



PORSCHE 911 TURBO **ULTIMATE BUYING GUIDE**

Total 911

THE **PORSCHE** MAGAZINE

997 GTS V 993 S

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FUTURE

Issue 220
DigitalEdition

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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 #80K Guards Red with a black interior. The vehicle comes with a clean Carfax 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. Also includes the original owner's manual and maintenance booklet with service stamps. An extremely low mileage, highly collectible, and well-taken care of third-generation Porsche 964 Carrera C2 Speedster that is mechanically sound.

For \$235,000



1980 Porsche 911SC Weissach Coupe-15073

Presenting this limited edition 1980 Porsche 911SC Weissach Coupe (1 of 408 ever produced) featured here with matching numbers and 61,126 miles on the odometer. Available in its factory color code #655 Platinum Metallic with doric gray leather with a burgundy piping interior. The 911SC comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.0-liter engine, air conditioning, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, spare tire, and tool kit. Also includes service documents and receipts copies dating from 1987 to 2021 totaling over \$26,000. An excellent opportunity to jump into the ownership and this gorgeous low-mileage sports car that is mechanically sound.

For \$74,500



1997 Porsche 993 Carrera Coupe-15011

Presenting this well-equipped 1997 Porsche 993 Carrera Coupe featured with 62,246 miles in the odometer and is available in its factory color code #908 Grand Prix White with gray interior. The vehicle comes with a clean Carfax and is equipped with a 6-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, automatic speed control, seat heating (left & right), air conditioning, power windows, power steering, sunroof, 8-way electrical front seats, power mirrors, 4-wheel disc brakes, jack, spare tire, and tool kit. Both the color code and options sticker are still in place under the hood. Also includes paint meter reading photos as well as service documents and receipts copies dating from 2002 to 2021 totaling over \$13,000. An original West Coast car that is mechanically sound.

For \$96,500



1993 Porsche 911 RS America Non-Sunroof-15160

Presenting this highly collectible 1993 Porsche 911 RS America Non-Sunroof (one of 701 examples built for 1993) and is available in its factory color code #741 black with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, air conditioning, power windows, aftermarket sound system (factory stereo included), rear seat delete, sports seats, RS door panels, 4-wheel disc brakes, spare tire, and tool kit. Also includes the original owner's manual, and maintenance booklet, as well as service documents and receipts totaling over \$38,000 invested in the vehicle which includes a major service done in the last 2 years. Do not miss your chance to own this amazing, strong-running, and well-maintained RS America that is mechanically sound.

For \$169,500



1973.5 Porsche 911T CIS Targa Sportomatic-15259

Presenting this stunning 1973.5 Porsche 911T CIS Targa Sportomatic featured with matching numbers that is finished in its beautiful factory color combination of Gold Metallic with a black interior. The 911T comes well-equipped with a Sportomatic transmission, 2.4-liter engine, air conditioning, 4-wheel disc brakes, Fuchs wheels, fog lights, jack, and a spare tire. Also includes a Porsche Certificate of Authenticity copy, owner's manual booklet, and service receipts copies for an engine rebuild in addition to other work completed totaling over \$42,000 dating from 2016 to 2018. An astonishing Porsche that is ready to be enjoyed and is mechanically sound.

For \$86,500



1994 Porsche 964 Carrera 4 Wide-Body Coupe-14684

Presenting this amazing and highly collectible 1994 Porsche 964 Carrera 4 Wide-Body Coupe (1 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, sunroof, 4-wheel disc brakes, and spare tire. Also includes the original owner's manual, maintenance booklet as well as service documents and receipts copies dating from 2000 to 2021 totaling over \$37,000. Do not miss your chance to jump into the ownership of this one-year limited-production factory Wide-Body air-cooled 964 that is mechanically sound.

For \$265,000



1978 Porsche 911SC Sunroof Delete Coupe-14204

Presenting this matching numbers 1978 Porsche 911SC Sunroof Delete Coupe is available in this highly desirable factory color code #275 Light Green Metallic with a black interior. The vehicle comes equipped with a 5-speed manual transmission, a Flat 6 Cylinder 3.0-liter engine, 4-wheel disc brakes, and Fuchs wheels. An excellent original California car that is mechanically sound.

For \$59,950



1996 Porsche 993 Carrera Coupe-14647

Presenting this one-owner 1996 Porsche 993 Carrera Coupe featured with 61,191 miles on the odometer is available in its factory color code #908 Grand Prix White with a black interior. The vehicle comes with a clean Carfax and is equipped with a 6-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, automatic speed control, air conditioning, 8-way electrical front seats, power mirrors, power windows, power steering, sunroof, 4-wheel disc brakes, spare tire, tool kit, air compressor, and jack. Also includes service documents and receipts copies dating from 2000 to 2019 totaling over \$21,000. Do not miss your chance to jump into the ownership of this low-mileage sports car that has been lovingly cared for by the original owners (husband and wife) since new. This is a well-maintained air-cooled 993 that is mechanically sound.

For \$96,500



1981 Porsche 911SC Coupe Euro-Spec-14614

Presenting this Euro-Spec 1981 Porsche 911SC Coupe featured with matching numbers is available in its factory color code #655 Platinum Metallic with a brown interior. The 911SC comes with a clean Carfax and is equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.0-liter engine, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, and spare tire. Also includes service documents and receipts copies totaling over \$31,000. A well-maintained air-cooled Porsche that is mechanically sound.

For \$54,500



1977 Porsche 911S Targa-15037

Presenting this matching numbers 1977 Porsche 911S Targa that is available in its factory color code #936 Silver Metallic with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 2.7-liter engine, 4-wheel disc brakes, Fuchs wheels, spare tire, and jack. Also includes the original Owner's Manual, Warranty/Maintenance booklet (service stamps included), window sticker copy as well as service documents and receipts copies dating from 1977 to 2013 totaling over \$52,000 invested in the vehicle. A beautiful example with lots of history, documentation, and a fantastic addition to any collection. This 911S Targa is mechanically sound.

For \$49,950



1975 Porsche 930 Turbo Coupe-05638

A true piece of automotive history, this iconic 1975 Porsche 930 Turbo with matching numbers and the Certificate of Authenticity included, is for sale in its original color code #027 Guards Red with a black interior. Only 284 Porsche 930 Turbos were ever made in 1975, and this car is #255, and one of only 20 in the U.S., according to the 930 Turbo 3.0 Liter Registry. This rare find comes equipped with a manual transmission, factory electric sunroof, chrome driver side mirror, power windows, Fuchs wheels, as well as a spare tire. Not many of these early 930s become available, let alone they do, they certainly do not stay on the market for very long. This is a unique opportunity to join a select group to own a piece of what many regard as the purest and most original expression of the 911 Turbo. It had the same owner since 1986 and is mechanically sound.

For \$208,500



1973 Porsche 911E Targa-12666

Here is a recently discovered 1973 Porsche 911E Targa featured here with matching numbers is available in its factory color code #117 Light Yellow with a black interior. It comes equipped with a 5-speed manual transmission, 4-wheel disc brakes, G26 Group options 5 trim, heated rear glass, sway bars, 5 instrument, air conditioning, and Fuchs wheels. This is an extremely original Porsche 911E (please review the paint meter reading photos). A very sought-after original blue plate California car that is an excellent addition to any Porsche enthusiast. Don't miss your chance to acquire this original 911 that is mechanically sound.

For \$98,500



1997 Porsche 993 Turbo-15255

Presenting this beautiful 1997 Porsche 993 Turbo featured with 21,588 miles on the odometer and available in its factory color code #39C Midnight Blue Metallic with a blue interior. The vehicle comes with a clean Carfax and is equipped with a 6-speed manual transmission, Flat 6 cylinder 3.6-liter engine, air conditioning, sports seats, automatic speed control, power mirrors, power windows, power steering, power sunroof, 4-wheel disc brakes, Porsche Targa wheels, tool kit, air compressor, jack, and a spare tire. Also includes paint meter reading photos. Both the color code and options sticker are still in place under the hood. An extremely desirable low mileage air-cooled Porsche Turbo that is also mechanically sound.

For \$295,000

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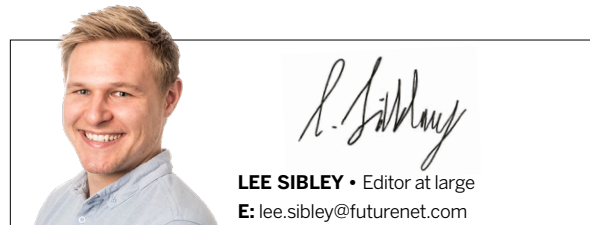
I'm writing this on the way back to the UK from France, where a brilliant weekend was had at the home of endurance racing for Le Mans Classic. The Circuit de la Sarthe is, of course, better known simply as Le Mans, its eight-mile route a cornerstone of racing history.

While the main, twice-round-the-clock race still garners a huge following each year, the Classic enables enthusiasts to witness history in motion, with famous machinery returning to race once more on this storied track in northern France. Even better, access to these race cars as they rest in the paddock is easy to come by, and those responsible for creating or racing them are often spotted floating around the paddocks and chatting with excited enthusiasts. It's a fantastic occasion and one you really should have on your bucket list, if you're passionate about Porsche racing.

“The 963 will see Weissach return to the top tier of racing at Le Mans from 2023”

We'll have a full road trip report for you next issue (there's also a YouTube video on 9WERKS TV, in case you're interested), but in the meantime I'll share my highlight of the event, which was seeing Mike Wilds racing a 3.0-litre RSR – no mean feat at the age of 76, and fully 34 years since Mike last raced competitively here. Dreams are made at Le Mans, and the Classic makes it possible for those dreams to become reality all over again, in fine historic Porsches.

While Le Mans Classic enabled us to marvel at iconic Porsche race cars (among others) of yesteryear, we also got a first glimpse of Porsche Motorsport's immediate future. The 963 will see Weissach return to the top tier of racing at Le Mans from 2023, where the company will be hoping that a favourable new chapter in automotive legend will be written. Only time will tell.







911 Opening Shot

Photograph courtesy
Porsche AG

The 90th rendition of the world's most famous 24-hour race proved to be another successful affair for Porsche. The company's fabled 911 RSR bowed out of competitive action at Le Mans with a 1st place finish in this year's GTE-Pro class event. The number 91 car, driven by Gianmaria Bruni, Richard Lietz and Frédéric Makowiecki, took the chequered flag with just a 42-second lead, having covered a record 4,769 kilometres in the twice-round-the-clock event.

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Update

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



Porsche reveals next Le Mans contender

The Porsche hybrid LMDh-spec prototype has broken cover, and two Porsche 963 cars will tackle the world's greatest endurance series in 2023

Porsche has taken the wraps off its next Le Mans contender. The Porsche 963 follows in the tyre tracks of the iconic 956 and 962, and will compete in the new LMDh category for hybrid prototypes from 2023. Revealed at the Goodwood Festival of Speed in late June where it performed a demonstration run up the 1.1-mile hill, the new car is set to be fielded by Porsche Penske Motorsport – the outfit responsible for the brand's FIA World Endurance Championship (WEC) and IMSA WeatherTech SportsCar Championship (IWSA) vehicles.

The 680hp racer, finished in the timeless Porsche motor racing colours of white, red and black, seeks to continue the legacy of models such as the 917, 935, 956, 962 and 919 Hybrid, and will make its official race debut at the 24 Hours of Daytona in January next year. However, the car will first appear in what Porsche is calling a “non-competitive dress rehearsal” at the final round of the WEC championship at Bahrain in November.

Newly established LMDh regulations mean the Porsche 963 is based on an LMP2-category chassis. This brand new chassis has been supplied by Canadian company

Multimatic, while Bosch, Williams Advanced Engineering and Xtrac are also heavily involved in the project. The car is powered by a 4.6-litre V8 Biturbo power unit that's based on the one found in the 918 Spyder hybrid sports car, although its DNA can be traced all the way back to the RS Spyder racer of 2005 to 2008.

Visually, the design of the 963 makes reference to the classic 956 and 962 cars of the 1980s, yet there are further nods to the 992-generation of 911 – perhaps most notably the lighting strip at the rear. Porsche will make the 963 available to customer teams from its very first year of competition.

While victory at the 24 Hours of Le Mans is the obvious primary target for the new car, campaigns in WEC, IWSA, the Daytona 24 Hours and 12 Hours of Sebring will also feature next year. Works drivers Dane Cameron, Matt Campbell, Michael Christensen, Kévin Estre, Mathieu Jaminet, André Lotterer, Felipe Nasr and Laurens Vanthoor have initially been earmarked to pilot a total of four 963 cars, with further driver announcements set to follow in due course.



Porsche at Le Mans

Porsche has competed at the 24 Hours of Le Mans since 1951. At least one Porsche has appeared on the starting grid for the great race every single year since. Together they've accumulated 109 class wins and 19 overall victories. The most recent of those came just this year when Porsche triumphed in the GTE Pro category at the 90th running of the long-distance classic in June. Gianmaria Bruni, Richard Lietz and Frenchman Frédéric Makowiecki took the no.91 911 RSR to category victory.

Manthey GT3 goes four seconds faster at the 'Ring

A 911 GT3 fitted with the Manthey Performance Kit has lapped the Nürburgring Nordschleife in a new time of 6:55.737

The Manthey Performance Kit offered by Porsche Equipment for the current 911 GT3 provides aerodynamic and chassis modifications. It's been developed by Porsche engineers in Weissach working with Nordschleife specialists from Manthey in Meuspath. The changes have been designed to optimise circuit performance, and the results have been realised in a new Nordschleife lap record for the 510hp 911. Driven by Porsche works driver Kévin Estre, it posted a lap time of 6:55.737 on the Nürburgring's famed North Loop – exactly 4.19 seconds faster than the 911 GT3 without the kit.

Playing a large part in the result is an aero package that creates an increase in downforce. A larger front spoiler lip and side skirts are joined by modified air veins underneath, while the swan-neck-style rear wing is wider than the usual GT3's. It also features a tear-off Gurney flap

and enlarged end plates. The rear diffuser fins have been extended in carbon fibre, while carbon aerodiscs on the rear wheels enhance the car's aerodynamic efficiency.

A four-way coilover suspension setup enables the struts to be adjusted, while rebound and compression can also be tweaked without tools. What's described as "moderate" changes to the spring rates (10 per cent higher on the front, seven per cent lower at the rear) contribute to improved on-the-limit handling without sacrificing day-to-day usability. Lightweight forged wheels (20- and 21-inch) are optional, shod with Michelin Pilot Sport Cup 2 R tyres. The wheels reduce unsprung mass by 7.3kg, and these hide a set of racing brake pads and steel lines to ensure optimal braking performance.

The Manthey Performance Kit is available in Europe now via Porsche Centres, priced at €37,911 plus VAT.



911 Cabriolet America Edition revealed

Porsche's limited edition 911 Carrera GTS Cabriolet for the US market places the focus on "driving pleasure"



This year marks 70 years since the appearance of the 356 America Roadster, and 30 years since the 964 America Roadster. Porsche North America's latest market-specific invent was revealed during the 2022 Porsche Parade in Poconos, Pennsylvania.

Based on the roofless 911 Carrera

GTS, the 911 Carrera GTS Cabriolet America Edition comes with a seven-speed manual transmission and rear-wheel drive. The colour of Azure blue 356 is inspired by 1953's 356 America Roadster. RS Spyder Design Wheels are finished with the inner portion of their spokes in white, the outer in Silver with a Guards red pinstripe along the rim. Inside, stitching in Guards red and Pebble grey features throughout, while 'America' can be found embossed in the leather armrest. Illuminated door sills commemorating the 70th anniversary of the 356 America Roadster also appear.

The 2023 911 Carrera GTS Cabriolet America is expected to arrive at US dealers towards the end of 2022.

Puma celebrates 2.7 RS

Puma marks 50 years of the 911 Carrera RS 2.7 with a special edition of its classic shoe: the Puma Suede



To commemorate the 50th anniversary of the 911 Carrera RS 2.7, shoe and clothing manufacturer Puma is paying homage with the release of a limited edition version of its own iconic model, the Puma Suede. As emblematic a piece of Puma history as the 2.7 RS is to the Porsche brand, the shoe originally made its debut with only 307

pairs, in celebration of American track and field Olympian Tommie Smith's competition number.

Limited to 500 pairs per colourway, the timeless Puma Suede joins the Puma x Porsche line. The Puma x Porsche Suede RS 2.7 Limited Edition features the iconic RS 2.7 typeface and is available in the 10 different colourways that Porsche 911 Carrera RS 2.7 customers could originally choose from. Two of those colourways – Orange/Black and Grand Prix White/Black – are only available in The Netherlands and Japan. Owners of the limited edition shoes will be granted free entry to the Porsche Museum until the end of 2022, to experience the heritage of Porsche first-hand.

News in Brief

Pinto takes Esports title

Portuguese sim racer Diogo C Pinto is the newly crowned 2022 Porsche TAG Heuer Esports Supercup champion. Diogo beat his closest rival, 2020 champion Sebastian Job from East Grinstead, to secure the result. The championship is hosted on the popular iRacing simulation platform and puts drivers behind the wheel of an accurate rendition of the 992-generation 911 GT3 Cup. Qualification for its fifth season kicks off this month.



RS 2.7 men's hoodie

What better way to celebrate 50 years of the 2.7 RS than with this Porsche Men's Hoodie? New from the Porsche Driver's Selection, the casual top features colours inspired by the iconic 911, and there's a Porsche print on the front and back. It costs £105, and you can purchase it via shop.porsche.com using item code WAP95500MONRS2.



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Views

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The very best of your Porsche opinions



A history of Porsche

Dear Sir,

As a budding young journalist, I've documented a
brief history of Porsche, if you'd like to publish it?

This grand German company was founded
in 1948 by a genius named Ferdinand Alexander
Porsche. Mr Porsche invented the 356 as the
company's first creation. Due to the engine getting
placed in the back of the two-door sports car, this
incredible machine – only worth about £40,000 in
today's money when it was launched – would score
about 4 out of 5 stars in the handling department.

In 1965, Porsche would finally halt the
production of the 356 – by now five different
variations had been built. It then went on to start
its fabled 911 programme, which is still going
today! Originally, it was to be named the 901
before Peugeot threatened a lawsuit over the
naming rights to a vehicle with three digits in its
title, the middle being a zero. The 911, as it was
subsequently known, has been a huge success in
the 60 years since.

The 1970s was a crazy decade for Porsche,
releasing three new road cars and a race version of
one of them. These included the 914 from 1970, the
Carrera RS in 1973 and the 934 in 1974.

In 1987, Porsche began to build the 959, known
for being a technological marvel. Unfortunately, the
959 wasn't legal in America. The reason behind this
is that Porsche refused to ship just a few cars over
the ocean to be crash tested.

Two years later, in 1989, the Porsche 964 was
released. This car is one of two Porsches that my

dad has. His is in pristine condition, painted with
a shade of Velvet red. Everyone calls it pink
(because it basically is!). This car would go on to
be built for just shy of five years and within that
timeframe Porsche built multiple RS versions. One
had a wider Turbo body, and another was called the
964 RS America.

After five years of 993 production, a car called
the 996 was a very modern take on the 911 at the
time, which was first assembled in the year of 1998.
In 2003, a car came out called the 996 GT3 RS, the
second Porsche my dad owns. The purpose of this
car – with supernova speed for a road car of its day
– was so that they were allowed to make a race car
of the 996, let alone to have a racing series of its
own. Just under 700 of these iconic cars were ever
brought out. The reason they built this number of
them, though, was to exceed the minimum of 400
cars required to race it professionally.

In 2004 the 911 went back to its classic round
headlights for the new 997, but they also created a
total masterpiece called the Carrera GT. From then
to the present, Porsche has released two new 911
generations, the 991 and the 992. The 992 doesn't
have an RS version yet, so we all still have our eyes
wide-open for when that comes out!

Ned, aged 12

**A brilliant read, Ned, and it's fantastic to see a
young person harness their passion. I'm sure
we've all just read the work of a future Total 911
magazine editor.**

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Unleashing more Mezger magic

Dear Sir,

I have my third 996 now and it's a beautiful Jet black 996.1 GT3 that I bought a year ago from my good friend Jason at Paragon. It sounds wonderful as you know past 4,000rpm, but the exhaust lacks the raspy noise as far as I can hear, especially low down. I don't want to spend a lot and I've watched your 9WERKS TV YouTube vids of the Dansk boxes and then the Gundo hack one, which sounded a lot better. However, I'm concerned about losing the originality of the car, and possible bhp loss.

I'd be pleased to hear any thoughts you may have, but maybe on a Mezger engine the Dansk boxes would do the job I need without going down the Gundo route or more?

Anthony Grenfell

Great to hear you own a lovely GT3, if it's from Paragon I've no doubt it's an exquisite example. It's for that reason I'm inclined to advise you to not do the Gundo hack. It's vital you ensure any mods are reversible, to protect the value of the car. If I were you I'd be looking at a system from Cargraphic, which sound great and is well made. It should prove a useful addition to your GT3's Mezger bark!

Thank you

Dear Sir,

This past weekend I did something I rarely – and I do mean rarely – do, and that was buy a magazine. Specifically, I bought the previous copy of **Total 911** (25 years of 996) and what a treasure trove of great articles it is! Now that might sound strange, so let me expand upon that.

