lock wheels and PDK.

Production numbers	2013-2015
Year featured	2014
Engine capacity	3.8 litres
Compression ratio	9.8:1
Maximum power	540hp @ 6,000rpm
Maximum torque	500lb-ft @ 2,000rpm
0-62mph	3.2 sec
Top speed	180mph
Length	4,500mm
Width	1,850mm
Weight	1,600kg

Options & extras
P 13,542 incl. 350/35/2000
R 13,542 incl. 350/35/2000



991.2 Carrera S 2015-2018

Shares Carrera's 3.0-litre turbocharged SAE engine, and features revised turbos, exhaust and engine management to produce an additional 50hp.

Production numbers	2015-2018
Year featured	2016
Engine capacity	3.0 litres
Compression ratio	12.0:1
Maximum power	375hp @ 6,000rpm
Maximum torque	400lb-ft @ 1,800rpm
0-62mph	4.2 sec
Top speed	180mph
Length	4,400mm
Width	1,850mm
Weight	1,600kg

Options & extras
P 13,542 incl. 350/35/2000
R 13,542 incl. 350/35/2000



New SAE turbocharged engine based on the 911's 3.0-litre, but with a revised range to provide extra 450hp. Turbo sports a wider stance, including carbon lock wheels and PDK.

Options & extras
P 13,542 incl. 350/35/2000
R 13,542 incl. 350/35/2000



991.2 C2 GTS 2017-2019

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

Production numbers	2017-2019
Year featured	2018
Engine capacity	3.8 litres
Compression ratio	12.0:1
Maximum power	475hp @ 6,000rpm
Maximum torque	500lb-ft @ 2,000rpm
0-62mph	3.7 sec
Top speed	180mph
Length	4,500mm
Width	1,850mm
Weight	1,600kg

Options & extras
P 13,542 incl. 350/35/2000
R 13,542 incl. 350/35/2000



991.1 Carrera S GT3 with PT 1000 wheel set is electrically controlled drive between both axles (rear always drive). RSC connecting to rear wheel.

Options & extras
P 13,542 incl. 350/35/2000
R 13,542 incl. 350/35/2000



Limited edition special from Porsche. 10-year warranty. Porsche Engineering directly from 991.2 GT3 RS to six-speed manual compulsion.



Limited edition special from Porsche. 10-year warranty. Porsche Engineering directly from 991.2 GT3 RS to six-speed manual compulsion.



Limited edition special from Porsche. 10-year warranty. Porsche Engineering directly from 991.2 GT3 RS to six-speed manual compulsion.

Production numbers	2018-2019
Year featured	2018
Engine capacity	3.8 litres
Compression ratio	12.0:1
Maximum power	500hp @ 6,000rpm
Maximum torque	400lb-ft @ 1,800rpm
0-62mph	3.7 sec
Top speed	180mph
Length	4,400mm
Width	1,850mm
Weight	1,600kg

Production numbers	2018-2019
Year featured	2018
Engine capacity	3.8 litres
Compression ratio	12.0:1
Maximum power	500hp @ 6,000rpm
Maximum torque	400lb-ft @ 1,800rpm
0-62mph	3.7 sec
Top speed	180mph
Length	4,400mm
Width	1,850mm
Weight	1,600kg

Production numbers	2018-2019
Year featured	2018
Engine capacity	3.8 litres
Compression ratio	12.0:1
Maximum power	500hp @ 6,000rpm
Maximum torque	400lb-ft @ 1,800rpm
0-62mph	3.7 sec
Top speed	180mph
Length	4,400mm
Width	1,850mm
Weight	1,600kg

Options & extras
P 13,542 incl. 350/35/2000
R 13,542 incl. 350/35/2000

Options & extras
P 13,542 incl. 350/35/2000
R 13,542 incl. 350/35/2000



991 Anniversary 2013-2014

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

Production numbers	1,980
Base featured	92
Engine capacity	3,000cc
Compression ratio	13.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque	448lb-ft @ 5,000rpm
0-60mph	4.1 sec
Top speed	180mph
Length	4.40m
Width	1.87m
Height	1.40m
Wheel & Tyre	
P 19x105 245/35-200	
R 13x105 245/35-200	



Production numbers	2,000
Base featured	92
Engine capacity	3,000cc
Compression ratio	13.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque	448lb-ft @ 5,000rpm
0-60mph	4.1 sec
Top speed	180mph
Length	4.40m
Width	1.87m
Height	1.40m
Wheel & Tyre	
P 19x105 245/35-200	
R 13x105 245/35-200	



Production numbers	2,000
Base featured	92
Engine capacity	3,000cc
Compression ratio	13.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque	448lb-ft @ 5,000rpm
0-60mph	4.1 sec
Top speed	180mph
Length	4.40m
Width	1.87m
Height	1.40m
Wheel & Tyre	
P 19x105 245/35-200	
R 13x105 245/35-200	



991.1 GT3 RS 2015-2017

Unprecedented aerodynamic package now delivers 991 GT3 RS 4.0's max downforce at just 0.93m. Features modified 4.0-liters DFI version of 991.1 GT3 engine; PDK only.