My vehicle is a Seal grey 2003 911 C4S. After selling my 1986 Copenhagen blue 944 Turbo, the 911 became available. I've had it for five years and it has almost 102K miles on it. It runs like a Swiss watch and I just love it.

Key to its longevity is shared with one of your articles in the magazine: maintenance. If you can't or won't do the required maintenance then you really shouldn't own a 911.

The 996 is the easiest car of its type to work on, for sure. Aside from having my local mechanic change the Tiptronic transmission fluid and filter, I've done any and all work needed. That says a lot when you're 64 years old! CV boots, oil changes (one a season)... whatever comes up, it gets fixed or is done before it becomes a problem, and all at a reasonable price.

As an example, I replaced the ignition switch which is actually quite easy (\$15). My neighbour had to get one for his 964... \$200 and he had to pay to have it installed, probably another \$100. Front CV boots, inner and outer. \$45 with my labour. How can you go wrong with one of these?



Regarding the IMS, mine hasn't been done to my knowledge and it's been fine. Same with the rear main seal. Way too much has been written up on the IMS as you know, and only a small percentage ever had the issue, much like the oil leaks that every 964 had, or so you would think.

I hope you and the magazine will feature 996s regularly. Keep up the great work, thank you again and long live the 996!

Dennis Mazzoni

It's so pleasing to see our content resonating with readers and still attracting new enthusiasts around the world. As you can imagine, we're big believers in the merit of magazines, especially in our tech-laden world where a magazine offers a rare chance to relax and indulge in high-quality content that's written by experts in their field. We've plenty of exciting stories, features and articles to share with you in upcoming issues, so hopefully you'll find those of good use, too.



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Spotted

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



The glimmer of sunshine occasionally peeking out from behind the clouds in the UK means it's Speedster season, and we've found a stunning example on our monthly trawl through interesting 911s on sale. It was originally ordered by Jack Tordoff, the owner of UK dealer group JCT600. Jack's colour choice of Dark Forest Green metallic meant he had to wait until the end of the Speedster production run, and this made it one of the very last 3.2 Speedsters ever built. Its three five-digit codes on the production sticker highlights that it spent time in Porsche's special request department.

The C16 UK car's colour wasn't Jack's only requirement. The interior is finished in Linen leather with Charcoal beading, there are Sage carpets and – unusually – heated Sports seats. It's a widebody example with a Speedster badge delete on the engine cover, and upon delivery in 1990 it was unregistered and put on show in JCT600's Porsche dealership. Shortly afterwards Jack was persuaded to sell it to a customer who kept it until 2009. That first registered owner put just 5,600 miles on it and had it serviced annually at JCT600 during their ownership. It's since been owned by three other customers who together have added a

little over 2,000 miles to the odometer, meaning it's covered just 7,600 dry miles since its registration. Now that the sun's out – however briefly – you can add some miles to that by giving the people at The Hairpin Company a call.

We're crossing the Atlantic to California-based Canepa for our next spot. It's another special car, which coincidentally has a link to Jack Tordoff. The JCT600 owner was the first driver to win an international rally in 1973 with a Carrera RS, being victorious in the International Circuit of Ireland Rally in 1973, with another 2.7 RS driven by Ronnie McCartney taking third place on the same event. Those cars were preceded by the car at Canepa, which is one of the eight Carrera RS prototypes. Chassis 0781 was assigned to then-chairman of Porsche Dr Ernst Fuhrmann and latterly passed on to Hans Mezger, who shouldn't need introducing here. This car spent time in the design department and was used to test new exterior treatments, paint techniques as well as interior trims and specifications.

As such the interior of 0781 is highly unusual, being finished in cowhide, while the similarly experimental exterior paintwork is a white pearl finish. This process used ground fish scales within

the paint, hence its name: Fischsilberweiss-metallic. Other unusual features include air conditioning, power windows as well as ABS, apparently making this the first 911 road car to feature such a system. From a historical perspective it's a hugely significant car and it'll need a collector with deep pockets to buy it, but among RSs it's one of the genesis models. Given its background and previous owners it'll certainly be worth it.

For those of more modest means we'll bring things back to reality with a 991 that always features in our searches. Specifically, a Carrera T and while it'd be lovely to dovetail this with a car sold via JCT600 Porsche, the only one the company has in stock is a PDK example in black. For us the Carrera T just has to be manual and there's a beautiful GT Silver metallic manual example being sold by Stable Vehicle Storage on behalf of its current owner. The spec's just right for the T, with add-on options of park assist, PDLs Bi-Xenon lights, red instruments, Sports Chrono, a GT Sports steering wheel and more. Much as we like the idea of two seats only, this one's got the rear seats, making it a more useful daily. Buy it before we do something reckless... **911**

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The screenshot shows the Elephant Racing website's 'Package Builder' interface. At the top, there's a navigation bar with links for 'Car Builds', 'Tech', 'Instructions', 'Newsletter', and 'Shopping Cart'. A banner indicates 'ORDERS OVER \$250 SHIP FREE WORLDWIDE'. The main header features the Elephant Racing logo and a list of car models: 911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, and 356. A search bar is also present. The 'Package Builder' section is divided into three steps: 1. Select Year & Model (Year: 2004, Model: 996/997/986/987), 2. Select Your Package (Street Performance 2), and 3. Customize Package (Add, update, or remove parts using the tables below). The 'Suspension' and 'Brakes' sections display various components in a grid. A 'PACKAGE CHARACTERISTICS' table shows 'RIDE COMFORT' at 41 and 'PERFORMANCE' at 63. An 'Add To Cart' button is at the bottom.

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3 Customize Package

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Written by **Paul Cowland** Photography by **Chris Wallbank**

WIDIE BOYS

The 993 Carrera S and 997 GTS offer girth, spec and the purity of normal aspiration. But which is the better driver's car? Total 911 finds out...



There's a trusted adage in collector circles: if you're looking for a bankable car then either the first or last ones off the production line are usually the ones to buy. Early cars of any core classic usually demonstrate the purity of the original vision, whereas the run-out models should presumably encompass how the model has evolved to its supposed zenith.

The other advantage of almost every final iteration is some kind of special edition. A little extra spec, a few bonus trinkets, or perhaps some unusual styling. Whenever a new model appears on the sales horizon, even manufacturers such as Porsche know that it never hurts to load the outgoing offering with additional kit. The result often makes for the 'best in breed' in many notable cases.

It could be argued that the subject of this feature contains two immaculate examples of that phenomenon. The 'sign-off' 993 Carrera S gave enthusiasts the sensual wider body shape in a perfectly normally aspirated, air-cooled package that purists would lament the loss of for many years to come. The 997.2 GTS presents a very similar recipe, albeit with a little added coolant and perhaps a few more creature comforts. As the swan song for the perfectly proportioned 997, the GTS was utterly loaded with kit on top of the already-capable Carrera 2 (or 4) platform, creating one of the truly great GTs.

These two cars perhaps represent some of the best of their lineage. And in these particular examples, the finest of their type. The 993 has covered a mere 8,000

or so miles, whereas the GTS has travelled just 6,000. In terms of being able to jump back in time to drive 'as-new' examples of these cars, this is as close as I'm ever going to get.

It would be correct and proper at this point for me to point out an important fact in the interests of editorial integrity. This may not be the most objective article you'll read on these hallowed pages. Why? Well, because the GTS belongs to me, while the 993 is owned by my good friend of 20-odd years, the respected tuner and all-round nice chap that is Iain Litchfield. A man who's no stranger to making Porsche's products look and work better, in all their forms, but not a man who normally buys classic cars just for fun.

Iain was switched on to these two models by one of his best customers, who was looking to refresh and downsize the most wonderful collection of cossetted cars. Having negotiated and paid a price that reflected the simply ridiculous condition of the 993, he was good enough to ask whether I'd like to find garage space for the flawless GTS. Despite not having the funds immediately available, I took a nanosecond to agree to the sale and quickly rustled up the finance required. In a one-off PTS colour of Riviera blue, with the spec you're about to discover and with that mileage? In both of our cases, it would have been rude not to.

This road test, then, is perhaps a little different. Both of the testers concerned liked the subject matter so much that they actually put their money down. So bear that in mind as you read. This may not be the most critical piece you'll ever encounter... ➡





The history of the widebody 911

You can thank the gorgeous 1973 Carrera 2.7 RS for kicking off this fabulous look, swiftly followed by the RSR in '74. By adding a little more metal these cars could carry more rubber, meaning better handling and faster lap times. The aesthetics? Almost a happy by-product. When the 911 Turbo burst on to the scene in 1975, complete with wings, wheels and spoilers, the die was cast for almost all range-topping 911s to have a more ample derriere.

The '80s saw a trend for narrow body cars being widened by third party coach builders for its desirable look, causing the factory to jump on its own bandwagon and offer enthusiasts the chance to create a 'Turbo look' thanks to the M491 package. Originally a neat conversion, by 1986 the factory was offering a full 'side in' upgrade for those who wanted to enjoy the best of both worlds. Cynics might argue that it was a sign of the times, offering pure visual excess with 'all mouth and no trousers', but some feel these are among the finest Porsches ever made.

Since then, the widening stick has been Porsche's go-to whenever it's looked to create either more visual drama (think Speedster, Sports Classic, 991 R et al) or better perceived value and showroom appeal as with cars such as the 997 GTS and 993 Carrera S in this feature. To most, they're the prettiest of all the 911s, offering the nicest proportions, the best stance and most imposing road presence.





“It may be singing a tune that’s based on a very old melody, but my word is it able to add an extra layer of harmony”

Model 993 Carrera S

Year 1998

Engine

Capacity 3,600cc

Compression ratio 11.3:1

Maximum power 285bhp @ 6,100rpm

Maximum torque 340Nm @ 5,250rpm

Transmission 6-speed manual

Suspension

Front Independent; MacPherson strut; anti-roll bar

Rear Independent; multi-link; anti-roll bar

Wheels & tyres

Front 7x17-inch; 205/50 ZR 17

Rear 9x17-inch; 255/40 ZR 17

Dimensions

Length 4,245mm

Width 1,795mm

Weight 1,450kg

Performance

0-62mph 5.4 seconds

Top speed 168mph





Starting with the 993, we decide to use the wonderful back lanes around Iain's Tewkesbury premises to give it room to stretch its rarely used legs. Even just sitting inside prior to take-off makes you realise what an incredible find this car is. Very few cars made over two decades ago still have that 'new car' smell, but this one does. Everywhere you look – the tautness of the leather, the perfectly aligned stitching on every seat, the utterly unmarked glass, bodywork and carpets – gives the impression that this car has been on this planet for a very easy six months, not the near-quarter of a century that it has. Starting the engine results in that familiar air-cooled bark that takes you back to where it all began, before settling down into the sweetest of idles.

As I sit and wait for it to warm up a little, it's the lack of wear on any surface, combined with the tightness of every single control that really astonishes. We all know how well Porsches carry their miles, but whether it's opening a door handle, flexing the accelerator or even just engaging first gear, there's a resistance to every movement that tells you, in very real terms, this car is almost still being run-in.

I've driven to the shoot in the 997, and having spent the previous day in my G-Series 1982 Flatnose and a friend's 964, it's interesting to see how the 993 feels like the vital link between those two very different eras. What's crystal clear is its mechanical similarity to its forebears. The 993 may be the ultimate air-cooled proposition, but what's immediately obvious out on the road is that pure-bred heritage. As you sit

there, looking through that familiar glass with the controls in their habitual place, this car really does feel like a machine from a different time. But it's all the better for it.

With the temperature gauge now where we need it to be, it's time to press on a little. Within reason, of course. I know what the invoice for this car was, and I'm driving accordingly. Over the flowing undulations and open corners of the textbook Gloucestershire lanes, the Carrera S begins to reveal its true talents.

At low speeds it feels like the throwback that it is. You have to remember how out of step this mechanical approach was at the time, in the late 90s. A rear engine, air-cooled car really was a unique proposition dynamically then, but the second you start to press on it simply comes alive with a precision and deftness that reveals what an accomplishment the whole package was. Steering is superb with perfect weighting, offering an intuitive response to each lock input that means your muscle memory instinctively knows where to place it. It may be singing a tune that's based on a very old melody, this car, but my word is it able to add an extra layer of harmony.

Each additional mile reinforces what I'd felt the second I got in. This is easily the finest air-cooled 911 I've ever driven, dynamically. It's not turbo fast, of course, but what it does do is cover ground with that fantastic linear throttle, that in this speed camera-ridden world perhaps makes a little more sense. What this car lacks in ultimate pace against its



LEFT The air-cooled engine of the 993 Carrera S is capable of achieving 285bhp, and features VarioRam induction

RIGHT The 993's interior is pared back significantly compared to the 997, its Sports seats offering good lateral hold



bigger brother, it more than makes up for in perfect delivery. Maybe I'm just getting older and slower, but on this day and on this road, it somehow just seems to make more sense.

Parking up and looking back at the car as snapper Chris Wallbank captures it, it's also hard to argue that the Carrera S isn't one of the most handsome of the breed, too. Shorn of its Turbo aerodynamics, you're left with the purest evolution of that shape. The broad haunches add a little visual drama, but it's all very discreet and tasteful. Enough to show those who know that this is a very special motor car, without making too much fuss. A car you can park anywhere after enjoying the most wonderful drive to get there.

Jumping into the GTS may only be skipping one model generation, but it immediately feels like a very different kind of machine. What Porsche has always been exceptional at is carrying over the DNA from model to model. Not just in the critical area of aesthetics, but also in the feel of the controls and cabin architecture. That these two are siblings isn't in doubt, but junior has clearly been spending a lot more time in the gym. Like the Carrera S, the GTS was loaded with kit, and also got the welcome addition of the Performance Pack giving 408bhp, and this really shows on the road, with an urgency

that makes itself apparent, even before the factory-optional quick shift has had time to loosen up into a decently fluid throw (it's unfeasibly notchy from cold – something Porsche even alludes to on the Tequipment website!).

Anyone who's made the jump from air- to water-cooled flat six will marvel at the way the factory managed to keep a very similar tone on the 3.8-litre motor, and with the Sports exhaust activated and the dampers set to soft, the GTS makes quite the case for itself as the ultimate cross-country machine. Again, it lacks the brutal punch of its big brother, the GT3, but what it offers instead is perhaps more compelling: the ability to deliver precise driving thrills at any speed, while being much easier to live with in the real world. The compliancy of the damping, even on these soon-to-be-swapped original, hard Bridgestones belies this car's sporting purpose. Poor surfaces fail to phase it, even when pressing on at the legal limit, making this car a flattering conveyance for an averagely talented driver like me.

Like Iain's 993, the cabin on the GTS is a delight, and with the wonderful options of Sports Chrono, Alcantara and Carbon packs, it's a very pleasant place to be. This car was also ordered with the factory limited-slip differential, making it perhaps ➡

“That these two are siblings isn't in doubt, but junior has clearly been spending a lot more time in the gym”





FAR LEFT A rear-drive Coupe with manual transmission means this is the most focussed and rare 997 GTS derivative

RIGHT The 997 GTS represents the swan song of the 997 generation 911, and came with the Porsche Powerkit that produced 408bhp



Model 997.2 Carrera GTS
Year 2011

Engine

Capacity 3,800cc

Compression ratio 12.5:1

Maximum power 408bhp @ 7,300rpm

Maximum torque 420Nm @ 4,200-5,600rpm

Transmission 6-speed manual

Suspension

Front Independent; MacPherson strut; anti-roll bar

Rear Independent; multi-link; anti-roll bar

Wheels & tyres

Front 8.5x19-inch; 235/35 ZR 19

Rear 11x19-inch; 305/30 ZR 19

Dimensions

Length 4,435mm

Width 1,852mm

Weight 1,420kg

Performance

0-62mph 4.2 seconds (Sport Chrono)

Top speed 190mph



the ultimate GTS spec for those that don't mind the slightly lairier 993 launch shade that it wears, and with that vibrant hue even extending on to the centre tunnel console as yet another option ticked, it's very much one man's vision that I'm very happy to share.

Driving the two cars, it's very hard to choose between them. Were it a straight fight, the endless pull of the raucous 3.8 in the GTS, combined with its clever damping means that it would probably win the race between two points on the map. And while the 993 shows its age developmentally on the same drive, its visceral enjoyment, lighter weight and purity of design means that you really don't care about your speed. You're just too busy enjoying the tactility of it all along the way.

With regards to the thorny subject of the scant use these two have seen, I've never previously been a fan of buying low-mileage cars, because they often need to be kept that way if you want to retain their

value. However, after spending a day with these two flawless examples, I can begin to see the appeal. There's a lot to be said for a car that drives 'as new', even if your plan is to then go forward and undo that to a degree. There's no point having a car that good and not using it, right?

As for which one I'd take home, as much as I fell in love with Iain's 993 on the day, to me it's just a little too much like my '82 Cabriolet. Not that this is a bad thing you understand, but the huge leap forward that the GTS brings to the party, combined with its sweetness of controls, balance and all-round usability makes it the perfect 911, in my eyes. But then I would say that, wouldn't I? **911**

Thanks

With thanks to Litchfield Motors (www.litchfieldmotors.com) and Fast 'n' Funded (<https://fastnfunded.co.uk>) for their help with this article.



ABOVE Iain Litchfield (left) and Paul Cowland (right) discuss the nuances of Porsche body shapes in Litchfield Motors' workshop

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Fast Fjords

Total 911 joins Porsche Club Norway's Sunnmøre chapter for a weekend of hairpin hunting on some of the world's most spectacular roads

Written by **Lee Sibley** Photography by **Laura Kinnucane**

Ask a group of petrolheads where they'd like to go for a weekend of driving utopia, and your likely answers are going to be usual routes along the US West Coast, the south of France, or Scotland's NC500. Me? I'd head to Norway in a heartbeat.

This country of outstanding natural beauty is a **Total 911** favourite for its topography and twisty roads. We fell in love with it during our road trip from London to the Arctic Circle in a 991.2 GTS Targa in 2018, and the appeal has never waned.

The Nordic sun is beating on our backs once again as we step out at Ålesund airport to be greeted by Ola Kisbaard-Petersen. He's invited us over for what promises to be a weekend of driving nirvana.

Sitting between the Atlantic and the start of southwest Norway's mountains, the port town of Ålesund is the gateway to an area rich in spectacular scenery, dominated by the fjords that meander through the rugged landscape up to 100km inland.

We're here as a guest of Porsche Club Norway's Sunnmøre chapter for its annual trip to Geiranger, a small village located at the tip of Geirangerfjord, a UNESCO World Heritage Site. Our majestic surroundings will only be bettered by the roads that snake through them. Previous experience tells us the asphalt here is true Porsche paradise, and this time the pleasure of the drive will be shared with 50 other sports cars of a Zuffenhausen persuasion. We need a car for ourselves, and so our first destination is Porsche Centre Ålesund. ➡

The Centre's expansive premises are filled with Porsches of varying vintage, yet our eyes are drawn immediately to a 992 C4S out front. It's in Fjord green, a 356 hue now available on modern metal as part of Porsche's Paint To Sample program. We can't take our eyes off it.

Contrasted with a stunning Mocha leather interior, the spec on this 992 is a real 'every-box-ticked' job: PDCC, rear axle steer, PCCBs, Bose speakers, panoramic sunroof and more. "The spec of our 4S has been inspired by our surroundings," says Kristian Myklebust, head of sales at Porsche Ålesund. It's proved to be a masterstroke: the Centre has already had plenty of offers for it, but for the next three days, it'll be under my tutelage. Lucky doesn't even cut it.

With our luggage loaded we're joined by Ola and wife Ranghild, sporting their 991.1 Turbo S Cabriolet, its stowed roof allowing Norway's summer sun into the car. We set off to join the other members of Sunnmore region at a fuel station just out of town. There's a pleasing mix of Porsche present, from a 964 Turbo to 996 GT3 to 991.2 GTS Targa. Tanks full, our group heads off for the mountains, leaving the hubbub of civilisation behind.

At first the roads are relatively flat and flowing, allowing our fleet of flat sixes to make good progress inland, patiently following the water's edge. The 992 is a delight: the crispness of its front axle and seamless shifting of its eight-speed PDK gearbox prove instant hits. The same goes for its exhaust note

which, though quieter than atmospheric-engined counterparts further ahead in convoy, doesn't sound unduly strangled by gasoline particulate filters.

Every corner provides a stunning new vista for us to drop our jaws at: the sheer scale of snow-topped mountains plunging dramatically into deep fjords doesn't grow old. Meanwhile, the sonorous bark of a Polar silver 964 C4 in front is bouncing off nearby rock faces as the landscape gradually closes in – that is, until the road seemingly halts right in front of us. Our Porsche convoy pulls in, and the group climbs out to enjoy the view. Geirangerfjord rolls out far below us, its deep, mysterious green waters filling the depths of a vast, rocky basin.

Some 2,303ft down to our left lies our destination of Geiranger, but before that we've got the Eagle Road to tackle: a magnificent zig-zag of bitumen featuring no less than 11 hairpins in quick succession. We set off in staggered groups for a run bereft of traffic, the 992 giving chase to Ola's 991.1 Turbo S for what proves a speedy descent to our waterside retreat at the beautiful Grande Fjord Hotel.

Going down a zig-zag is one thing, but going up is altogether more fun – particularly when your steer is a GT3. "Want to try mine?" owner Roy asks, sliding me the key to his Mezger-engined 996.1. It would be rude not to: pared back and purposeful, the 996 GT3 is made for performance driving.

I turn the key to a cacophony of noise as the Mezger six fires to life, the familiar rattle of a single-

mass flywheel adding to the occasion. Snicking into first and pulling away, the GT3 pulls out onto the road and fires up the first leg of Eagle Road.

Without gravity on my side or the presence of the 992's twin turbochargers, progress up the pass is swift if not lightning fast, but that's beside the point. Keeping revs high, the GT3 is quick to present its soul as every gear shift, steering input and pedal press matters. Its smaller footprint enables me to place the 996 more precisely, its limited slip diff offering plenty of grip through the tight hairpin bends. Wonderfully raw, it's a sensational drive, and highlights splendidly the many different driving flavours available under the 911 umbrella.

Next morning, we're back in the Fjord green 992 for what promises to be another spectacular drive with our Sunnmore collective. Starting by the waterside, our route up and over the mountains to Langvatnet lake incorporates a steep ascent that'll take us from a sun-baked marina to snow-covered mountain tops in minutes. Designated as county road 63, this particular sliver of tarmac is closed during the winter months, but when open leads to the world-renowned Trollstigen, otherwise known as The Troll's Pass.

Unfortunately, Trollstigen is closed today due to snowfall, but the spoils still available are no less striking. We climb quickly out of Geiranger, the switchbacks offering stunning views over the vast fjord we'd spent the night sleeping next to. ➡



ABOVE Just 30 minutes from the sunshine of Geirangerfjord, the group take a break by a frozen lake



ABOVE Serpentine roads and snow-topped mountains: it doesn't get any better



ABOVE Roy's 996.1 GT3 rests at the summit of Eagle's Road



“Every corner provides a stunning new vista for us to drop our jaws at”

The 992's Mode wheel has been switched into Sport, sharpening throttle response and PDK gear changes, with added spice to the exhaust note, which has adopted a gruff resonance to the mid-range. With the pano roof open, its noise is just wonderful.

At the top of the valley, the road takes us away from the cliff edge, revealing a whole new vista. Oddly, we seem to be at the bottom of another climb, this one looking like it'll take us straight up into the heavens. Murky clouds block sunlight, surrounding greenery has been replaced for thick coats of white, and our dry roads quickly turn damp, then soaking.

The new conditions do little to deter our group. We press on at a good pace, the Porsches ahead dancing this way and that, following the serpentine-like road as it snakes across the landscape.

I've mentioned before how clever Wet Mode is. It does a great job of keeping the 911's tyres glued to the floor without being overly invasive to the driver. It means I'm fairly relaxed at the 992's wheel despite low outside temperatures and water running across the road. A look in my mirror shows Roy in his GT3 and Finn in his forward-dated SC-come-964 RS 3.8 working hard to temper their own throttle inputs to manage what little grip remains. It looks like they're enjoying the challenge immensely.

Climbing ever higher, eventually the sky goes white as we reach the clouds, and thick banks of snow stand a good six feet above our Porsches. It feels like we're in another world, yet it's only 30 exhilarating minutes since we left our sunny abode at the Grande Fjord Hotel.

Eventually Henrik, leading the group, pulls over next to a frozen Langvatnet lake, offering a quiet, calm expanse of white heading into the distance. We grab some photos and have a natter, before deciding to turn around and tackle the fun again. I elect to push ahead so Laura can get some pictures.

We jump back in the 992, spin around, and fire off through the mist, keen to put a few minutes' buffer between us and the pack behind. Eventually we find a vantage point overlooking a maze-like road as it descends down the snowy mountainside. Killing the engine and jumping out, we set our cameras up and await the group to drive by.

It's silent at first, save for the sound of running water as melted ice makes its long journey down to the base of the mountains. Then we hear a low rumble, followed by a roar as a first set of headlights bursts into view from behind a bank of snow, followed quickly by another. Storming past us at the roadside, it's a delight to witness the nuances behind each Porsche's soundtrack: the throaty growl of a nat-asp 964, the metallic shriek of a 992 GT3, or the bassy howl of a 981 Boxster GTS.

As the last Porsche shoots by, the first is already some distance below, descending back to sunlight and greenery. Mesmerised at the sight, we elect to wait at the summit of the pass, watching the Porsche parade snake through the terrain below. It takes a few minutes for the last Porsche, by now a dot in the distance, to finally disappear from view, leaving us alone and in silence, save for that running water.

With a clear run ahead of us, we rejoin the road and attack it with pace, embarking on our most electrifying drive of the year yet. We enter the switchbacks and descend as the snow around us dissipates and is replaced by vibrant green, the dark grey road turning lighter as it becomes drier.

Manually flicking up and down the gearbox is a pure joy, each down change met by a roar from the flat six as I approach a corner, stamping late on the stoppers and turning in, the rapidity of the 992's directional changes nothing short of outrageous. The car feels light, its steering weighting up nicely through the turn, the 992's nose staying flat to the

floor thanks to the active roll-bars in Porsche's clever PDCC system.

It's just so well balanced: as the car pivots quickly, I'm able to get back on the gas and feather in power at a ludicrously early stage. If I repeated this in an older 911 while the car was still rotating, the outcome would be disastrous. It's a spine-tingling experience; on these roads and with the freedom to push, the 992 has enabled me to peel back a few of its layers, revealing a traditional 911 character that confirms this engineering marvel remains a sports car at its core.

With the fjord now back in view, before long I spot the Miami blue hue of a 991.2 Turbo S Cab up ahead, eventually catching its tail as the last car in the Porsche cavalcade. Easing off, we slip back down through Geiranger, returning to our hotel's waterside retreat to once again swap stories with excited comrades over an excellent supper.

All too soon, our last day is upon us. Blessed by a weekend of outstanding drives in idyllic surroundings with fantastic company, we've truly been spoilt, and are sad to leave. We've made great friends and forged new memories which will long stay in the mind, our thoughts already filled with plans to return. The 992, meanwhile, has reinforced its reputation as a revelation: a multi-faceted all-rounder without compromise, its sports car qualities rise quickly to the surface on roads such as these, and the results are as spectacular as they are addictive. Then it hits me. There are still a couple of hours to kill before we have to part with the Fjord green 992, and those heavenly hairpins aren't far away... what would you do? **911**

Thanks

Thanks to Henrik, Rags, Ola ("Mr Architect At Large"), Roy, Rolf-Erik, Lill and Porsche Club Sunnmøre region for their kindness and friendship during our visit. Thanks also to Kristian and Porsche Centre Ålesund for the C4S loan.

A driver in a blue shirt is shown from the side, sitting in the driver's seat of a car at night. The car's interior is illuminated by the dashboard and the central infotainment screen. The driver's right hand is on the steering wheel, and their left hand is touching the infotainment screen. The screen displays a grid of app icons including Phone, Music, Maps, Messages, Podcasts, and a calendar showing Friday 31. The background shows a city street at night with blurred lights.

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PORSCHE

PORSCHE
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993 TURBO

The final air-cooled 911 is widely regarded as the best expression of a brilliant concept.

Total 911 presents everything you need to know before buying one

Written by
Kieron Fennelly



HISTORY AND TECH

The 993 moved the 911 Turbo game on considerably, and not before time. Essentially, the 1974 formula of large single turbocharger and rear drive had continued practically unchanged for two decades, even if the 964 variants could claim a redesigned chassis. Porsche was well aware of this and a major redesign of the 911 Turbo had been planned, using much of the technology of the 959.

However, this model – which should have been the 965 – fell victim to a lack of resources as the company became increasingly impoverished by the collapse of the dollar.

Five years later, the situation was

improving. Though still only breaking even, the horizon for Porsche appeared distinctly brighter. The latest 911 had been widely acclaimed and the reception of the Boxster concept confirmed the company in its belief that this was the direction in which it needed to go. Expectations for the new 911 Turbo were therefore high and the 993 Turbo more than met them.

In terms of engineering, the two major changes were the switch to four-wheel drive and twin turbochargers. Experience with the 993 C4 demonstrated that Porsche's latest variable torque integral transmission was not only lighter and cheaper to produce than the less-flexible system devised for the 964 C4, but far less obtrusive. By fitting it on the 993 Turbo, handling would be refined and the 911 Turbo's wayward reputation would finally be laid to rest. Automatic transmission was still not on offer – the blown 3.6 had too much torque for the (then) four-speed Tiptronic. However, Porsche did devise a clever mechanism that used hydraulic assistance from the steering to ease clutch-pressure by a quarter.

Pairing smaller turbochargers rather than a larger single unit smoothed the torque curve because both blowers spooled up together, while the inertia of their smaller sizes improved reaction time. Development of the 3.6 was relatively simple. The 993 unit already benefitted from a revised head with reduced reciprocating weights, which brought about more refined running. Elsewhere, detuning to cope with the higher stresses of turbocharging involved changes to the pistons to reduce the compression ratio from 11.3:1 to 8.0:1 and an extra oil scavenge pump. Cylinders had one plug rather than the 993's two.

The result was a more refined Turbo application than previous 911s. This was very much in keeping with the GT image that Porsche sought to create, rather than an out-and-out sports car. And yet the 993 Turbo's power and pace were incredible: 408PS at 5,750rpm and a tremendous 360lb/ft wave of torque from 3,000 to 5,500rpm (reaching a crescendo at 400lb/ft at 4,800rpm) were literally breath-taking figures, as was a 0-60mph in 4.2 seconds reading achieved in 1995. ➔



WHAT'S IT LIKE TO DRIVE?

The magazines were all staggered at the new Turbo's performance. *Car and Driver* claimed a 0-60 in 3.6 seconds and a top speed of 180mph, while acknowledging its handling. Paul Frère wrote that accelerating hard from a corner, the Turbo "drifted beautifully, almost neutral with full control." 911 sceptic Peter Robinson had to concede that the performance was "electric, nothing else at the price is as quick." Paul commented that the close ratios were well chosen: "after shifting up, you're never off turbo boost." This was progress indeed – the latest Turbo's depths of power were far more accessible now that the on-off nature of previous Turbos had gone. Four-wheel-drive simply added to the driver's confidence.

Old-school critics nevertheless found details to criticise. The hydraulically assisted clutch and steering were too light for some and Peter wasn't alone in finding the ride harsh on rough

surfaces and a tendency to tramline on rutted tarmac. But these quibbles didn't detract from Paul's summary that "the new 911 Turbo is a real car, not merely an expensive toy. That is what makes Porsche unique."

Driving the 993 Turbo today, the impression of colossal, unrelenting thrust is still very much apparent, as is the massive retardation of the larger Turbo calipers. The ride is smoother than the 993 Carrera and the plush cabin quieter. The major differences with the contemporary 911 Turbo concern reaction times: the 993's steering, turn-in and straight-line stability abilities lack the laser-like sharpness of the modern car. Some talk at the time was of Porsche having "tamed" or even "sanitised" the Turbo, with Peter Morgan saying he felt slightly "detached from the action." Yet 4x4 notwithstanding, today's driver will probably agree with AM&S's remark that "this is no toy: respect is deserved for its sheer power alone."



THE VALUES STORY

The blown version of the 993 was launched in 1995, two years after the appearance of the base model. Priced in the UK at £83,000 – about £25,000 more than the C2 – the Turbo experienced a similar depreciation curve. Prices reached their lowest point probably around 2010/11. Then, Philip Raby reported that a very good 993 Turbo could be had for £50,000 and usable examples for £10,000 less. He even found a 140,000-mile example offered at £30,950.

Times change and in keeping with the market, Porsche Turbo prices increased to a high point of around £150,000-170,000

in 2017, falling back perhaps 15 per cent by 2019. In mid-2022, 993 Turbo prices in the UK demonstrate a remarkable range: from £110,000 to over £190,000. At £155,000, Paragon's 63,000 mile example – a car that the company's sold several times – is perhaps the most representative of what a top-class 993 Turbo can sell for today; £100,000 cars will undoubtedly require significant work while the £195,000 asked for by DK Engineering for a 23,000 mile example sounds a shade optimistic. But as one specialist Porsche dealer observed, there are some outlets whose clients expect them to have high prices.





MARKET RIVALS

Assuming £100,000 cars will require significant expenditure, usable 993 Turbo pricing begins around £120,000 and extends into the realm of distinctly specialist later GT3s or classic collectibles.

996 GT2

The GT2's reputation as a ditch-hunter has long dogged its resale value, but as an analogue and increasingly classic 911, and now availing of better tyres than 20 years ago, its image has changed and JZM's £125,000 example could prove an eminently safe as well as a usable investment.



964 Turbo 3.3

The original single turbo concept, refined by Porsche's power kit and in the much-improved 964 body. The ultimate expression of the "frog eye" 911, JZM Porsche has a 1991 car priced at £159,000. That's the same price as it's asking for its 993 Turbo.



964 RS

These once fetched £200,000, but realism has now set in and Ashgood's Rubystone red example at £157,995 is tempting. The RS has a rawness that won't suit all owners, but it strongly recalls the 2.7 RS despite not being able to equal the earlier 911's sheer agility.



Carrera Speedster 3.2

These are almost exclusively collector's cars; the going price is around £185,000 and their Turbo looks and rarity should ensure value stability. Note that a top-quality 3.2 G50 Cabriolet can be found for less than half this – and it has a proper hood!



BUYING ONE

Few 911s exhibit such a disparity of pricing, ranging from below £100,000 to almost double that. The old maxim – “buy the best that you can afford” – applies of course, but anyone contemplating restoring a 993 Turbo is unlikely to recoup their money. A tired 993 Turbo would need far more than a top-end overhaul and cosmetic improvement, advises Northway Porsche’s Ray Northway, who’s serviced and sold these cars almost since their launch.

“The problem is all too familiar. Like all air-cooled 911s, the Turbos still ran on neglected maintenance and when they cost 30k for an already tatty example they were often bought by people who couldn’t afford to look after them. But the rise in Porsche values has dragged even these towards six figures. However, a proper glass-out restoration with top and bottom end engine rebuilds and renewal of cooling systems and turbochargers, brakes and electrics would leave little change from £50,000. Yet assuming you had purchased this 911 at around £100,000, you wouldn’t get anything like £150,000 in today’s market. To be worth this, besides being immaculate, the car needs to have relatively low mileage, be completely original and have a detailed and verifiable service history with independent specialists who know these cars much better than the official Porsche Centres.”

Purchase caveats aside, the 993 Turbo isn’t just a striking and practical classic. It thrives on regular use. Ray says they’re fundamentally reliable and simpler cars than the later Turbos, with fewer components or electronics in particular to go wrong. Indeed, he has to think for a moment to recall what does go wrong.

“The 3.6 causes no trouble. The 993’s favourite oil leak from the cam covers (plastic, which harden with age) is easily repaired, although the parts are more expensive than the C2’s and access to one side is more difficult, so labour costs more. Occasionally, they smoke and owners worry that major engine work is needed when the culprit is usually the intercoolers that have been overfilled. Brake fluid has to be changed every couple of years otherwise the Turbo calipers can stick and (like many specific Turbo parts) they’re costly to replace.”

The conclusion is hardly original, but worth restating: buyers should look for complete service histories. Documents that show not just the fluid changes, but also component changes such as dampers, track rods, brake and clutch system renewals. This is even more important on low-mileage and little-used cars where deterioration from inactivity is easily overlooked. And purchase from a known Porsche independent specialist, of whom it’s always worth asking whether they own the car, or is trading it on a sale-or-return basis for the actual owner.

BELOW Regular brake fluid changes are required to prevent the turbo calipers from sticking





BELOW Porsche maintained a 'tea tray' look for the 993's rear wing, albeit doing away with a rubber lip for the first time



LEFT A black interior with black paintwork is a popular combination on the resale market

DESIRABLE OPTIONS

Porsche's thinking was always to endow the Turbo with as many options as possible. Besides the leather upholstery of the cabin, Turbos came with Porsche's new hollow-spoked "Technologie" wheels. Hard-back Sports seats were an option and these are worth seeking out, all other things being equal, reckons Ray. His experience is that some colour combinations are more successful than others, with black bodywork and black interiors probably being the most sought-after. Grey interiors work provided the car is black or midnight blue, but can look insipid with a silver body colour, which obviously has a bearing on value. Left-hand drive cars sell (in Britain) for around 10 per cent less than right-hand drive models in comparable condition.

BELOW The 993 Turbo's largely analogue makeup means a well-maintained example should have a long life ahead of it



INVESTMENT POTENTIAL

Pundits like to cite the example of the 993 RS, which was originally thought “expensive” at £69,000 when the 993 C2 cost about £60,000, but which can now change hands for as much as £400,000 when an exceptional C2 might make £70,000. The 993 Turbo, which is arguably a more versatile (and certainly quicker) car than the RS, has never shown signs of behaving similarly. Of

course, with 277 RHD examples, the Turbo outnumbers the RS in UK by roughly five to one and unlike the RS that was something of a collector’s car from the outset, many Turbos were driven extensively and not always correctly maintained, hence today’s diversity of pricing. As ever, the best investment is always a model with an unimpeachable history wearing its original body panels.

“The best investment is always a model with an unimpeachable history”

TOTAL 911 VERDICT

The 993 Turbo is without doubt the most accomplished air-cooled 911. It’s completely docile when required, more refined and easier going than the Carrera and yet still stunningly fast. A good example – one not requiring extensive remedial work – has a retail value considerably higher than a five-year-old 991 Turbo S, which by any rational yardstick is a much better car.

Of course, no one contemplating a classic Porsche is looking simply for rapid A-to-B transport. Whereas the 991 Turbo is still depreciating (and how its complex electronic systems will fare in 20 years’ time is anyone’s guess), the largely analogue 993 will still be running as well then as today.

For the well-heeled enthusiast, a 993 Turbo is an immensely satisfying blend of engineering, refinement and driver involvement that the increasingly restrictive world of rules and regulations meant Porsche (or anyone else for that matter) could never repeat. **911**



WORLD PREMIER

Tedson Motors

Goran Turkić from Tedson Motors recently unveiled the company's first official car to the public in Monaco. Prior to the event, Total 911 discussed the company's ethos and passion for backdate 911s



DAYDREAM

— Written by **Wilhelm Lutjeharms** Photography by **Tedson Motors** —



Monaco is the Mecca of world luxury. Every year they have premieres of supercars and this year our car will have its premiere here when Prince Albert II unveils the car."

That's a clever move by Tedson Motors' Goran Turkić to achieve maximum publicity of the latest 911 restomod to join the market, by putting it in front of the right audience. The concept of this car has been brewing for a number of years, though.

"The idea of this car goes way back. I can remember as a five- and six-year-old boy drawing cars and being totally amazed at sports cars, supercars and Formula 1 cars. At age 12 I was drawing cars from BMW, Porsche and Ferrari. I was always looking at how to improve the current cars and coming up with the next generation.

"I've lived in Croatia mostly, but also in the United States for a decade or so. I experienced a different world there and I graduated with a degree in physics. So, I understand the technical side of cars a little. For me it's a love of art and cars. I always view something in its entirety; it's never just about one aspect.

"The story of the 911 has been written, and it has been written very well. Rob Dickinson at Singer and his team have done a phenomenal job in reinventing the 911 and turning it into this very unique RS-type version. I realised making another one of those would not do the motoring world any favours.

"So I kept looking at all the available restomod 911s and analysing the market. There was something in me that felt like taking a 964 and developing it into a car that would be ready in 2022. I'd say it's almost diametrically opposite of what some of the other restomods try to achieve. I thought, let's try to take the car into the future, but to do this I realised would be a significant challenge. You can't take the car into

the future without respecting the current Porsche 911 philosophy, because they're still building cars today.

"To create something fresh and new, you have to add your own flavour. That was the biggest challenge for me: to balance this car, to make it look like something that would come out of Stuttgart's factory today, but at the same time give it my own personal touch and feel. I think we did a very good job."

If you think Goran has had experience in the automotive industry, you'd be wrong. "I've never worked in a car company. I've worked in a completely different space. As a physicist I worked in the technology and energy sectors. For the past 15 years I've specialised in high-voltage energy where I was involved in building power plants.

"I had a 1974 911 Targa while I was living in the USA. I appreciate the car and the original body style. Around seven years ago I bought a 1973 911T. I kept thinking about things I wanted to do to it. Then I decided to leave it as it is, as I believe the long hoods are as pretty as they come. Also, when we start talking about improvements, the platform is just not there – it's too primitive.

"Then I got a 1975 911, a G model. I decided to try a few things with this car. I think to an extent they're not as appreciated as some of the other models. Maybe because they were manufactured for 15 years, and there are so many on the market with some being in a really sad state. However, this does lead to reasonable entry-level prices.

"I decided to carry out a little study on it and to do my take on the car. On my Instagram account (@tedson_motors) you'll find my Carrera GRS. It's a really fun car, and it was one of those introductory projects during which I learned a lot about the body and the lines. I built it as a street racer with a naked interior. It wasn't just a stripped-out car for the track, but one you can drive in town. Having done this project, and owning and living with these cars, plus having done thousands of hours of research on the

earlier 911s as well as the 964s and 993s, I wanted to do something really special.