Production numbers	500
Base featured	92
Engine capacity	2,996cc
Compression ratio	13.5:1
Maximum power	500hp @ 6,500rpm
Maximum torque	408lb-ft @ 5,250rpm
0-60mph	3.2 sec
Top speed	205mph
Length	4.54m
Width	1.89m
Height	1.47m
Wheel & Tyre	
P 19x105 245/35-200	
R 13x105 245/35-200	



Production numbers	2,000
Base featured	92
Engine capacity	2,996cc
Compression ratio	13.5:1
Maximum power	370hp @ 6,500rpm
Maximum torque	408lb-ft @ 5,250rpm
0-60mph	4.2 sec
Top speed	195mph
Length	4.54m
Width	1.89m
Height	1.47m
Wheel & Tyre	
P 19x105 245/35-200	
R 13x105 245/35-200	



Production numbers	1,980
Base featured	92
Engine capacity	2,996cc
Compression ratio	13.5:1
Maximum power	500hp @ 6,500rpm
Maximum torque	408lb-ft @ 5,250rpm
0-60mph	3.2 sec
Top speed	205mph
Length	4.54m
Width	1.89m
Height	1.47m
Wheel & Tyre	
P 19x105 245/35-200	
R 13x105 245/35-200	



991.2 Turbo 2016-2018

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

Production numbers	2,000
Base featured	92
Engine capacity	2,996cc
Compression ratio	13.5:1
Maximum power	540hp @ 6,500rpm
Maximum torque	460lb-ft @ 5,250rpm
0-60mph	3.2 sec
Top speed	205mph
Length	4.54m
Width	1.89m
Height	1.47m
Wheel & Tyre	
P 19x105 245/35-200	
R 13x105 245/35-200	



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 62mph.

Production numbers	2,000
Base featured	92
Engine capacity	2,996cc
Compression ratio	13.5:1
Maximum power	580hp @ 6,500rpm
Maximum torque	479lb-ft @ 5,250rpm
0-60mph	3.2 sec
Top speed	205mph
Length	4.54m
Width	1.89m
Height	1.47m
Wheel & Tyre	
P 19x105 245/35-200	
R 13x105 245/35-200	



991 R 2016

991 GT3 RS engine mated to revised 5-speed manual gearbox. Features Carbonax 2.0-liter air wing with diffuser aiding downforce. Lightweight flywheel optional.

Production numbers	200
Base featured	92
Engine capacity	2,996cc
Compression ratio	13.5:1
Maximum power	500hp @ 6,500rpm
Maximum torque	408lb-ft @ 5,250rpm
0-60mph	3.2 sec
Top speed	205mph
Length	4.54m
Width	1.89m
Height	1.47m
Wheel & Tyre	
P 19x105 245/35-200	
R 13x105 245/35-200	



991.2 GT3 2017-2019

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

Production numbers	2,000
Base featured	92
Engine capacity	3,996cc
Compression ratio	13.5:1
Maximum power	500hp @ 6,500rpm
Maximum torque	408lb-ft @ 5,250rpm
0-60mph	3.2 sec
Top speed	205mph
Length	4.54m
Width	1.89m
Height	1.47m
Wheel & Tyre	
P 19x105 245/35-200	
R 13x105 245/35-200	



991 GT2 RS 2017-2019

Fastest factory GT3 of all time. Highly modified 9A1 engine with no-pump injectors. Rear wheel drive only. New inlet or front head and air ducts.