"I wanted to first focus on the design – something revolutionary to take this car into the future. This process probably took me a year, where I'd draw different inspirations and take one direction and then retrace. Eventually, I had a conclusive idea about the car and how it should look. Then I scanned an original 964 and, combined with my own drawings, built a 3D model of my design in our CAD program. At this stage I was very happy with the car. After rendering the car I thought, let's just very quietly, humbly and shyly, start sharing it with the world.

"As I started to reveal it, it exploded. Interest came mainly from social media, phone calls and emails. I realised the love and passion is definitely there. I had created something I liked, but that my peers and the larger Porsche community out there liked as well. There's clearly a market out there that would like to experience this car in the flesh.

"The next step was to develop the technology for the car. For Daydream, there are two things that need to work together – for me as a person to be happy with my work it can't be only a beautiful shell. We've got the design, but now we needed to develop the technological pack. We need to consider that we're living in 2022 and not the '80s and '90s. Our target market is high net-worth individuals and often they live in metropolitan areas with zero emissions laws. So I decided to develop a high-performance, air-cooled model as well as an electric model. I did a little study on my followers and around 25 per cent would be interested in an electric model.

"At the Top Marques show in Monaco we'll present the air-cooled Daydream model, but in terms of technology we want to make it clear that we're the first restomod company that will offer the 911 with different technology options for drivetrains. The Daydream will be offered with a 4.0-litre, flat six, air-cooled engine infused with hybrid technology via

BELOW Goran Turkić reveals the Daydream's engine develops 390bhp and 427Nm, but with the electric motor it can achieve 540bhp and 630Nm





“The Daydream will be offered with a 4.0-litre, flat six, air-cooled engine infused with hybrid technology via an electric flywheel”

an electric flywheel. The latter will be fitted in place of the original factory flywheel. We're doing this in conjunction with Vonnien [part of Elephant Racing in the USA], which offers a slim electric motor that fits between the engine and the transaxle.

"The engine alone develops 390bhp and 427Nm. Combined with the electric motor, the result is 540bhp and 630Nm. The beauty of this system is that you can tune it the way you want to use it. You have a 1kW/h battery that charges and discharges very quickly. You basically have an air-cooled engine on steroids, because the torque is instantaneous. However, the electric motor is part of the flywheel, so you can't drive on the electric motor alone."

Tipping the scales at 1,300 kg, the dash to 100km/h is said to take under three seconds.

"At the same time we'll be offering 3.6- and 3.8-litre options. Even though the 4.0-litre is the ultimate in performance, if you want a daily driver you might want to consider the smaller engine options."

"I want Daydream to appeal to people who are in the market for a contemporary car. Today, if you want

to be a car company, you need to offer variety and choices. Buyers have different preferences, different driving styles and needs. For me to cater for the market I need to offer my customer a proper platform with some sensible variations on the concept.

"The engine will be a rebuilt unit, and the electric flywheel fitted is also 100 per cent reversible. We're not doing any cutting or welding of the chassis. We're using the original five-speed 964 gearbox or we can offer a six-speed gearbox from the 993."

The rebuilt engine will feature new internals, including pistons, cylinder liners, connecting rods and software. The chassis is galvanised and some strengthening is done in strategic places.

"The car's body is all carbon fibre. On the show car we've kept the steel doors and roof, but the option is there to have that made in carbon fibre as well. The two-tone finish you see in some of the pictures combine naked, clear-coated carbon-fibre panels with other panels that have been painted. I'm extremely proud of the fact that we've developed the entire carbon-fibre body in-house.

"At the moment we're negotiating with a couple of engine builders, both in Europe and the USA. While we specify the parts to be used in-house, the only way to get these types of projects done properly is to get the specialists involved in the assembly tasks as well. We've collaborated with JRZ Suspension Engineering. Theirs is a pro-active system with gyro sensors. I'm pretty sure our car will be impressive on the track, but if you add it all up, we didn't build this car for the track. Even so, fitted with 13-inch wide rims at the rear and 11-inch in front, and offering a fully square track, the car provides great stability.

"This project has been part business and part pure love and passion. This 911 is really the Daydream project's first-born child. But it's not only about 911s. I've just felt this surge of inspiration to develop a Porsche, but I also see us doing our take on other brands in the future."

It continues to be an exciting time for modern interpretations of the classic 911. We're looking forward to getting to grips with the reality of Tedson's exuberant 'Daydream'. **grr**





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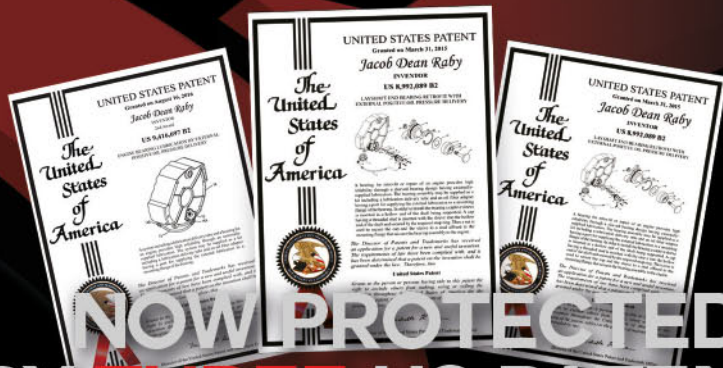


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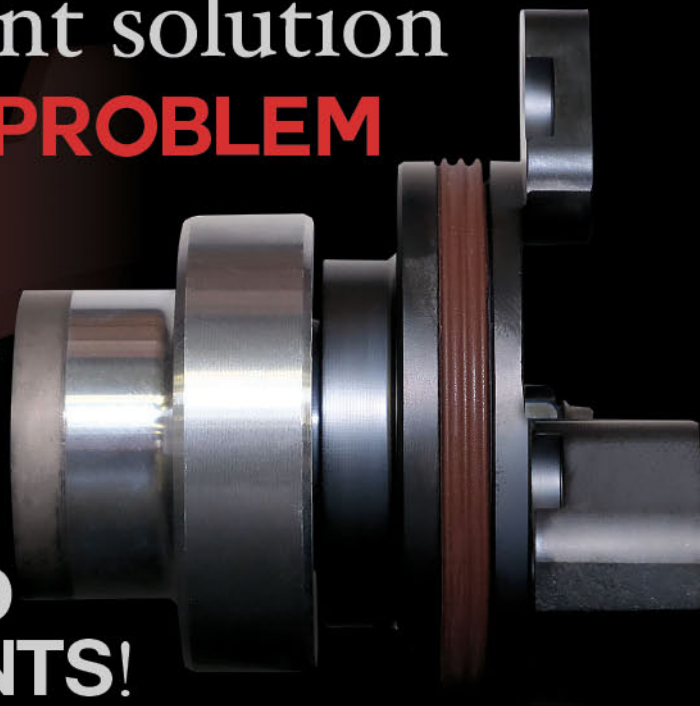


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Louise Piëch

THE PORSCHE POWERHOUSE

Ferdinand Porsche's eldest child played a key role in the early years at Zuffenhausen, both on the road and the race track. Total 911 charts her story

Louise was the first of Ferdinand Porsche's two children. She was born in 1904, almost five years before her brother Ferry. It's often said that Dr Porsche regarded her as his son and Ferry almost as his daughter, so different were the natures of his two children. Indeed, she was always very close to her father and shared his impulsiveness and short temper; in later years she would often act with a distinct imperiousness.

Louise enjoyed a privileged, upper middle-class childhood in Vienna. Her father was a renowned engineer by the 1920s and this meant the family was well known in Austria. Bright and precocious, she was driving in her early teens and was a skilled, albeit aggressive driver. Her eldest son Ernst, born in 1929, told author and historian Karl Ludvigsen that she drove like her father, rushing up to the car in front intimidatingly: "You didn't want to be a passenger with her at the wheel!" He recalled that his uncle Ferry also drove fast, but smoothly, putting much less stress on engine and brakes. This reflects the Porsche siblings' very different management styles. Ferry usually got what he wanted with a gentle if persistent

persuasiveness. Louise would often overrule colleagues with one of her memorably fierce looks.

As an amateur racer, Louise was very competitive and starting to be noticed in local hill climbs. When she beat famous names such as Bernd Rosemeyer, Dr Porsche wisely thought he had better rein in his daughter, especially as she was driving a Mercedes-Benz which he as Daimler's chief engineer had largely designed. It was probably a relief to him when she married Vienna lawyer Anton Piëch in 1928. This might have stopped her motor racing career, but despite domestic responsibilities (and by 1942, four children) this would never slow her down.

In 1930, Dr Porsche established his own consultancy in Stuttgart and hired Anton to work with him. So often was Ferdinand Porsche away that Anton would become manager at Stuttgart, and from 1941 at the VW plant at Wolfsburg. Left behind in Vienna, Louise quietly flourished, effectively running her husband's legal practice during his long absences and honing her own business skill. Ernst recalled the almost telepathic relationship she had with her father. They conversed frequently by telephone and she always seemed to know exactly what was going on in all areas of the company. ☺





ABOVE In this 1948 photograph Porsche employee Hans Kern relaxes with Dr Ferdinand Porsche and daughter Louise



ABOVE A family photograph of Louise and her younger brother Ferry, taken around 1911



ABOVE From left to right, Louise Piëch, her brother Ferry and his future wife Dorothea, photographed in the winter of 1927/1928

“Almost unknown outside Austria and the European automobile field, Louise Piëch was the éminence grise of the Porsche story”

World War II changed everything. In 1944, the Porsche company largely vacated its impressive buildings in the Zuffenhausen district of Stuttgart and moved to an isolated valley in Kärnten, south-east Austria, some distance from the nearest town of Gmünd. The sawmill where Porsche took up residence was chosen as a relatively safe place to protect company assets and key personnel from the impending chaos of defeat, if even logistically it wasn't ideal from a manufacturing point of view.

The following year, having been interrogated by the US anti-Nazi tribunals and exonerated, Dr Porsche, Anton and Ferry were summarily arrested by the French and accused of appropriating plant and machinery in France for use in Wolfsburg. Ferry was quickly released, but the two older men remained incarcerated in increasingly harsh conditions. During this alarming period, it was 40-year-old Louise who held the company together. She appointed chief engineer Karl Rabe to manage the Gmünd plant that was kept busy as a repair shop for agricultural equipment and the ubiquitous VW 4x4 Kübelwagen, which in the post-war environment was proving to be a useful vehicle.

Equally useful was Louise's ability to know where to seek help. As “the only one not in prison” she turned to Karl Abarth, a Viennese motorcycle racer who was married to Anton's secretary and whom Anton had helped to flee to Yugoslavia at the start

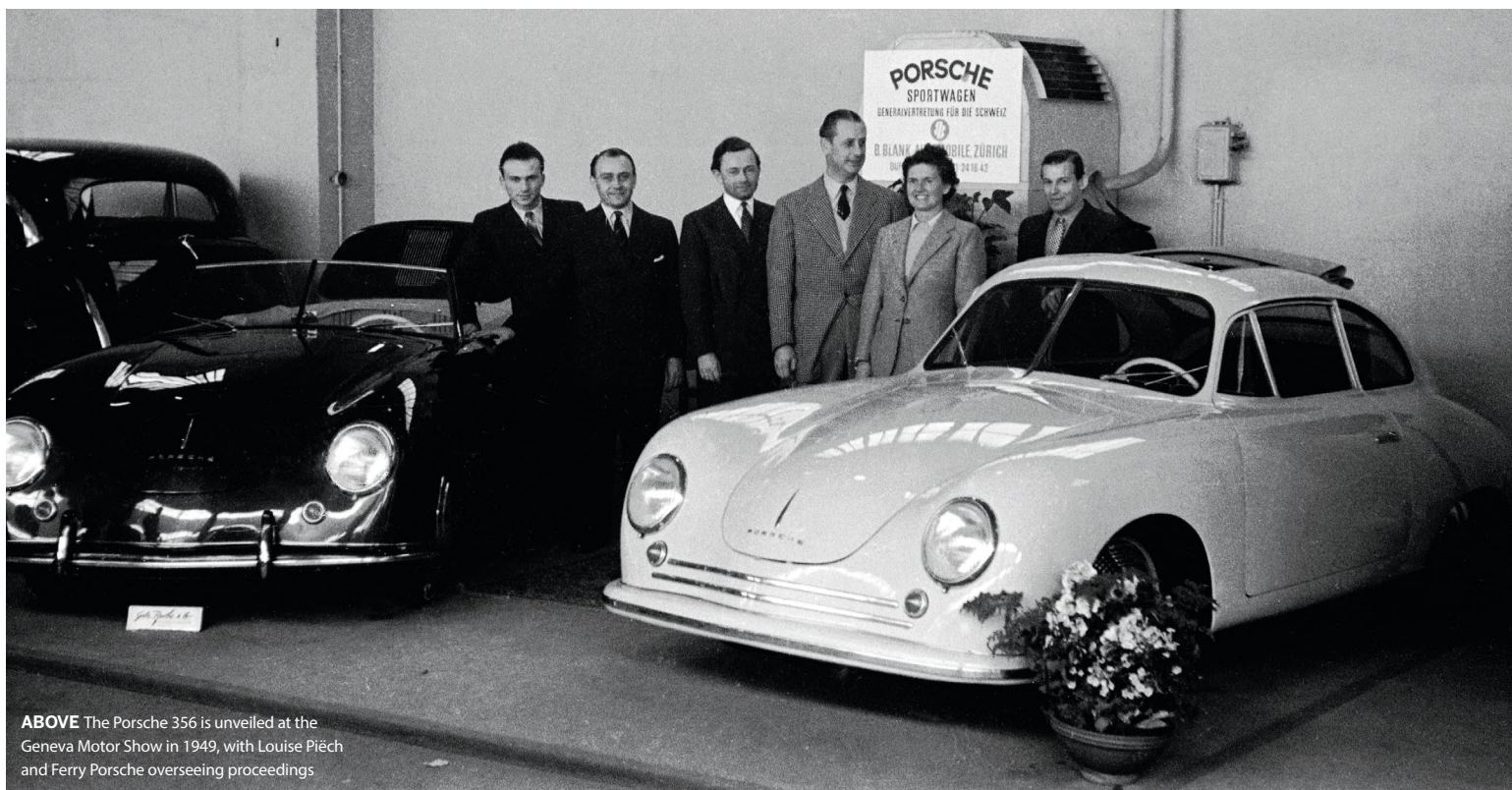
of the war. Abarth, now styling himself Carlo, had moved to Italy and it was through him that the Porsches made contact with wealthy industrialist Piero Dusio. Karl Ludvigsen relates that not only did Piero appoint Porsche to design a GP car, the Cisitalia, but he was able to travel (unlike the Porsches) and his lobbying in the French GP racing world, together with the payment of an \$8,300 (in 1947 dollars) ransom would lead to the eventual release of Dr Porsche and son-in-law Anton.

By 1948, Ferry was building the first sports cars at Gmünd. These used VW parts and running gear, and part of the negotiations with VW secured the rights to distribute VWs in Austria, a business that Louise would manage. Then in early 1951 the earth shifted again. Dr Porsche died, but instead of following tradition and leaving everything to his son, his will divided the assets. Such was his regard for his daughter that he left her 50 per cent – much to Ferry's dismay, revealed Karl Ludvigsen.

Ferry was already moving the sportscar business back to Zuffenhausen, so the Gmünd site was sold and Louise re-established Porsche Konstruktionen GmbH (as the Austrian company was officially titled), not in Vienna, but in Salzburg. It proved a canny decision on her part. Salzburg was in the centre of Austria and if Porsche was the first, all the other car importers would eventually follow. When Anton died suddenly the following year Louise – who was already running Porsche Salzburg anyway – smoothly became not only its owner, but its ruler. By 1961 her retail network had distributed 100,000 VWs in Austria and was also the Porsche importer.

In 1962, her third child, Ferdinand, an often headstrong young man, had joined her brother's company at Zuffenhausen. Sharing his mother's determination and single-mindedness, and his grandfather's questing engineering brain, Ferdinand went from graduate apprentice to technical director at Porsche in a mere five years. He clearly saw himself taking over the company from Ferry, but was thwarted by the corporate decision to withdraw family members from day-to-day management. ➤





ABOVE The Porsche 356 is unveiled at the Geneva Motor Show in 1949, with Louise Piëch and Ferry Porsche overseeing proceedings

As a shareholder, Ferdinand would be confined to a position on the board. This was not before his mother had run two of his incredible 917s in direct competition with the Zuffenhausen works offerings at Le Mans. Ferdinand inherited her taste for in-house competition, his Audi Quattro in 1980 and Audi R8 in 2006 – a direct challenge to the 911.

Louise consolidated her position as chief of Austria and while brother and sister operated two mostly separate businesses, Ferry had come to rely on his older sister's advice, much as he would have on his father's many years before. Tony Lapine, whom Ferry appointed as design chief in 1969, had known him since 1956 when Ferry visited General Motors. Neither Austrian nor Swabian, Tony was a close and fascinated observer of the Porsche-Piëch clan. He watched them at family gatherings to which as a director he was invited, and while he was an unashamed admirer of Ferry's gentle, but immensely effective style, he remarked that Ferry "would not take any major decision without consulting his sister."

That sister was remarkably shrewd. When the new left-wing, post-war government in Vienna sought to nationalise private companies, Louise with her knowledge of law had documents drawn up to show that she alone held all the company's assets. It left almost nothing for the government to nationalise. In the early 1970s, she astutely avoided a takeover – or at least a participation in Porsche Austria – by a Wolfsburg management envious of their Austrian importer's consistent profitability. Louise's Salzburg operation had turned over \$25 billion by 2000. Ernst Piëch attributes his mother's effectiveness partly to her attention to detail at all levels. She would work at weekends and late into the evenings. Son Ferdinand inherited this trait, making himself unpopular at

Porsche by working 48 hours at a stretch in the feverish months during the development of the 917 and expecting colleagues to do the same.

Louise never lost her interest in fast cars. The family presented her with a prototype 911 Turbo for her 70th birthday in 1974 and before her 80th, she was driving the almost equally powerful Audi Quattro. "I have only ever driven cars made by my father, my brother or my son," she used to say – a remarkable claim to be able to make, observed Karl Ludvigsen.

Despite yielding day-to-day management of her company to the next generation, she remained a keen onlooker and was an active member of the Porsche Vorstand well into her 80s. Arno Bohn, Porsche's

CEO from 1989 to 1992, wouldn't forget the grilling that he received at her hands over the fiasco of the 989 in a hurry.

Almost unknown outside Austria and the European automobile field, Louise Piëch was the éminence grise of the Porsche story. She held the company together when it could so easily have disintegrated in the extreme disorder of post-war Europe; her steadying influence on her brother ensured that he retained control to the end of his life; and her second son, Ferdinand was in some respects Dr Porsche reborn. His ascension to the top at VW, the company his grandfather started, is without precedent anywhere in the industry. **911**



LEFT Huschke von Hanstein is flanked by Louise and Ferry, at the 30 Years Porsche 911 rally



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INSIDE THE 2022

Nürburgring 24 Hours

What's it like experiencing the world-famous Nürburgring 24 Hours from the inside? Total 911 joins Falken Motorsports' GT3 R team to find out...

Written by **Ben Barry** Photography by **Falken Motorsports**



I'm in the Falken Motorsports pit garage at the Nürburgring 24 Hours just after midnight, and I ask Porsche pro driver Klaus Bachler what advice he'd give me if I were about to race in my first ever Nürburgring 24 Hours.

"You should always respect the Nordschleife, because even after 1,000 laps you still find situations you've never experienced before," says the 30-year-old Austrian, speaking over race cars that rumble down the pitlane. "It's such a long, difficult race, so you must focus on being competitive but also finishing. I've seen so many strong cars that you almost assume will win, but then they make one mistake and they're gone. You have to be on the limit all the time to be competitive, but you mustn't be over the limit because the Nordschleife always bites hard!"

At 1am, after nine-and-a-half hours' racing, Klaus's advice is still ringing round my head when his teammate Alessio Picariello gets spun around by a rival on the exit of Turn 2, only for an Astra to crash into his right rear wheel. It's a seemingly improbable

sequence of events that only the race through the Eifel mountains can summon.

Alessio – his second time at the iconic German event, though with multiple Asian wins under his belt – manages to limp the Porsche all the way round the 15 or so miles back to the pits. The mechanics are ready to react, but the 911's too badly damaged to continue so they roll it to one side of the garage. Streaked in flecks of slick rubber, flies and grime, it looks more like it's just re-entered Earth's atmosphere, not retired from a race – and this at less than half race distance! At least there's another Falken 911 still in the game and attrition elsewhere too, including a clash between the Vanthoor brothers that dashes the Manthey team's hopes of repeating its previous year's victory in a 911.

The Nürburgring 24 Hours – officially the ADAC TotalEnergies 24h Nürburgring, or N24 for short – is arguably the most challenging endurance race of them all, as drivers lap the combined 15.8 miles of GP circuit and Nordschleife with its notoriously

changeable weather conditions, high speeds, narrow track width and minimal run-off areas. This year,

Total 911 is embedded with Falken Motorsports, a Porsche factory customer team that's running two 991 GT3 Rs: GT3-spec machinery that races in the N24H's SP9 class against the Mercedes-AMG GT3, Audi R8 LMS Evo2, Ferrari 488 GT3 Evo18, BMW M4 GT3 and others. It's the top rung of multiple categories that span 135 cars, right down to a Dacia Logan in SP3.

Klaus loves driving the 911 here, a close relation of the road-going GT3 with a 4.0-litre naturally aspirated flat six that revs to 9,500rpm and produces 542bhp. "It's always special to drive a Porsche, I don't want to drive another car – it's an all-rounder, strong everywhere," he tells me. "It's good at braking, it has good traction, it's strong in the wet and it's good in the medium-speed corners, which we see a lot of on the Nordschleife. The newest GT3 R is always in with a chance of a strong finish and usually can fight for a victory." ➡





A huge part of that potential is down to the car, but also to Schnabl Engineering, the team that runs the show. Sven Schnabl is MD of the Butzbach-based outfit, and doubles as Falken Motorsports' team principal, overseeing 37 team members who work across both cars. His team's earned a reputation for the reliability that's essential for endurance racing since its inception in 1995: first in the Super Touring era, later in the Carrera Cup Germany.

"There's a lot of consistency, and we have a very good partner with Schnabl Engineering," says Klaus, who signed with Falken in 2017. "They do a great job, they prepare the cars perfectly. Only once in the past five years have we had a technical issue. All the other times we have had no problems. That's crucial."

Falken first competed here in 1999, becoming a Porsche customer racing team in 2011 with the 997-generation 911 GT3 R – at which point the now long-established relationship with Schnabl Engineering began. Its best result is 3rd in 2015.

Ask Falken Motorsports manager Stefanie Olbertz why the company keeps coming back and she'll say the Nürburgring 24 Hours remains the only major 24-hour race globally that allows open tyre competition, rather than running a control tyre. So Falken – part of the Sumitomo group that includes Dunlop and is currently the world's fifth largest tyre supplier based on those combined sales – can go head-to-head with multiple tyre brands. The allure of beating, say, Michelin with its reputation for high-performance tyres is hard to resist.

It's fielding a typically strong driver line-up for this year. Porsche regular but N24 first-timer Jaxon Evans pairs with Porsche factory driver Sven Müller and three-time N24 class-winner Marco Seefried in car number 33. Klaus, meanwhile, shares car number 44 with Alessio and Martin Ragginger, who's been with Falken/Schnabl since the start of the partnership. Forty-year-old Patrick Pilet will be splitting his time between both cars – just as Klaus did the previous year.

Patrick's a veteran factory Porsche driver with wins, titles and starts in every major endurance race in the world, including a Porsche Carrera Cup title and multiple podiums at the Le Mans 24 Hours. I bag a chat with him after qualifying, when a Ferrari 488 has grabbed pole with an 8 minute 09.469 second lap, and the Falken number 33 and 44 Porsches are down in 25th and 33rd. Not the result they wanted, but Patrick adores racing the 911 here and his enthusiasm shines through.

"I love everything about the Nürburgring: the track, the atmosphere... it's just a beautiful place. It's old school," Patrick beams. "There are no track-limit issues, and I especially love the first section at Hatzenbach. It flows so nicely and you have to attack the kerbs. Having so many people present is special. It's relaxed in a way too, because fans can get close to the teams and drivers. They have a lot of access."

This year is a particularly special race. Not only are an incredible 230,000 fans out in force this weekend after a Covid-forced cap of 10,000 the ➡

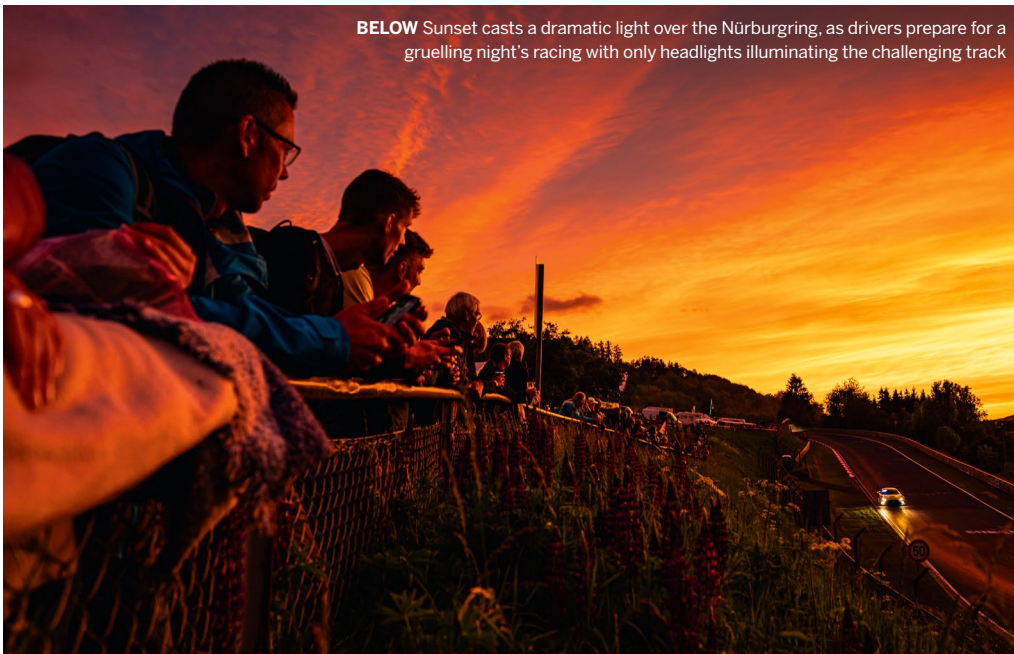


LEFT AND BELOW Whether watching the race from the side of the track or gathering in the nearby town of Adenau, fans of the Nürburgring 24 Hours bring a celebratory, carnival-like atmosphere to the event





BELOW One of Falken Motorsports's two 991 GT3 Rs gets airborne during qualifying



BELOW Sunset casts a dramatic light over the Nürburgring, as drivers prepare for a gruelling night's racing with only headlights illuminating the challenging track

year previously, but it's also the 50th running of the endurance classic. Tasting the victory champagne this year would be especially sweet.

The drivers plan to swap every hour, maybe every 90 minutes if it's raining, then rest as much as possible between stints – especially Patrick, who plans to only get back into “race mode” a few minutes before his next drive in order to preserve energy. His double duties are a headache for the pit wall, too, which must co-ordinate his movements and link up the two cars' strategies as he hops between them.

The sun is shining and the fans make their way on to the start grid ahead of the race for a chance to see the cars. It's a cacophony of applause, thrumming helicopters and a weird mix of squeaking brakes as cars are wheeled into position, plus ad hoc whistles from the crowd and more official ones blown by marshals. Then the crowd clears, engines fire and the competitors are off for 15.8 miles of a formation lap before the lead cars roar over the start-finish line at exactly 4pm.

It's an eventful first portion of the race. Sven Müller in the number 33 pits on lap two for an early tyre change after contact, while Patrick in car 44 has an incident within the first hour, when he's tagged by a rival. He slides off the track at Hohe Acht and makes contact with the barriers, albeit at mercifully low speed. The team quickly replaces the front bumper and splitter, then he's back out to make up lost time. It's not his fault, but it's indicative of the risk and reward at play in the N24.

“Normally it's best to just push to stay at the head of the field because you can lose so much ground due to Code 60s [a mandatory 60km/h limit to allow marshals to attend incidents] and Slow Zones,” Patrick tells me later. “It's easy to fall back from the leader, easier than other races, and it's so hard to gain time back unless you gamble with strategy or the weather changes. So you need to be in the top five, stay out front, then wait until the end of the night and go flat out.

“If you need to get an overtake done, you have to go for it,” Patrick continues. “But at the same time, you need to choose the safest solution to every problem, because it can go so wrong, so quickly. You have to always assume the driver you're passing hasn't seen you. You have to find a balance because if you're too cautious you'll lose a lot of time, but in the first half of the race especially you need to keep in mind that you must keep the car out of the walls.”

It's relatively chilly for late May, but the conditions are dry and consistent – almost abnormally so for changeable Nürburg. I drive out to Brunnchen and walk down towards the Karousel at twilight, and it's here on the old track that the race becomes really magical, perhaps a little foreboding and surreal at times when darkness falls. The racing is, of course, mind-fizzingly sensational, but cars are parked everywhere, fans swig beer from plastic ‘glasses’, ➡



ABOVE Falken's 991 GT3 R calls in for a pit stop, where changes are made as well as a cleaning of the grime from its windscreen



“If you need to get an overtake done, you have to go for it”



Q&A

Sven Schnabl,
head of Schnabl
Engineering

How does the relationship work with Porsche?

If you're involved in the GT3 category, Porsche gives you backup and support. This is the same for all the manufacturers. We get factory drivers, engineers and help from their staff that monitor the race. If we have any issues we get support quickly. During the N24 for instance, they have a weather radar and they send us reports from drivers about track conditions. They give us the chance to tell our drivers where there's rain, often before they reach parts of the track that are undergoing heavy rain. Outside of the race week for N24 we also have Porsche support. They help us with engineers and drivers for testing and other races.

How differently do you run the team compared with other VLN races?

Falken brings a lot more tyres to the N24 than to the NLS weekends because the NLS races are usually four hours and therefore just four stints, so four to six sets of tyres. For the N24 this year Falken brought 29 sets of tyres per car for the week. And per event, Falken brings three different slick tyre specs: soft, medium and hard. We bring four additional staff members to work on the cars than for an NLS race. You undergo 22 pitstops on average, so you need spare staff members in case someone falls ill or injures themselves.

For the N24 our team brings more spares than for a normal race. We take all the bodywork, shock absorbers, uprights, diffusers, brake discs, calipers, doors and wings. The only thing we don't have as a spare is a body shell. In case of emergency, Porsche also brings spares for customer teams.

Can you give me an insight into race strategy?

We have two race engineers who create a run plan. So this year, for example, we had one driver in both cars, so that was a consideration. Drivers need a two-hour break after each stint, whether they stay in for a full stint or just complete one lap. So we needed to work out how Patrick [Pilet] would navigate the race and the solution was to give him a double stint. This is why he started in the number 44, did his 15 laps, had a two-hour break and then committed to the number 33 for the rest of the race. Each car has a separate plan and strategy.

During the race you try to run as many full stints as you can, which is eight laps. But it often doesn't go to plan, like with the number 33 car. It had a slow puncture after two laps so it needed to come in straight away and because it was so early, the regulations stated that we couldn't take fuel, so we lost two minutes changing just one tyre.

Then you have to manage the conditions and work out when it's best to pit, even if it's early. You have to monitor how much of the track is under slow zone conditions and Code 60s, and sometimes it's wise to pit early – lap six or seven – because you'll save a lot of time than if you pit with a clear track. The two race engineers and myself are on the pit wall and the ones in charge of strategy.

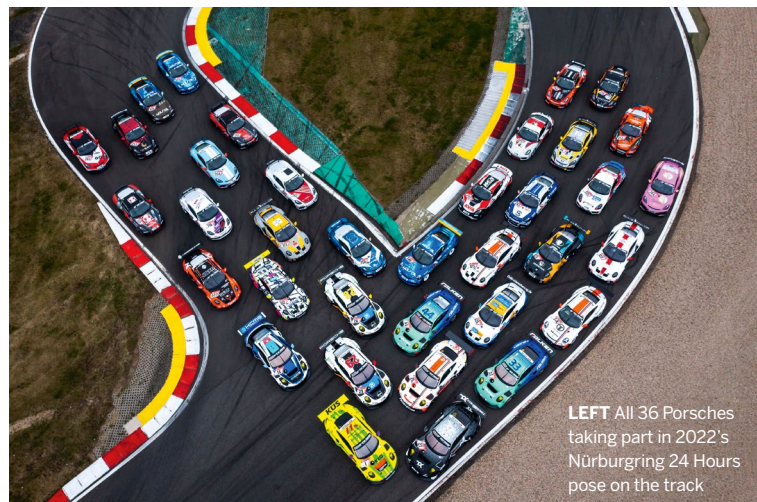




LEFT Porsche employs a radar system that informs drivers where adverse weather is affecting track conditions



BELOW The Glickenhause Trophy, awarded for the fastest lap time, stands alongside the winner's trophy for the prestigious event



LEFT All 36 Porsches taking part in 2022's Nürburgring 24 Hours pose on the track

there are fire pits and barbecues, huge structures lashed up from scaffolding, planks of wood and draped in all manner of motorsport regalia. Some fans have been here for days already, with sound systems blaring *The Final Countdown*, hits from German rock band Rammstein and even *All I Want For Christmas* by Mariah Carey. It's like Reading Festival does motorsport. What a tonic to modern motorsport's corporate sheen!

It feels edgy to stand so close to the track as cars streak by. Some of the corner speeds seem outrageous – drivers simply lifting for curves I'd assume would need a good, solid brake – and I gasp watching the commitment of the dices and overtakes. I've got a media bib and stand briefly in the no-man's land between the Armco and the catch fencing, but it's so intense that I quickly rejoin the rest of the fans in more safety. Blimey.

The Falken Porsches are on it, the noise of all the 911s the most identifiable of all the SP9 cars with the high-pitched blare of atmospheric flat sixes punctuated by the spit of sequential gear shifts. When I speak to driver Marco Seefried later he reveals just how challenging it was. "It was really

cold in the night, which created headaches because it dropped to three to four degrees ambient," Marco explains. "We had tyre heaters so that wasn't too much of an issue on an out-lap, but in a Code 60 the drop-off in temperature and tyre pressure was high. It made it very hard to get yourself back in the peak performance window when you were back up to speed."

By 5.20am Sven is up to 10th and is the best-placed Porsche, and by 6.30am Patrick is back in the car, revelling in his favourite time to race. Around 8am it starts to rain – not torrentially, but enough to make some teams go for cut slicks, while Falken sticks with the soft slick. Unusually for the N24, it's the only phase of the race when strategies change. "We were looking for colder conditions during the race, so it's good for us," reveals Marco in the pits, "but it's tough for everyone in the cold and rain. This is a battle for survival more than performance now."

The final few hours are a case of staying in the rhythm, and pounding out fast laps without taking unnecessary risks in the tricky conditions. Despite obvious exhaustion, the pit crew are still absolutely on-point, too. They swap brake discs and pads on

a pit stop in around two minutes – well within the mandatory pit-stop window.

The dedication of the whole team finally nets a result far above the expectations of qualifying. At 4pm on Sunday, the number 44 Falken Porsche finishes in 9th position after a punishing 2,490 miles, making it the best-placed of all the 911s. An Audi Sport Team Phoenix Audi R8 takes the overall win, with a raft of R8s and AMG GT3s filling out the rest of the top 10.

"There are many positives," says Marco in the pit garage immediately after the flag. "Being the best-placed Porsche team at the end is a real achievement, and finishing the race itself without major issues or penalties is great. We were rewarded for not taking too many risks and not driving over the limit, while many other teams retired because they pushed too hard in the cold conditions when grip was low, especially when it began to rain towards the end."

With that the team load up and head back to Butzbach, a couple of hours down the road. Me? I'm exhausted just watching such a well-drilled machine in action. Surely, one day, with this kind of graft, they'll get that win. They certainly deserve it. **911**

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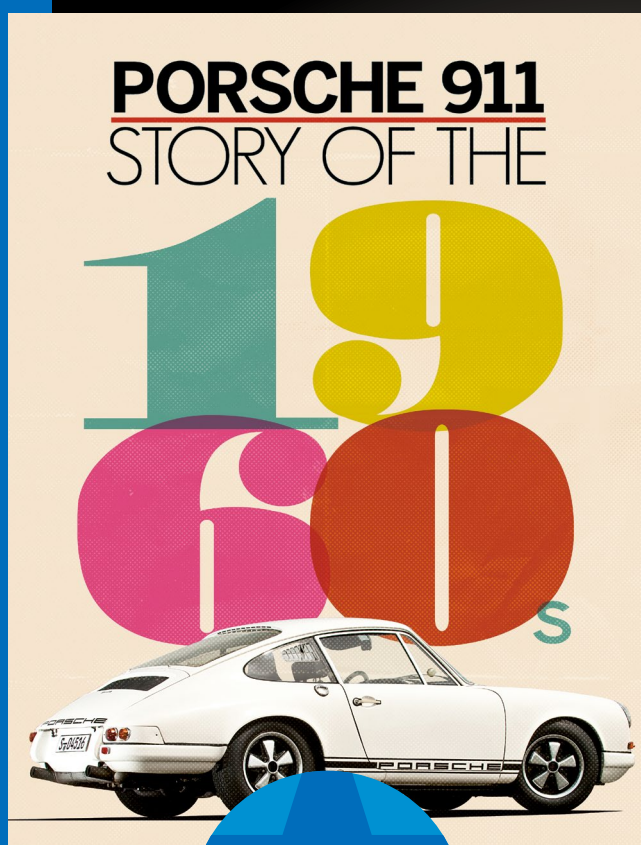
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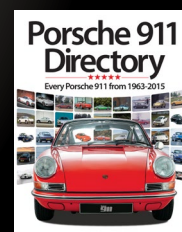
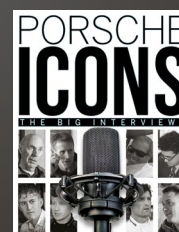
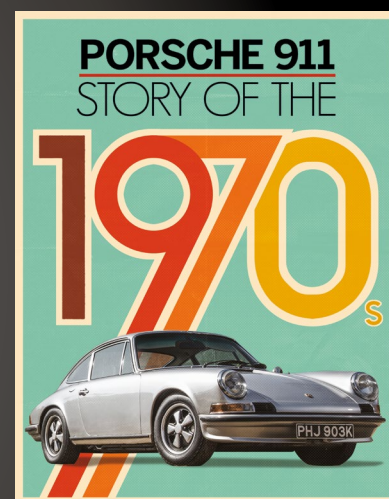
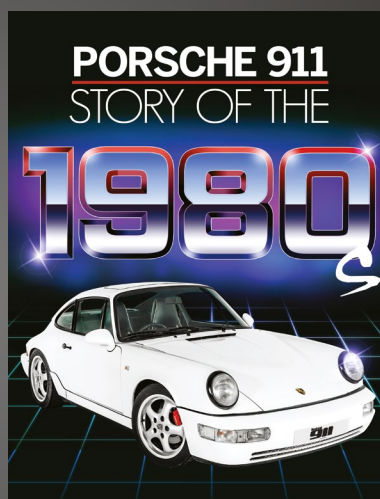
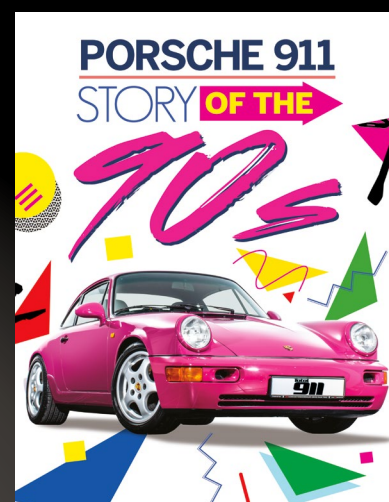
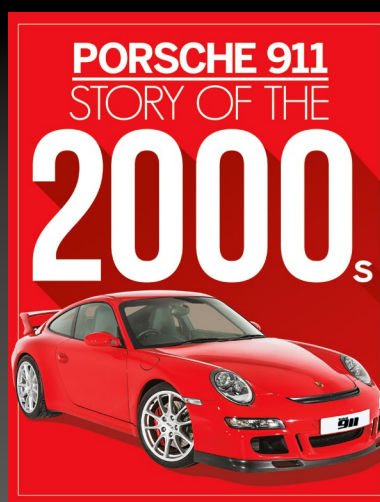
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Living the Legend

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



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Model 996.1 CARRERA
Year 1998
Acquired JANUARY 2019



This month I learned that there are two types of enthusiast when it comes to watching your own car on a dyno run.

There are those who get a kick out of seeing their pride and joy screaming to the redline on the quest for a power reading. And then there are those who wince at the same sight, in much the same way you would if your favourite pub was being razed to the ground in front of your own eyes.

It was Mike Harding of Harding Auto Services in Woking who told me about these two types of enthusiast. He's met a lot of them over the years when strapping their car to his dyno. And now here I was in the same position, with Little Irish shackled in chains, its back wheels placed over the rolling road.

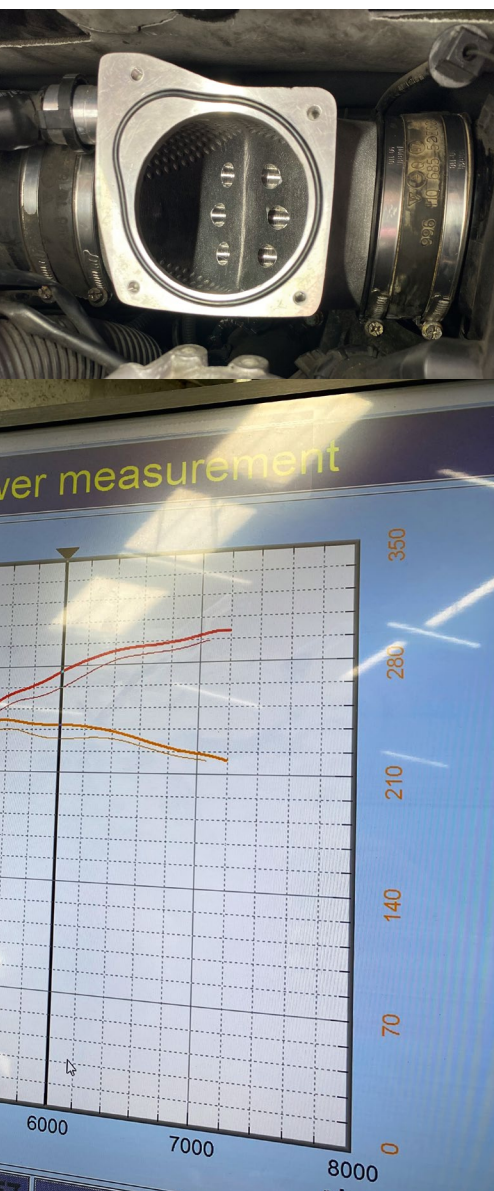
The reason for the car and I being there was to test a couple of new upgrades for the 996: an IPD plenum and K&N panel filter. The plenum in particular I was keen to appraise, after reading some conjecture online that the alloy Y-shaped plenum, which replaces the plastic factory T-shaped equivalent, doesn't really do a lot.