Production numbers	2,000
Base featured	92
Engine capacity	3,996cc
Compression ratio	13.5:1
Maximum power	580hp @ 6,500rpm
Maximum torque	479lb-ft @ 5,250rpm
0-60mph	3.2 sec
Top speed	205mph
Length	4.54m
Width	1.89m
Height	1.47m
Wheel & Tyre	
P 19x105 245/35-200	
R 13x105 245/35-200	



991 Turbo S Exclusive Edition

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

Production numbers	178
Base featured	92
Engine capacity	3,996cc
Compression ratio	13.5:1
Maximum power	500hp @ 6,500rpm
Maximum torque	408lb-ft @ 5,250rpm
0-60mph	3.2 sec
Top speed	205mph
Length	4.54m
Width	1.89m
Height	1.47m
Wheel & Tyre	
P 19x105 245/35-200	
R 13x105 245/35-200	



991 Carrera T 2018

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

Production numbers	1,000
Base featured	92
Engine capacity	2,996cc
Compression ratio	13.5:1
Maximum power	370hp @ 6,500rpm
Maximum torque	408lb-ft @ 5,250rpm
0-60mph	4.1 sec
Top speed	195mph
Length	4.54m
Width	1.89m
Height	1.47m
Wheel & Tyre	
P 19x105 245/35-200	
R 13x105 245/35-200	



Production numbers	1,980
Base featured	92
Engine capacity	2,996cc
Compression ratio	13.5:1
Maximum power	370hp @ 6,500rpm
Maximum torque	408lb-ft @ 5,250rpm
0-60mph	4.1 sec
Top speed	195mph
Length	4.54m
Width	1.89m
Height	1.47m
Wheel & Tyre	
P 19x105 245/35-200	
R 13x105 245/35-200	



Production numbers	2,000
Base featured	92
Engine capacity	2,996cc
Compression ratio	13.5:1
Maximum power	370hp @ 6,500rpm
Maximum torque	408lb-ft @ 5,250rpm
0-60mph	4.1 sec
Top speed	195mph
Length	4.54m
Width	1.89m
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Wheel & Tyre	
P 19x105 245/35-200	
R 13x105 245/35-200	



Production numbers	1,980
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Production numbers	992
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Height	1.47m
Wheel & Tyre	
P 19x105 245/35-200	
R 13x105 245/35-200	



992 GT3 2021-

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

Production numbers	1,000 (for 2021)
Base featured	92
Engine capacity	2,996cc
Compression ratio	13.5:1
Maximum power	500hp @ 6,500rpm
Maximum torque	408lb-ft @ 5,250rpm
0-60mph	3.2 sec
Top speed	205mph
Length	4.54m
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Wheel & Tyre	
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Porsche Torque with Alex Manos

The Beverly Hills Car Club founder and CEO shares his views on special edition Porsches and what they mean to him

A classic Porsche that I've long loved – so tasty, so classy, so power-packed – is the Porsche 911 Carrera RS America, a car christened after an entire continent.

Of course, the RS America was so named on account of once being described as "the car that the Porsche Club of America built." In 1992 Porsche Cars North America made a crucial decision: the Carrera 3.8 RS was too uncontrolled and oomph-packed for the US market, as well as needing modifications to comply with federal law.

After assiduous lobbying by Porsche Cars North America, Porsche in Germany created a high-performance version that complied with American import requirements. The new model was listed as the Type 964-320 and known as the RS America. Initially, it only came in four colours: red, black, silver and dark metallic blue; white was a later add-on. In essence it was a stripped-down Carrera 2. Fancy notions such as sound insulation, power steering and electric seats were dispensed with. But air-conditioning was an available option and electric windows were standard.

Based on the Type 964 Carrera 2, it was a limited edition, lightweight, highly puissant version of the Type 964 Carrera 2. Simplicity goes a long way when

executed properly, like the RS America's whale tail spoiler. It retained the fuel-injected, 3.6-litre, six-cylinder engine and close-ratio, five-speed manual transmission of the Carrera RS. The Stuttgart company declared the car to be a "pure protein Porsche 911" – it would, in other words, handle like a competition 911. It had the same mechanical setup as the Carrera 2, but its fender flares, brakes, suspension and wheels received a Turbo-spec upgrade. The America Roadsters had a distinctly wider body than the other 911s, so the stance of the car commanded attention.

And not just the stance but the weight: the RS America was 77 pounds lighter than the standard 911, enabling it to hit 60mph in a startling 5.4 seconds. Not to mention the strap-you-to-the-tarmac handling and that it was \$10,000 cheaper than the staple 911.

In total only 701 Porsche RS Americas were ever built. They were constructed over a two-year period, beginning in 1992. For the 1993 and 1994 model years most were built as 1993 models. In recent months I've had five of these America Roadsters in my showroom. In this world of the 2020s, when cars from the 1990s have become extremely desirable, these highly collectible beauties are a fantastic opportunity as an acquisition. And at Beverly Hills Car Club I've just

acquired a further model: an amazing, strong-running and well-maintained RS America that's mechanically sound and highly collectible in its factory colour code #741 Black with a black interior.