So, there we were in the workshop, ready to do a 'before' and 'after' test to obtain some apples-with-apples results to compare, all in the name of proper journalism. We did a couple of runs each time to ensure that our results were accurate, before fitting the plenum and panel filter. We then carried out a further couple of runs to ensure that the car's computer had recalibrated sufficiently to start working with the fact that more air was now being channelled into Little Irish's flat six.

The results from the dyno run revealed two things. First, an increase of 10hp across the rev range, with a notable uptick in torque at 6,000rpm. I was pleased with this because I didn't want to change the peaky character of the 3.4-litre engine in the 996.1. I enjoy eeking the revs out to really build momentum in the car.

The second improvement we noticed was arguably more important. Our results showed that the two upgrades had a positive impact on the engine's thermodynamics. Whereas in our runs 'before', power dropped off after the second run where the flat six was suffering badly with heat stroke, the runs 'after' were wonderfully consistent and showed that thermo efficiency had been greatly improved.

This means, for example, on track days my car will be able to maintain the



same levels of power with no drop-off. This consistency in performance has long been a key element of Porsche's engineering reputation, so I'm delighted to enhance that on a car which is a quarter of a century old.

Overall, I'm very pleased with the modifications. The power hike means my car produces the same 300hp that it did when new, and the reality is more power can easily be unlocked with a remap and the addition of a GT3 throttle body (a popular 996 mod), so these may be avenues I look to go down in future. If you'd like to explore upgrades for your 911, it's worth pointing out there are over 60,000 Porsche parts available via www.9werks.co.uk. Go check it out!

Thanks to Mike at HAS for his expertise and assistance. As for my own dyno 'experience'... I was the latter type of owner!



Peter Wilson
Adelaide, Australia

@peterwilson_oz

Model 930 3.3
Year 1980
Acquired 2011



Now that the Phillip Island trip has been and gone, use of the 930 has reverted to weekend drives and tinkering. The car

always seems to respond well to a long road trip and has been running sweetly since the 2,000km outing in March.

However, on an Adelaide Hills drive last month I was on a winding backroad when I heard and felt a thump. There hadn't been anything on the road and I was at a loss to explain the noise, until a week or so later when I spotted the cause. A tree branch or similar must have been lying just to the side of the road and the stump of it had collected in my nearside sill cover where it sweeps out in front of the rear wheel. It had left a dent and dislodged a piece of filler and stoneguard. The damage didn't surprise me because I knew the panel contained some dodgy rust repairs, and this incident was the perfect excuse for me to repair it properly.

I removed the sill cover, revealing the jagged edge caused by corrosion and normally covered by the rubber trim strip. I then had it alkaline dipped to remove all paint, filler and rust. What came back was alarming! The rearmost section of the panel had large holes that would require fabrication and patching, while the front end also had some rust and pitting. It was interesting to see how the sill cover had



been made. This part had started as a standard SC sill cover and was then cut down in the factory for unique curvy 930 parts to be welded to each end.

I confirmed my suspicion that a replacement panel was expensive and set about working how to fabricate replacement metal to weld in. After considering various options for recreating the shapes from flat or hollow section steel, it occurred to me that using a standard SC sill cover would provide many of the complex shapes, just needing the unique 930 curves to be added. Fortunately, a pair of tatty but basically solid SC sills turned up on eBay shortly afterwards for \$100. I've now cut some replacement patches from a donor sill and spent a weekend refreshing my MIG welding skills. Hopefully, I'll have some "after" photos to share next month.

The only other progress this month has been to fit the final piece into my ignition rebuild jigsaw. You may recall that I'd purchased a CDI+ unit from Classic Retrofit, but I was experiencing misfiring because its double-spark feature only worked properly with an original Bosch coil. This is because most aftermarket coils are too "slow" to deal with the 400 microsecond time gap between the sparks. New Bosch 0 221 121 001 coils are made in Brazil and apparently have poor reliability, so I was stuck with my 40-year-old coil, which defeated my quest for reliability.

Good news came in the form of the CDI coil made by Partsklassik to the same spec as the original. I purchased one of these and it turned out to be beautifully manufactured, including a new Porsche coil mount. It's now installed in the car and is playing nicely with the CDI+, with both units looking 100 per cent original, yet providing modern features and reliability. My sparks are now better than new!





Max Newman
Aylesbury, UK

@maxripcor

9WERKS Radio

Model 991.1 CARRERA S
Year 2013
Acquired SEPTEMBER 2020



I often read wistful posts and articles about people who 'just kept on driving' or 'took the long way home' – and

generally wonder how they find the time.

However, in a small way I did just that the other morning. I was returning home in the 991 and made a snap decision to head straight on instead of turning right, to take in a newly resurfaced piece of road. Doing so meant I avoided one so pockmarked that I actually kissed the tarmac with one of the plastic air channels under the car recently.

The key components were in place. The weather was fine, the sunroof was open, I was in the mood to be in Sport mode, on the PDK paddles, and the roads were mercifully quiet. I pushed a bit harder and leant a little more on the front axle than I normally would, and had one of those great moments where you fall in love with your car all over again.

I know sunroof 911s aren't trendy in purist circles, to the extent that I've seen some sales descriptions laughably using the phrase "desirable sunroof delete



model", but I really like them. I like the way the light floods in, open or closed on my 991; the fresh air when it's open; and the sounds from the induction and the engine that reverberate around the cabin even more so. I do accept that on air-cooled cars the aperture is quite small, so some probably think it's not worth the bother.

The manual shift on my Gen1 997 was lovely, and heel and toe is very satisfying. But I really do enjoy the PDK. It's very exciting, and also totally relaxing when you want it to be. I expected to miss the manual more than I do – I don't ever long for a manual car when I'm driving PDK. They're so different that I don't see it as a debate. There's always another car if you want to swap in the future, and I certainly look forward to enjoying a manual 'box again at some stage, perhaps in a Boxster.

The steering – hydraulic versus EPAS – is worthy of discussion. In truth it rarely is, with the prevailing view seeming to be that the EPAS is okay and getting better, but a hydraulically assisted rack is better, full stop. If I can come out in defence of the EPAS system, I'd say it's possessed of a calmness not present in the hydraulically assisted cars, which enables you to concentrate on the important messages coming from the road. And they come through clearly.

More significant is an extra 52mm (on a Carrera S) across the front axle, about an inch on each side. It reduces understeer and contributes to a car that's more neutral than the 997 Carrera which preceded it. No one seemed to complain when Porsche engineers chased similar

benefits by widening the front track on the 997 GT3 RS 3.8 and 4.0-litre halo cars, and you find yourself at the helm of a front end with which you can really attack and dissect the road. I need to make a point of finding that longer route more often.

Another recent highlight was hosting my occasional Porsche 'Nine is Fine' get-together at The Akeman Inn between Aylesbury and Bicester. We were blessed with a gloriously sunny Sunday morning and so dined alfresco, enjoyed the coffee, and spent a long time chatting in the car park seeking shade under the trees. Good times with good people, including my fellow Living the Legend columnist and friend Nick Jeffery and his wife, Karen.





James McGrath
Minneapolis, USA

Instagram @auto.amateur
YouTube Auto Amateur
Pinterest AutoAmateur

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



I'm back from a magnificent five-day, 3,000-mile trip around the Rocky Mountains with a few friends and I'm

already thirsty for more! The driving was fantastic, the views incredible and the camaraderie on the walkie-talkies heartwarming and downright hilarious at various points along the way. Three 996s, a 997, two 991s and a 993 drove in convoy up and down 12,000ft of elevation across half a dozen states. It was certainly a bucket-list trip.

I've now done several major road trips in the various 911s I've owned over the past few years, all of them magical and exhilarating in many different ways, but there's always a sense of anxiety that comes with such adventures to one degree or another. Most often it's related to the sheer distance I'm trying to cover, or whether or not the routes I've chosen are going to bring the thrills and levels of excitement I'm hoping for.



This time my thoughts were centred on my car's ability to complete the tour without incurring any major mechanical or other issues. Considering how much work has been done to the car over the past two years, I was thinking about all the things that could go wrong with the engine, suspension, brakes, transmission, gears, clutch and battery. There really isn't any major system that's not had some kind of overhaul or rebuild during the past two years.

I'm happy to report that the car performed pretty much perfectly. What's more, it was the most comfortable road trip I've had in a 911 to date. With the extender rails that I added to the driver's seat and the centre console delete, the leg room was amazing. Better than my factory 997 interior, and even more spacious than my factory 991's interior.

Over the 3,000 miles of highways, country and mountain roads, not once did my bum go numb (!) or my knees ache from having to position myself around a cramped steering wheel or cabin. After returning from the Smoky Mountains in my 997 after 2,000 miles, I couldn't drive the car again for at least a week. I needed a break. This time, I was back in the 996 the next day after I got home without giving it a second thought.

I'm continually amazed by how well these cars are designed. The handling, the delivery of power, the ability to zip

around tight mountain curves or to hold the road for hundreds of miles at a time on the highway... it's all presented to the driver with the feel of the road, the harmony of the flat six engine and the sheer rush of adrenaline that hits every time you speed up or take a turn.

It wasn't all perfect, though. My sunroof motor died on day two, which meant I was popping off the interior roofing trim to hand-crank the sunroof open and closed again. I could have left it closed of course, but I didn't want to miss a single engine rev bouncing off some of the canyons we were powering through in Wyoming and Colorado.

I also discovered that when it comes to aftermarket electronics, you get what you pay for. The \$100 single-DIN, Bluetooth and Apple CarPlay capable head unit I bought from Amazon didn't survive the trip, despite being installed by a professional. The fuse was fine, the wiring was correct and solid, the unit was getting power, but unfortunately it died – somehow.

Thankfully, I don't mind just listening to the engine while I drive, so I didn't feel like I was missing out on too much. However, there may have been some acapella Oasis and Dr. Dre karaoke somewhere in the middle of a very flat, very boring stint through Nebraska on the return leg. We don't need to reminisce too much about that, though...





Ben Przekop
Mercer Island, USA

 @benjaminprzekop

Model 992 CARRERA S
Year 2022
Acquired DECEMBER 2021



As I drove the 911 at high speed into the tight left-hand turn, I felt the rear end suddenly break loose, which sent

my heart racing with a burst of high alert adrenaline.

Although I'd never driven a 911 before, I had grown up in snow country with plenty of experience of dealing with oversteering, so with an instinctual flick of opposite lock I was able to catch it before the 911 slammed into the trees along the road. "Good save!" said the slightly shaken salesman who had accompanied me on that impromptu test drive back in 2003.

Although that lift-off oversteering episode had scared me, the overall drive in the 911 had also been tremendously exciting, and I loved everything else about the car: the lightness of the steering, the power of the engine and the sureness of the brakes. So, after a bit of negotiating, I was soon driving home in a beautiful Seal grey 996 Cabriolet with a huge smile on my face, but also a promise to myself that I would take a proper Porsche driving course ASAP.

The incredible day I spent a few weeks later attending Porsche North America's Sport Driving School at Barber Motorsports Park driving its very similar 996 911s was a life-changing experience. I had taken the course to learn how to drive my new 911 safely on the street, with no real expectation that I would ever return to a race track, but the track bug had hit me hard. I began participating in Porsche Club autocross and HPDE events whenever I could, working my way up to the top group of advanced drivers.

Still, I couldn't have guessed that 20 years later I would have driven tens of thousands of miles on over 10 race tracks in the US, and been an HPDE instructor for over 15 years for the Porsche Club of America. Nor that in 2021 I would be invited to join the professional instructor team at ProFormance Racing School (www.proformanceracingschool.com) here in the Seattle area, one of the premier racing schools in the US. Don Kitch, long-time professional racer, and his wife Donna quit their day jobs and followed their dreams to start the school 28 years ago, and they continue to run this programme with joy, enthusiasm and the highest level of professionalism.

Don's 40-year career in motorsports, mostly spent in Porsche 911s, includes a class victory at the 2003 24 Hours of Daytona, a top 10 finish at the 2009 24 Hours of Le Mans, and over \$9 million raised for paediatric care facilities including Seattle Children's Hospital through the Heart of Racing race car sponsorship programme that he and Donna started. Their goal from the beginning has been to offer the most comprehensive sport driving and fully accredited competition race licencing programme available anywhere, and to hire only the very best instructors. Being invited to join that team, made up of men and women who have been professionally coaching and competitively racing for many years, has been the highlight of my driving career.

And the teamwork is awesome. Everyone is focused on our clients, ensuring they have a great, fun day while also learning advanced driving skills that for some might be just that first step toward a lifetime on the track. And to think that, for me, all of this started with a spur-of-the-moment decision to test-drive a 911, just to see what all the fuss was about...





Nick Jeffery
Surrey, UK

@npjeffery

@npjeffery

Model 997 CARRERA
4 GTS
Year 2012
Acquired OCTOBER 2018

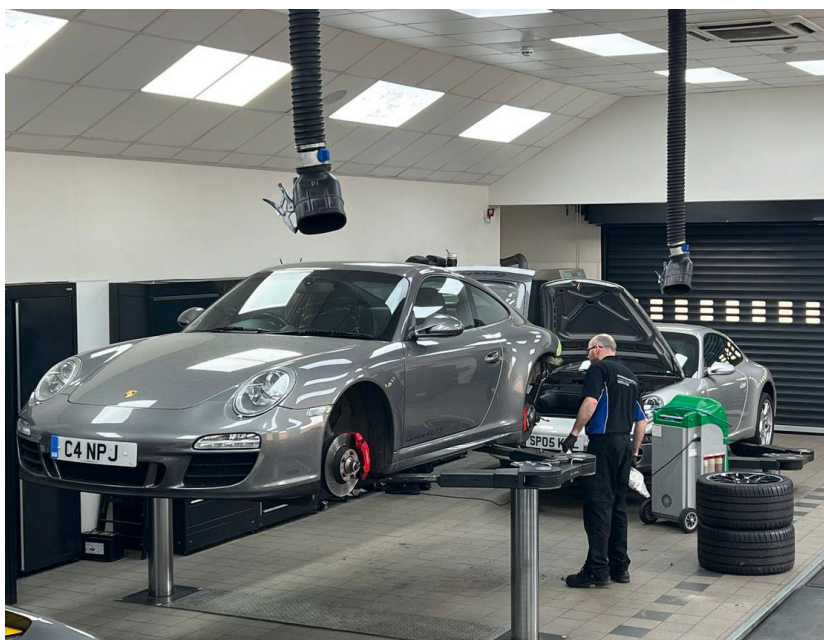
Model 997.1 GT3
Year 2007
Acquired NOVEMBER 2019



Following on from last month's column, my 997.2 Carrera 4 GTS has been back to Paragon for the following

work in between routine servicing: both front lower control arms, both rear shock absorbers, full geometry on their Hunter rig, four new Michelin Pilot Sport 4S tyres, and to re-grease the bonnet struts that were squeaking. I also asked Paragon to investigate a rattle coming from the rear of the car. I initially thought this was a failed PSE actuator, but it proved to be both heat shields that were rusty and required replacement. In addition, I bit the bullet and asked them to replace the rear reflector strip where the rubber seal had failed and allowed water ingress. Finally, I picked up a new Meteor grey touch-in stick while there, and learnt these have a sell-by date.

You would therefore think the GTS is back to its best, and initially I thought so, too! When I closely inspected the car at the point of collection she looked and drove brilliantly. However, the new replacement rear reflector strip "failed" within hours of being fitted to the vehicle,



with apparent water ingress following its courtesy wash after all the work carried out. I spoke to Paragon who in turn spoke to Porsche Centre Tonbridge, which supplied the part. Tonbridge asked to see the vehicle and so I duly booked the car in. Apparently, for a Porsche Part warranty to succeed the Official Porsche Centre (OPC) needs to physically inspect the vehicle in its workshop with photographic evidence, including plugging the vehicle into its diagnostic equipment to check for faults, together with a physical inspection. All this seemed more than a little unnecessary given the benign nature of the part in question and the fact that the OPC hadn't actually carried out the work.

Within 30 minutes of my arrival, Tonbridge confirmed my car had no faults and the new reflector unit had indeed failed. The bad news is that there's no stock available. It's ordered a new unit and will contact me when one is due in, which only the company can fit to comply with the warranty claim. An update on this will follow.

However, my frustration doesn't end there! Following the suspension work the car has developed a creaking sound at the rear. I returned to Paragon and one of its technicians took the car out for a quick test-drive and then back into the workshop to investigate. Upon lowering the car back down to the ground on the ramp you could hear the creaking as the car settled under its own weight. Current thinking is that one of the replacement OEM dampers is a faulty unit, so the car has been booked back into Paragon to fully investigate and replace both rear

dampers again, should that prove to be the case. Again, I'll keep readers updated as things develop.


In other news, it's been a year since I acquired my 987 Boxster Spyder and while I'm not here to espouse the virtues of that car (and there are many), I want to provide an update on how the full paint protection film (PPF) has held up after it was fitted to the vehicle by Supercar Paint Protection in Matfield, Kent.

Having covered over 7,000 miles during that time, including a South West tour and Exmoor National Park, the car remains unmarked and blemish free! I'm impressed with the way the film has protected my car and the service I received from Supercar Paint Protection, so much so I'd recommend the company to anyone considering having their pride and joy protected. Having been converted, I'll always get any car PPF'd – at least the front end, sills, rear quarters and wing mirrors. An additional bonus is that, with the ceramic coat on top, it's also easy to clean!





Ron Lang
Ashland, USA

 @ronlangsport

| | |
|----------|------------------------------------|
| Model | 911S 2.4-LITRE |
| Year | 1972 |
| Acquired | 2018 |
| Model | 930 3.3 |
| Year | 1982 |
| Acquired | 2020 |
| Model | 964 CARRERA 2 REIMAGINED BY SINGER |
| Year | 1991 |
| Acquired | 2016 |
| Model | 993 TURBO |
| Year | 1997 |
| Acquired | 2015 |
| Model | 997.2 GT3 RS |
| Year | 2011 |
| Acquired | 2015 |
| Model | 991.2 C4S |
| Year | 2017 |
| Acquired | 2016 |
| Model | 991 GT3 TOURING |
| Year | 2019 |
| Acquired | 2021 |



In a couple of recent Living the Legend articles I've reviewed progress on my 1982 930 Turbo project. As a refresher, this is

a 75,000 mile car in its original paint-to-sample Tangerine exterior with full leather interior in Brown belt line and dash over Tan. I brought the car to my technician primarily due to balky shifting in and out of third gear. The project is now complete and I've had a couple of shakedown drives in the mountains to see how it turned out.

But first, here's what was done. The transaxle was removed and completely rebuilt. Several of the gears and all of the synchros were replaced along with assorted shims to get it right. While the engine was out, a new clutch and flywheel were installed along with a fresh rear main seal and clutch cable.

Next, the engine assembly was cleaned, and the upper engine (from the valve covers out) was resealed. New intake manifold flanges were installed (the originals had several cracks in them). All of the gaskets around the intake housing, intake manifold and fuel injectors were replaced. The oil

scavenge pump was resealed and new oil lines were installed along with a fresh alternator belt. The next step was adjusting the valves and installing new spark plugs and plug wires. While there, a new vacuum advance unit and distributor drive seal were installed.

The original exhaust system needed replacing because of copious rust and several cracks. A complete Fabspeed exhaust was installed including headers, heat exchangers and muffler. And the wastegate was rebuilt, including replacing broken studs. The wastegate spring was retained as before, allowing 1 bar of maximum boost.

It was a fairly big project and due to turnaround and delivery times for the transaxle and the exhaust, the car sat engine-less for six months. But now it's back on the road and this 930 has been transformed. The rebuilt transmission shifts smoothly and the clutch take-up and throttle response enable proper heel-toe downshifts. The new all-stainless-steel exhaust system looks good and sounds great.

But most surprising is the engine performance with all the changes. The 930 always had the reputation for sudden boost and relatively explosive



acceleration as pressure builds. I always thought the car accelerated well, but it's now in a whole new dimension. It pulls hard on boost and I find myself now releasing the throttle much sooner than I had before, because the speeds become excessive very quickly.

This is now the 930 of my dreams. It's wonderful to look at, and huge fun on the road: strong brakes, predictable handling, sweet shifts and impressive power. For the first time I understand why the early 911 Turbos were renowned as one of the first supercars. This example is super in every way for me.





Natalie Stratos
London, UK

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



What could be better than getting my Targa Platinum Jubilee-ready for the four-day celebrations in London? She was

washed, polished and dressed in red, white and blue to celebrate 70 years of the Queen's reign. I love all the pomp and ceremony that the Brits do best. Our street put on a party that began by my house, so the Targa was a great visual starting point. She didn't disappoint, to the delight of all the party goers. She may not be a British brand, but she's very much adopted as a loyal citizen.

The Targa is also incredibly regal in her full splendiferous regalia and a good, well-aged girl who's still going strong. She's served me so loyally in all the years I've had her. A different owner would have lavished much more time and money on her, but no one would love her like I do. She's a part of my soul. To be able to dress the Targa up and sit in her on a sunny day with the roof off eating cake while surrounded by Union Jack-clad revellers was a delight! I dyed my hair grey and wore a crown in homage to our Queen to top off the whole look of car and owner.



We are the perfect duo. No other car will do for me.

She's still waiting for her allotted time in the garage to sort out her timing issues, but that doesn't stop her from being seen and appreciated. I wonder if it's a mixture problem or something a bit more sinister, which worries me. Time will tell. For now she continues with adventures on the road in London.



Andy Brookes
Poole, UK

Instagram @993andy
9WERKS Radio

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



Progress in the garage has been slower than I would have liked. All my aluminium suspension parts

are at the refinishers awaiting a coat of Cerakote. This is a thin but strong paint finish that's based on ceramic. The finish is widely used in the gun industry. Unfortunately, delivery on the Cerakote has been delayed, so I'm kicking my heels a little until I get that all back.

I've managed to get a move on with other jobs on the car. More rubber removal, this time in the gear lever mechanism. The gear lever assembly

has quite a lot of rubber in it. There are two rubber cups on the forward rod that mounts to the base of the gear lever and the front suspension cross-member. These rubber cups seem to soften with age and can actually just drop off the balls that they pop over, causing a failure of the gear lever mechanism. These have a small amount of movement in them even when new, and feel a little spongy.

The rod that goes to the gearbox itself has a rubber universal joint. This induces some backlash into the mechanism and again a bit of sponginess. All this backlash and sponginess is amplified by the length of the gear lever to such a degree that just a millimetre of backlash in the components can be seen as inches in the gear lever. Stirring soup is the usual phrase people tend to use!

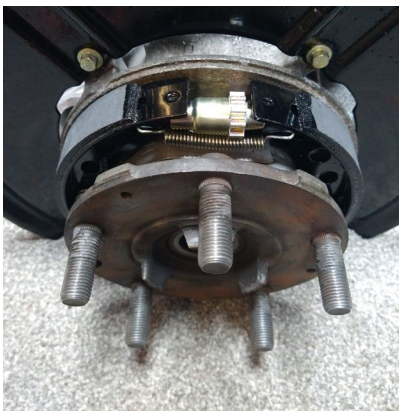
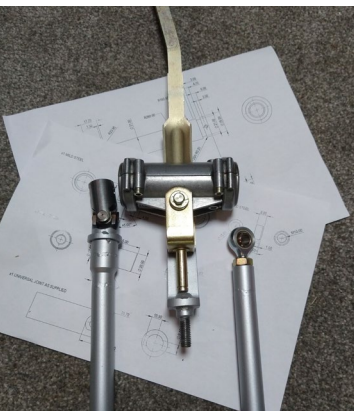
There are a few companies that make some wonderful kits to fix all these abnormalities, but being an engineer and a little tight I decided that I would design, get the parts made and the assembly welded up just to my liking. My solution is a solid metal-to-metal universal joint, two solid rod ends, and some adaptors made to my drawings that are welded on to the chopped-up standard rods, front bracket and a Porsche RS short shifter. I now have this assembled apart from the

front rod, because the front suspension cross-member isn't there yet to mount it to. The side-to-side movement of the gear change feels fantastic. I think I'll achieve that click-clack feel that I desire.

Because I have all the suspension and exhaust mufflers off the car, it seemed like the ideal time to get the spark plugs changed. First time for me on a flat six, and what a job! No wonder the cost of a major service on the 993 is expensive. The amount of things you have to remove from the engine to get to the two plugs hidden under the power steering pump is crazy. Then there are another 10 plugs that all need a different angle of attack. I think it would be nearly as easy to remove the engine to change the sparks next time.

The other job I was dreading was the reassembly of the handbrake mechanism. I really despise all those springs that hold the shoes in. It's like playing a game of Buckaroo! But perseverance and sussing out the knack gets you there in the end. The second side was a breeze. With new shoes and handbrake cables the action of the handbrake should feel really nice.

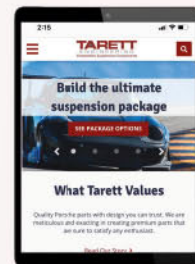
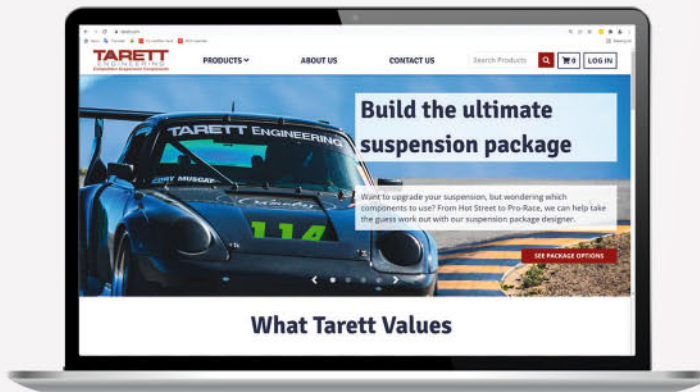
Signing off with fingers crossed that the Cerakote delivery is soon and my parts are ready to be reassembled, and the 993 and I can get to one of the many events looming in the calendar. **911**



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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

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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 Q4 will be September. The review for 2022 Q3 was July.



Ratings

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



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

| | |
|--------------------|-------------------------|
| Production numbers | 9,250 |
| Issue featured | 123 |
| Engine capacity | 1,991cc |
| Compression ratio | 9.0:1 |
| Maximum power | 130hp @ 6,100rpm |
| Maximum torque | 149Nm @ 5,200rpm |
| 0-62mph | 8.3 sec |
| Top speed | 131mph |
| Length | 4,163mm |
| Width | 1,610mm |
| Weight | 1,075kg |
| Wheels & tyres | |
| F | 4.5x15-inch; 165/80/R15 |
| R | 4.5x15-inch; 165/80/R15 |

● (A series) ★★★★★
911R 1968



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

| | |
|--------------------|-----------------------|
| Production numbers | 19 |
| Issue featured | 94 |
| Engine capacity | 1,991cc |
| Compression ratio | 10.5:1 |
| Maximum power | 210hp @ 8,000rpm |
| Maximum torque | 152Nm @ 6,800rpm |
| 0-62mph | 5.9 sec |
| Top speed | 152mph |
| Length | 4,163mm |
| Width | 1,610mm |
| Weight | 800kg |
| Wheels & tyres | |
| F | 6x15-inch; 185/70/R15 |
| R | 7x15-inch; 185/70/R15 |

● (C & D series) ★★★★★
911S 1970-1971



An upgrade in engine size gave the 911S 180bhp. Unlike the 911E, the S didn't gain improved low-down power and torque, so you had to keep the revs up for good power.

| | |
|--------------------|------------------|
| Production numbers | 4,691 |
| Issue featured | 120 |
| Engine capacity | 2,195cc |
| Compression ratio | 9.8:1 |
| Maximum power | 180hp @ 6,500rpm |
| Maximum torque | 199Nm @ 5,200rpm |
| 0-62mph | 6.6 sec |
| Top speed | 145mph |
| Length | 4,163mm |
| Width | 1,610mm |
| Weight | 1,020kg |
| Wheels & tyres | |
| F | 6x15-inch; 185HR |
| R | 6x15-inch; 185HR |



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

| | |
|--------------------|--------------------|
| Production numbers | 15,082 |
| Issue featured | 107 |
| Engine capacity | 2,195cc |
| Compression ratio | 8.6:1 |
| Maximum power | 129hp @ 5,800rpm |
| Maximum torque | 169Nm @ 4,200rpm |
| 0-62mph | 7.0 sec (est) |
| Top speed | 127mph |
| Length | 4,163mm |
| Width | 1,610mm |
| Weight | 1,020kg |
| Wheels & tyres | |
| F | 5.5x15-inch; 165HR |
| R | 5.5x15-inch; 165HR |

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

| | |
|--------------------|--------------------|
| Production numbers | 16,933 |
| Issue featured | 127 |
| Engine capacity | 2,341cc |
| Compression ratio | 7.5:1 |
| Maximum power | 130hp @ 5,600rpm |
| Maximum torque | 197Nm @ 4,000rpm |
| 0-62mph | 7.6 sec |
| Top speed | 128mph |
| Length | 4,163mm |
| Width | 1,610mm |
| Weight | 1,077kg |
| Wheels & tyres | |
| F | 5.5x15-inch; 165HR |
| R | 5.5x15-inch; 165HR |

● (G series) ★★★★★
Carrera 3.0 RS 1974



Updated version of the 1973 2.7 RS, complete with impact bumpers and Turbo-spec whaletail rear wing. Steel arches added by hand at the factory, with 917 brakes.

| | |
|--------------------|------------------------|
| Production numbers | 109 |
| Issue featured | 145 |
| Engine capacity | 2,994cc |
| Compression ratio | 8.5:1 |
| Maximum power | 230hp @ 6,200rpm |
| Maximum torque | 275Nm @ 5,000rpm |
| 0-62mph | 5.3 sec |
| Top speed | 152mph |
| Length | 4,135mm |
| Width | 1,680mm |
| Weight | 900kg |
| Wheels & tyres | |
| F | 8x15-inch; 215/60/VR15 |
| R | 9x15-inch; 235/60/VR15 |



● (G series) ★★★★★
930 3.0 1975-1977
Fitted with a KKK turbo, this was the world's first production Porsche to be turbocharged. Flared arches, whaletail rear wing and four-speed gearbox were standard.

| | |
|--------------------|------------------------|
| Production numbers | 2,850 |
| Issue featured | 157 |
| Engine capacity | 2,994cc |
| Compression ratio | 6.5:1 |
| Maximum power | 260hp @ 5,500rpm |
| Maximum torque | 343Nm @ 4,000rpm |
| 0-62mph | 5.5 sec |
| Top speed | 155mph |
| Length | 4,291mm |
| Width | 1,775mm |
| Weight | 1,140kg |
| Wheels & tyres | |
| F | 7x15-inch; 185/70/VR15 |
| R | 8x15-inch; 215/60/VR15 |

● (G series) ★★★★★
930 3.3 1978-1983



A larger engine resulted in extra 40bhp, and an intercooler on top of the engine led to the adoption of a 'teatray'. Brakes were upgraded from 917 racer.

| | |
|--------------------|-----------------------------------|
| Production numbers | 5,807 (plus '78 to '79 Call cars) |
| Issue featured | 116 |
| Engine capacity | 3,299cc |
| Compression ratio | 7.0:1 |
| Maximum power | 300hp @ 5,500rpm |
| Maximum torque | 412Nm @ 4,000rpm |
| 0-62mph | 5.4 sec |
| Top speed | 160mph |
| Length | 4,291mm |
| Width | 1,775mm |
| Weight | 1,300kg |
| Wheels & tyres | |
| F | 7x16-inch; 205/55/VR16 |
| R | 8x16-inch; 225/50/VR16 |

(A series) ★★★★★

911S 1968

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

| | |
|---------------------------|-------------------------|
| Production numbers | 4,015 |
| Issue featured | 148 |
| Engine capacity | 1,991cc |
| Compression ratio | 9.8:1 |
| Maximum power | 160hp @ 6,600rpm |
| Maximum torque | 179Nm @ 5,200rpm |
| 0-62mph | 8.0 sec |
| Top speed | 137mph |
| Length | 4.163mm |
| Width | 1.610mm |
| Weight | 1,030kg |
| Wheels & tyres | |
| F | 4.5x15-inch; 165/80/R15 |
| R | 4.5x15-inch; 165/80/R15 |

(A series) ★★★★★

911L 1968

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

| | |
|---------------------------|--------------------|
| Production numbers | 1,603 |
| Issue featured | 138 |
| Engine capacity | 1,991cc |
| Compression ratio | 9.0:1 |
| Maximum power | 130hp @ 6,100rpm |
| Maximum torque | 173Nm @ 4,600rpm |
| 0-62mph | 8.4 sec |
| Top speed | 132mph |
| Length | 4.163mm |
| Width | 1.610mm |
| Weight | 1,080kg |
| Wheels & tyres | |
| F | 5.5x15-inch; 185HR |
| R | 5.5x15-inch; 185HR |

(A series) ★★★★★

911T 1968

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

| | |
|---------------------------|--------------------|
| Production numbers | 6,318 |
| Issue featured | 127 |
| Engine capacity | 1,991cc |
| Compression ratio | 8.6:1 |
| Maximum power | 110hp @ 5,800rpm |
| Maximum torque | 156Nm @ 4,200rpm |
| 0-62mph | 8.8 sec (est) |
| Top speed | 124mph |
| Length | 4.163mm |
| Width | 1.610mm |
| Weight | 1,020kg |
| Wheels & tyres | |
| F | 5.5x15-inch; 185HR |
| R | 5.5x15-inch; 185HR |

(B series) ★★★★★

911E 1969

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

| | |
|---------------------------|--------------------|
| Production numbers | 2,826 |
| Issue featured | n/a |
| Engine capacity | 1,991cc |
| Compression ratio | 9.1:1 |
| Maximum power | 140hp @ 6,500rpm |
| Maximum torque | 175Nm @ 5,100rpm |
| 0-62mph | 7.6 sec |
| Top speed | 130mph |
| Length | 4.163mm |
| Width | 1.610mm |
| Weight | 1,020kg |
| Wheels & tyres | |
| F | 5.5x15-inch; 185HR |
| R | 5.5x15-inch; 185HR |



Like the E, the S gained a fuel injection, boosting power to 170bhp. To help cope with the extra demands on the engine, an additional oil cooler was fitted in the front right wing.

(B series) ★★★★★

911S 1969

Like the E, the S gained a fuel injection, boosting power to 170bhp. To help cope with the extra demands on the engine, an additional oil cooler was fitted in the front right wing.

| | |
|---------------------------|-----------------------|
| Production numbers | 2,106 |
| Issue featured | n/a |
| Engine capacity | 1,991cc |
| Compression ratio | 9.1:1 |
| Maximum power | 170hp @ 6,800rpm |
| Maximum torque | 183Nm @ 5,500rpm |
| 0-62mph | 7.0 sec (est) |
| Top speed | 140mph |
| Length | 4.163mm |
| Width | 1.610mm |
| Weight | 995kg |
| Wheels & tyres | |
| F | 6x15-inch; 185/70/R15 |
| R | 6x15-inch; 185/70/R15 |

(C & D series) ★★★★★

911E 1969-1971

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

| | |
|---------------------------|------------------|
| Production numbers | 4,927 |
| Issue featured | 107 |
| Engine capacity | 2,195cc |
| Compression ratio | 9.1:1 |
| Maximum power | 155hp @ 6,200rpm |
| Maximum torque | 196Nm @ 5,200rpm |
| 0-62mph | 7.0 sec |
| Top speed | 137mph |
| Length | 4.163mm |
| Width | 1.610mm |
| Weight | 1,020kg |
| Wheels & tyres | |
| F | 6x15-inch; 185HR |
| R | 6x15-inch; 185HR |

(E series) ★★★★★

911E 1972

2,341cc was achieved by increasing the stroke from 66mm to 70.4mm while at the same time leaving the bore unchanged. The new 915 transmission was stronger.

| | |
|---------------------------|------------------|
| Production numbers | 4,406 |
| Issue featured | 117 |
| Engine capacity | 2,341cc |
| Compression ratio | 8.0:1 |
| Maximum power | 165hp @ 6,200rpm |
| Maximum torque | 206Nm @ 5,200rpm |
| 0-62mph | 7.5 sec |
| Top speed | 137mph |
| Length | 4.163mm |
| Width | 1.610mm |
| Weight | 1,077kg |
| Wheels & tyres | |
| F | 6x15-inch; 185HR |
| R | 6x15-inch; 185HR |

(E series) ★★★★★

911T 1972

A lower compression ratio and the inclusion of Zenith 40 T1N triple-choke carburettors led to the relatively lower power output of 130bhp despite the new 2,341cc engine size.

| | |
|---------------------------|--------------------|
| Production numbers | 16,933 |
| Issue featured | 107 |
| Engine capacity | 2,341cc |
| Compression ratio | 7.5:1 |
| Maximum power | 130hp @ 5,600rpm |
| Maximum torque | 197Nm @ 5,200rpm |
| 0-62mph | 7.6 sec |
| Top speed | 128mph |
| Length | 4.163mm |
| Width | 1.610mm |
| Weight | 1,077kg |
| Wheels & tyres | |
| F | 5.5x15-inch; 165HR |
| R | 5.5x15-inch; 165HR |

(E series) ★★★★★

911S 1972

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

| | |
|---------------------------|-----------------------|
| Production numbers | 5,054 |
| Issue featured | 120 |
| Engine capacity | 2,341cc |
| Compression ratio | 8.5:1 |
| Maximum power | 190hp @ 6,500rpm |
| Maximum torque | 211Nm @ 5,200rpm |
| 0-62mph | 6.6 sec |
| Top speed | 140mph |
| Length | 4.163mm |
| Width | 1.610mm |
| Weight | 1,077kg |
| Wheels & tyres | |
| F | 6x15-inch; 185/70/R15 |
| R | 6x15-inch; 185/70/R15 |

(F series) ★★★★★

Carrera 2.7 RS 1973

The RS had a 2,687cc engine that developed 210bhp. The body was lightened and fitted with flared rear arches and an optional ducktail. Sport and Touring available.

| | |
|---------------------------|-----------------------|
| Production numbers | 1,590 |
| Issue featured | 145 |
| Engine capacity | 2,687cc |
| Compression ratio | 8.5:1 |
| Maximum power | 210hp @ 6,300rpm |
| Maximum torque | 255Nm @ 5,100rpm |
| 0-62mph | 5.8 sec |
| Top speed | 152mph |
| Length | 4.163mm |
| Width | 1.652mm |
| Weight | 975kg (Sport) |
| Wheels & tyres | |
| F | 6x15-inch; 185/70/R15 |
| R | 7x15-inch; 215/60/R15 |



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

(F series) ★★★★★

911E 1973

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

| | |
|---------------------------|------------------|
| Production numbers | 4,406 |
| Issue featured | 144 |
| Engine capacity | 2,341cc |
| Compression ratio | 8.0:1 |
| Maximum power | 165hp @ 6,200rpm |
| Maximum torque | 206Nm @ 5,200rpm |
| 0-62mph | 7.5 sec |
| Top speed | 137mph |
| Length | 4.163mm |
| Width | 1.610mm |
| Weight | 1,077kg |
| Wheels & tyres | |
| F | 6x15-inch; 185HR |
| R | 6x15-inch; 185HR |

(F series) ★★★★★

911S 1973

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

| | |
|---------------------------|-----------------------|
| Production numbers | 5,054 |
| Issue featured | 120 |
| Engine capacity | 2,341cc |
| Compression ratio | 8.5:1 |
| Maximum power | 193hp @ 6,500rpm |
| Maximum torque | 211Nm @ 5,200rpm |
| 0-62mph | 6.6 sec |
| Top speed | 140mph |
| Length | 4.163mm |
| Width | 1.610mm |
| Weight | 1,075kg |
| Wheels & tyres | |
| F | 6x15-inch; 185/70/R15 |
| R | 6x15-inch; 185/70/R15 |



(G, H, I, J series) ★★★★★

911 1974-1977

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

| | |
|---------------------------|---------------------------------------|
| Production numbers | 9,320 |
| Issue featured | 121 |
| Engine capacity | 2,687cc |
| Compression ratio | 8.0:1 |
| Maximum power | 150hp @ 5,700rpm (165bhp from '76) |
| Maximum torque | 235Nm @ 3,800rpm (4,000 from '76) |
| 0-62mph | 8.5 sec |
| Top speed | 130mph |
| Length | 4.291mm |
| Width | 1.610mm |
| Weight | 1,075kg |
| Wheels & tyres | |
| F&R | 6x15-inch; 185VR |



(G, H, I, J series) ★★★★★

911S 1974-1977

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

| | |
|---------------------------|------------------|
| Production numbers | 17,124 |
| Issue featured | n/a |
| Engine capacity | 2,687cc |
| Compression ratio | 8.5:1 |
| Maximum power | 173hp @ 5,800rpm |
| Maximum torque | 235Nm @ 4,000rpm |
| 0-62mph | 7.0 sec |
| Top speed | 142mph |
| Length | 4.291mm |
| Width | 1.610mm |
| Weight | 1,080kg |
| Wheels & tyres | |
| F | 6x15-inch; 185VR |
| R | 6x15-inch; 185VR |