Of course, the RS Americas are also fine examples of the air-cooled Porsche. As we know, there's an almost cult-like adoration of air-cooled Porsches, crystallised by Luftgekühlt, a very special celebration of Porsche's air-cooled history. It began as an annual gathering in Los Angeles for vintage air-cooled Porsches (Luftgekühlt translates as air-cooled). So far there have been several Luftgekühlt meetings. At first the intention was simply to bring together fans of vintage Porsches. But the idea quickly grew and by the third event there were over 450 classic Porsches on display – the biggest air-cooled-Porsche show in the United States.

And there you get a glimpse of what's so extraordinary about the Porsche. That a car which has been essentially the same for so many years can also be so utterly different in so many respects. The air-cooled, horizontally opposed engine design that Porsche used with such success over so many decades had humble beginnings as a four-cylinder development from the original Volkswagens. But it was maintained and built to become one of the most iconic engines ever found in sports cars.

So, for example, you have a mere 701 models of the RS America... but our love for Porsches is thereby only heightened immeasurably. **SM**



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OPPOSITE LEFT 911 with wheels restored by Fuchs

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LEFT Fuchs Wheel Prior to Restoration

BOTTOM LEFT Ed McNamee (Owner) with restored Fuchs



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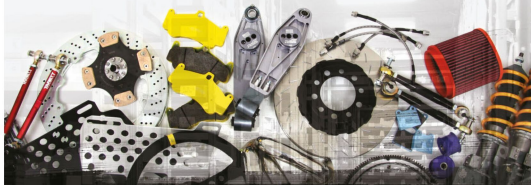
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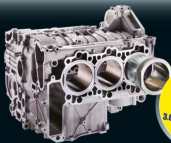


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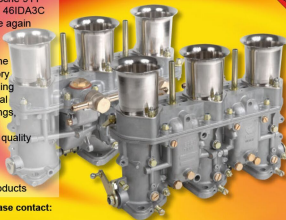
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Issue 219 in shops and available for download from 21 June



911 RS AT 50

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PINKY LAI TAKES YOUR QUESTIONS

Total 911 hosts a Q&A session with the iconic designer of the 996



Porsche Moment

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

In spring 1975 a customer is inspecting the new Porsche 930 that, thanks to its turbocharger, was probably the most sensational car you could buy. And it attracted the rich and famous like no car since Jaguar's E-Type.

Here in centre shot, the renowned conductor of the Vienna Philharmonic Herbert von Karajan is at Porsche, surveying the new 911 with a critical eye, although another from the series of photographs taken that day shows him grinning like a schoolboy as he climbs into the 930 on the Weissach track. And who could blame him for such a reaction?

Herbert, a friend of the family and part of the clique around Porsche that Tony Lapine used to refer to as the "Austrian Mafia", was not on his first Porsche. Over the years he owned various exotic sports cars, but invariably returned to Zuffenhausen. In the 1950s his 550 Spyder was replaced by a 718 RSK and 10 years later he acquired an RS 2.7. So taken

with this 911 was Herbert that he prevailed upon Ernst Fuhrmann, another Viennese, to build him a lightweight 930 – a discussion which probably began the day our picture was taken.

Ernst then persuaded a reluctant Helmuth Bott, a practical Swabian, to schedule this very special one-off on a production line that already couldn't cope with demand for the stock 930. Crucially, the eminent conductor, who was then at the height of his popularity, could pay – and Porsche and workshop manager Rolf Sprenger in particular woke up to the idea that there was an entire business to be had from customisations. And thus the Sonderwunsch department was born.

In the event, this exceptional Turbo, which was based on an RSR chassis with an RS body and a larger turbo, reputedly had over 350hp. In the 1980s, Rolf's department would go one better with the road-going 935 that was built for Mansour Ojeh of TAG, but by then Herbert had

moved on to the 959, of which he soon bought a second after crashing the first.

A measure of the esteem in which Porsche held this customer is the veritable delegation that accompanied him that day. From left to right is company spokesman Manfred Janke, always present to distil the proceedings into a press release; engineering director Helmuth; Helmuth himself; managing director Ernst who's doing the talking; and beside him is Hans Klausner.

As customer service manager, who for almost any other client would have been handling such a visit largely by himself, Hans might have felt slightly superfluous. Yet he had by far the longest career of any of the Porsche quartet, joining the Konstruktionsbüro in 1936 and becoming the workshop manager at Zuffenhausen as soon as the company moved back in 1950, where he recreated its first mechanic, Herbert Linke. Hans' signature appears on all engine sign-off documents until the 911 era. **911**

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

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