(G & H series) ★★★★★

911 Carrera 2.7 1974-1976

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

| | |
|---------------------------|------------------|
| Production numbers | 1,667 |
| Issue featured | 134 |
| Engine capacity | 2,687cc |
| Compression ratio | 8.5:1 |
| Maximum power | 210hp @ 6,300rpm |
| Maximum torque | 255Nm @ 5,100rpm |
| 0-62mph | 6.3 sec |
| Top speed | 148mph |
| Length | 4.291mm |
| Width | 1.652mm |
| Weight | 1,075kg |
| Wheels & tyres | |
| F | 6x15-inch; 185VR |
| R | 7x15-inch; 205VR |



(I & J series) ★★★★★

911 Carrera 3.0 1976-1977

Not sold in the US, the Carrera 3.0 was basically the same model as the previous Carrera, only fitted with a new 2,994cc engine, essentially from the 911 Turbo.

| | |
|---------------------------|-----------------------|
| Production numbers | 3,687 |
| Issue featured | 148 |
| Engine capacity | 2,994cc |
| Compression ratio | 8.5:1 |
| Maximum power | 197hp @ 6,000rpm |
| Maximum torque | 255Nm @ 5,200rpm |
| 0-62mph | 6.3 sec |
| Top speed | 145mph |
| Length | 4.291mm |
| Width | 1.610mm |
| Weight | 1,093kg |
| Wheels & tyres | |
| F | 6x15-inch; 185VR |
| R | 7x15-inch; 215/60/R15 |



(G series) ★★★★★

911 SC 1978-1983

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

| | |
|---------------------------|--------------------------|
| Production numbers | 60,740 |
| Issue featured | 156 |
| Engine capacity | 2,994cc |
| Compression ratio | 8.5:1/8.6:1/9.8:1 |
| Maximum power | 180/188/204hp @ 5,500rpm |
| Maximum torque | 265/265/267Nm @ 4,200rpm |
| 0-62mph | 6.5 sec |
| Top speed | 141/146mph |
| Length | 4.291mm |
| Width | 1.652mm |
| Weight | 1,160kg (1978) |
| Wheels & tyres | |
| F | 6x15-inch; 185/70/R15 |
| R | 7x15-inch; 215/60/R15 |

(G series) ★★★★★

SC RS 1984

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

| | |
|---------------------------|------------------------|
| Production numbers | 21 |
| Issue featured | 158 |
| Engine capacity | 2,994cc |
| Compression ratio | 10.3:1 |
| Maximum power | 255hp @ 7,000rpm |
| Maximum torque | 250Nm @ 6,500rpm |
| 0-62mph | 4.9 sec |
| Top speed | 153mph |
| Length | 4.235mm |
| Width | 1.775mm |
| Weight | 940kg |
| Wheels & tyres | |
| F | 7x16-inch; 205/55/VR16 |
| R | 8x16-inch; 225/50/VR16 |

(G series) ★★★★★

930 3.3 1978-1983

Larger engine resulted in extra 40bhp, and an intercooler on top of the engine led to the adoption of a 'teatray'. Brakes were upgraded from 917 racer.

| | |
|---------------------------|---------------------------------|
| Production numbers | 5,807 (plus 78 to 79 Cali cars) |
| Issue featured | 111 |
| Engine capacity | 3,299cc |
| Compression ratio | 70:1 |
| Maximum power | 300hp at 5,500rpm |
| Maximum torque | 412Nm at 4,000rpm |
| 0-62mph | 5.4 sec |
| Top speed | 160mph |
| Length | 4,291mm |
| Width | 1,775mm |
| Weight | 1,300kg |



★★★★★
Speedster 1989
Carrera 3.2 with a steeply raked windscreen and hood and stripped interior. Porsche claims the hood wasn't designed to be 100 per cent watertight.

| | |
|---------------------------|-----------------------------------------|
| Production numbers | 2,274 (for both wide and narrow-bodied) |
| Issue featured | 128 |
| Engine capacity | 3,164cc |
| Compression ratio | 10.3:1 |
| Maximum power | 235hp @ 5,900rpm |
| Maximum torque | 284Nm @ 4,800rpm |
| 0-62mph | 6.0 sec |
| Top speed | 148mph |
| Length | 4,291mm |
| Width | 1,775mm |
| Weight | 1,220kg |
| Wheels & tyres | |
| F | 6x16-inch; 205/45/R16 |
| R | 8x16-inch; 245/60/R16 |



★★★★★
3.2 Clubsport 1987-89
Removing 'luxuries' sliced off around 40kg of weight. Revised engine management gave a higher rev limit of 6,840rpm. Suspension upgraded and LSD standard.

| | |
|---------------------------|-----------------------|
| Production numbers | 340 |
| Issue featured | 126 |
| Engine capacity | 3,164cc |
| Compression ratio | 10.3:1 |
| Maximum power | 231hp @ 5,900rpm |
| Maximum torque | 284Nm @ 4,800rpm |
| 0-62mph | 5.1 sec |
| Top speed | 152mph |
| Length | 4,291mm |
| Width | 1,650mm |
| Weight | 1,160kg |
| Wheels & tyres | |
| F | 6x16-inch; 205/55/R16 |
| R | 7x16-inch; 225/55/R16 |



★★★★★
930 LE 1989
Essentially an SE but without a slantnose front, the LE had the same engine, front spoiler, sill extensions and rear air intakes. One made for every OPC of the time.

| | |
|---------------------------|-----------------------|
| Production numbers | 50 |
| Issue featured | 119 |
| Engine capacity | 3,299cc |
| Compression ratio | 10.1:1 |
| Maximum power | 330hp @ 5,500rpm |
| Maximum torque | 432Nm @ 4,000rpm |
| 0-62mph | 4.6 sec |
| Top speed | 173mph |
| Length | 4,291mm |
| Width | 1,775mm |
| Weight | 1,359kg |
| Wheels & tyres | |
| F | 7x16-inch; 205/55/R16 |
| R | 9x16-inch; 245/45/R16 |



★★★★★
964 Carrera 2 1990-1993
Rear-drive Carrera 2 offered an emphatically more traditional 911 experience, and was 100kg lighter, but looked identical to the Carrera 4. Tiptronic was a new option.

| | |
|---------------------------|-----------------------|
| Production numbers | 19,484 |
| Issue featured | 119 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.3:1 |
| Maximum power | 250hp @ 6,100rpm |
| Maximum torque | 310Nm @ 4,800rpm |
| 0-62mph | 5.6 sec |
| Top speed | 162mph |
| Length | 4,250mm |
| Width | 1,652mm |
| Weight | 1,350kg |
| Wheels & tyres | |
| F | 6x16-inch; 205/55/R16 |
| R | 8x16-inch; 225/50/R16 |



★★★★★
964 Carrera 4 1989-1993
Heavily revised bodywork, deformable bumpers over coil-spring suspension and four-wheel-drive marked this radical overhaul of the '87 per cent new' 911.

| | |
|---------------------------|-----------------------|
| Production numbers | 13,353 (Coupe) |
| Issue featured | 111 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.3:1 |
| Maximum power | 250hp @ 6,100rpm |
| Maximum torque | 310Nm @ 4,800rpm |
| 0-62mph | 5.7 sec |
| Top speed | 162mph |
| Length | 4,250mm |
| Width | 1,652mm |
| Weight | 1,450kg |
| Wheels & tyres | |
| F | 6x16-inch; 205/55/R16 |
| R | 8x16-inch; 225/50/R16 |



(C & D series) ★★★★★
964 3.8 RS 1993
Identifiable by lightweight Turbo bodysell, large rear wing and 18-inch Speedline wheels. Power came from a new 3.8-litre unit with hot-film air sensor and twin exhaust.

| | |
|---------------------------|------------------------|
| Production numbers | 55 |
| Issue featured | 12 |
| Engine capacity | 3,746cc |
| Compression ratio | 11.6:1 |
| Maximum power | 300hp @ 6,500rpm |
| Maximum torque | 359Nm @ 5,250rpm |
| 0-62mph | 4.9 sec |
| Top speed | 169mph |
| Length | 4,250mm |
| Width | 1,775mm |
| Weight | 1,210kg |
| Wheels & tyres | |
| F | 8x18-inch; 235/40/R18 |
| R | 11x18-inch; 285/35/R18 |



★★★★★
964 Anniversary 1993-94
'30 Jahre' anniversary 964 utilised a 'Turbo' wide body melded to the four-wheel-drive Carrera running gear. Available in Viola metallic, Polar silver or Amethyst.

| | |
|---------------------------|-----------------------|
| Production numbers | 911 |
| Issue featured | 112 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.3:1 |
| Maximum power | 250hp @ 6,100rpm |
| Maximum torque | 310Nm @ 4,800rpm |
| 0-62mph | 5.7 sec |
| Top speed | 162mph |
| Length | 4,250mm |
| Width | 1,775mm |
| Weight | 1,470kg |
| Wheels & tyres | |
| F | 7x17-inch; 205/50/R17 |
| R | 9x17-inch; 255/40/R17 |



★★★★★
964 RS America 1993
Offered in five colours, fixed whaletail wing and two cloth sports seats, with just four options: air-con, sunroof, 90 per cent locking rear differential and stereo.

| | |
|---------------------------|-----------------------|
| Production numbers | 701 |
| Issue featured | 157 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.3:1 |
| Maximum power | 250hp @ 6,100rpm |
| Maximum torque | 310Nm @ 4,800rpm |
| 0-62mph | 5.5 sec |
| Top speed | 164mph |
| Length | 4,250mm |
| Width | 1,650mm |
| Weight | 1,340kg |
| Wheels & tyres | |
| F | 7x17-inch; 205/50/R17 |
| R | 8x17-inch; 255/40/R17 |



★★★★★
964 C2 Speedster 93-94
Combined the 964 bodysell with the hood and windscreen of the Carrera 3.2 Speedster, plus RS interior. It's thought Porsche planned to build 3,000, but demand fell.

| | |
|---------------------------|-----------------------|
| Production numbers | 936 |
| Issue featured | 128 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.3:1 |
| Maximum power | 250hp @ 6,100rpm |
| Maximum torque | 310Nm @ 4,800rpm |
| 0-62mph | 5.5 sec |
| Top speed | 161mph |
| Length | 4,250mm |
| Width | 1,652mm |
| Weight | 1,340kg |
| Wheels & tyres | |
| F | 7x17-inch; 205/50/R17 |
| R | 9x17-inch; 255/40/R17 |



★★★★★
993 Carrera RS 1995-1996
Lightweight body as per RS tradition, teamed with a 3.8-litre engine, VarioRam intake system and remapped ECU to create 300bhp, fed to the rear wheels only.

| | |
|---------------------------|------------------------|
| Production numbers | 1,014 |
| Issue featured | 119 |
| Engine capacity | 3,746cc |
| Compression ratio | 11.5:1 |
| Maximum power | 300hp @ 6,000rpm |
| Maximum torque | 359Nm @ 5,400rpm |
| 0-62mph | 5.0 sec |
| Top speed | 172mph |
| Length | 4,245mm |
| Width | 1,735mm |
| Weight | 1,279kg |
| Wheels & tyres | |
| F | 8x18-inch; 225/40/R18 |
| R | 10x18-inch; 265/35/R18 |



★★★★★
993 Carrera 4S 1995-1996
The 4S was effectively a Carrera 4 with a Turbo wide bodysell, albeit lacking a fixed rear wing. Also boasted Turbo suspension, brakes and Turbo-look wheels.

| | |
|---------------------------|------------------------|
| Production numbers | 6,948 |
| Issue featured | 109 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.3:1 |
| Maximum power | 285hp @ 6,100rpm |
| Maximum torque | 340Nm @ 5,250rpm |
| 0-62mph | 5.3 sec |
| Top speed | 168mph |
| Length | 4,245mm |
| Width | 1,795mm |
| Weight | 1,520kg |
| Wheels & tyres | |
| F | 8x18-inch; 225/40/R18 |
| R | 10x18-inch; 285/30/R18 |



★★★★★
993 Turbo 1996-1998
Fitted with two KKK turbochargers in order to reduce lag. Power went to all four wheels using the Carrera 4's transmission system. Brakes were 'Big Reds'.

| | |
|---------------------------|------------------------|
| Production numbers | 5,937 |
| Issue featured | 147 |
| Engine capacity | 3,600cc |
| Compression ratio | 8.0:1 |
| Maximum power | 408hp @ 5,750rpm |
| Maximum torque | 540Nm @ 4,500rpm |
| 0-62mph | 4.3 sec |
| Top speed | 180mph |
| Length | 4,245mm |
| Width | 1,795mm |
| Weight | 1,500kg |
| Wheels & tyres | |
| F | 8x18-inch; 225/40/R18 |
| R | 10x18-inch; 285/30/R18 |



★★★★★
993 Carrera S 1997-1998
The features that come with the Carrera S are similar to the Carrera 4S's, only this time in rear-wheel drive. Sought after for its superb handling and wide-body looks.

| | |
|---------------------------|------------------------|
| Production numbers | 3,714 |
| Issue featured | 118 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.3:1 |
| Maximum power | 285hp @ 6,100rpm |
| Maximum torque | 340Nm @ 4,250rpm |
| 0-62mph | 5.4 sec |
| Top speed | 168mph |
| Length | 4,245mm |
| Width | 1,795mm |
| Weight | 1,450kg |
| Wheels & tyres | |
| F | 8x18-inch; 225/40/R18 |
| R | 10x18-inch; 285/30/R18 |



★★★★★
996 Turbo 2001-2005
Distinguished by wide rear arches, air intakes and deep front wing, plus part-fixed, part-retractable rear wing. Different engine to 3.6-litre 996 unit.

| | |
|---------------------------|------------------------|
| Production numbers | 20,499 |
| Issue featured | 152 |
| Engine capacity | 3,600cc |
| Compression ratio | 9.4:1 |
| Maximum power | 420hp @ 6,000rpm |
| Maximum torque | 560Nm @ 2,700-4,600rpm |
| 0-62mph | 4.2 sec |
| Top speed | 189mph |
| Length | 4,435mm |
| Width | 1,830mm |
| Weight | 1,540kg |
| Wheels & tyres | |
| F | 8x18-inch; 225/40/R18 |
| R | 11x18-inch; 295/30/R18 |



★★★★★
996 Carrera 4S 2001-05
Basically a C4 featuring a Turbo bodysell, without rear air intakes, but with a full-width rear reflector panel. Suspension and brakes were similar to the Turbo spec.

| | |
|---------------------------|------------------------|
| Production numbers | 23,055 |
| Issue featured | 155 |
| Engine capacity | 3,596cc |
| Compression ratio | 11.3:1 |
| Maximum power | 320hp @ 6,800rpm |
| Maximum torque | 370Nm @ 4,250rpm |
| 0-62mph | 5.1 sec |
| Top speed | 174mph |
| Length | 4,435mm |
| Width | 1,830mm |
| Weight | 1,495kg |
| Wheels & tyres | |
| F | 8x18-inch; 225/40/R18 |
| R | 11x18-inch; 295/30/R18 |



★★★★★
996 GT2 2001-03
A lightweight, Turbo-bodied 996 with updated turbocharged engine and suspension. PCB was standard. Revised ECU later gave an extra 21bhp.

| | |
|---------------------------|------------------------|
| Production numbers | 1,287 |
| Issue featured | 127 |
| Engine capacity | 3,600cc |
| Compression ratio | 9.4:1 |
| Maximum power | 462hp @ 5,700rpm |
| Maximum torque | 620Nm @ 3,500-4,500rpm |
| 0-62mph | 4.1 sec |
| Top speed | 196mph |
| Length | 4,450mm |
| Width | 1,830mm |
| Weight | 1,440kg |
| Wheels & tyres | |
| F | 8x18-inch; 235/40/R18 |
| R | 12x18-inch; 315/30/R18 |



★★★★★
996 C2 2002-2004
Facelifted with Turbo-style headlamps and revised front and rear bumpers, fitted with more powerful 3.6-litre engine and VarioCam Plus. Manual and Tiptronic 'boxes updated.

| | |
|---------------------------|-----------------------|
| Production numbers | 29,389 |
| Issue featured | 136 |
| Engine capacity | 3,596cc |
| Compression ratio | 11.3:1 |
| Maximum power | 320hp @ 6,800rpm |
| Maximum torque | 370Nm @ 4,250rpm |
| 0-62mph | 5.0 sec |
| Top speed | 177mph |
| Length | 4,430mm |
| Width | 1,770mm |
| Weight | 1,370kg |
| Wheels & tyres | |
| F | 7x17-inch; 205/50/R17 |
| R | 9x17-inch; 255/40/R17 |



964 C4 Lightweight 1991

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

| | |
|--------------------|------------------------|
| Production numbers | 22 |
| Issue featured | 131 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.3:1 |
| Maximum power | 265hp @ 6,720rpm |
| Maximum torque | 304Nm @ 6,720rpm |
| 0-62mph | 4.5 sec |
| Top speed | 125mph |
| Length | 4,275mm |
| Width | 1,652mm |
| Weight | 1,100kg |
| Wheels & tyres | |
| F | 7x16-inch; 205/55/ZR16 |
| R | 9x16-inch; 245/55/ZR16 |



964 Turbo 1991-1992

This used the revised 964 bodysell, extended arches and 'teatray' wing. The engine was essentially the 3.3-litre unit from the previous model, but updated.

| | |
|--------------------|------------------------|
| Production numbers | 3,660 |
| Issue featured | 160 |
| Engine capacity | 3,299cc |
| Compression ratio | 11.3:1 |
| Maximum power | 320hp @ 5,750rpm |
| Maximum torque | 450Nm @ 4,500rpm |
| 0-62mph | 5.4 sec |
| Top speed | 168mph |
| Length | 4,250mm |
| Width | 1,775mm |
| Weight | 1,470kg |
| Wheels & tyres | |
| F | 7x17-inch; 205/50/ZR17 |
| R | 9x17-inch; 255/40/ZR17 |



964 RS 1991-1992

120kg saved by deleting 'luxuries' and fitting magnesium Cup wheels. Power was boosted by 10bhp, suspension lowered by 40mm and uprated, as were brakes.

| | |
|--------------------|--------------------------|
| Production numbers | 2,405 |
| Issue featured | 131 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.3:1 |
| Maximum power | 260hp @ 6,100rpm |
| Maximum torque | 310Nm @ 4,800rpm |
| 0-62mph | 5.4 sec |
| Top speed | 162mph |
| Length | 4,250mm |
| Width | 1,650mm |
| Weight | 1,230kg (Sport) |
| Wheels & tyres | |
| F | 7.5x17-inch; 205/50/ZR17 |
| R | 9x17-inch; 255/40/ZR17 |

964 Turbo S 1992-1993



180kg lighter than Turbo. Intakes in the rear arches funnelled air to the brakes, while the engine power was boosted by 61bhp. RS-spec uprated suspension.

| | |
|--------------------|-------------------------|
| Production numbers | 81 |
| Issue featured | 108 |
| Engine capacity | 3,299cc |
| Compression ratio | 11.3:1 |
| Maximum power | 381hp @ 6,000rpm |
| Maximum torque | 490Nm @ 4,800rpm |
| 0-62mph | 4.5 sec |
| Top speed | 180mph |
| Length | 4,250mm |
| Width | 1,775mm |
| Weight | 1,290kg |
| Wheels & tyres | |
| F | 8x18-inch; 225/40/ZR18 |
| R | 10x18-inch; 265/35/ZR18 |



964 Turbo 3.6 1993-1994

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

| | |
|--------------------|-------------------------|
| Production numbers | 1,437 |
| Issue featured | 120 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.3:1 |
| Maximum power | 360hp @ 5,500rpm |
| Maximum torque | 520Nm @ 4,200rpm |
| 0-62mph | 4.8 sec |
| Top speed | 174mph |
| Length | 4,250mm |
| Width | 1,775mm |
| Weight | 1,470kg |
| Wheels & tyres | |
| F | 8x18-inch; 225/40/ZR18 |
| R | 10x18-inch; 265/35/ZR18 |



993 Carrera 1993-1997

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

| | |
|--------------------|------------------------|
| Production numbers | 38,626 |
| Issue featured | 160 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.3:1 |
| Maximum power | 272hp @ 6,000rpm |
| Maximum torque | 330Nm @ 5,000rpm |
| 0-62mph | 5.6 sec |
| Top speed | 168mph |
| Length | 4,245mm |
| Width | 1,735mm |
| Weight | 1,370kg |
| Wheels & tyres | |
| F | 7x16-inch; 205/55/ZR16 |
| R | 9x16-inch; 245/45/ZR16 |

993 Carrera 4 1994-1997



As per the 993-model Carrera, but with four-wheel drive. Transmission was half the weight of the previous Carrera 4, and was designed to give a more rear-drive feel.

| | |
|--------------------|------------------------|
| Production numbers | 2,884 (Coupe) |
| Issue featured | 111 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.3:1 |
| Maximum power | 272hp @ 6,000rpm |
| Maximum torque | 330Nm @ 5,000rpm |
| 0-62mph | 5.8 sec |
| Top speed | 166mph |
| Length | 4,245mm |
| Width | 1,735mm |
| Weight | 1,420kg |
| Wheels & tyres | |
| F | 7x16-inch; 205/55/ZR16 |
| R | 9x16-inch; 245/45/ZR16 |



993 GT2 1995-1996

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

| | |
|--------------------|-------------------------|
| Production numbers | 173 |
| Issue featured | 131 |
| Engine capacity | 3,600cc |
| Compression ratio | 8.0:1 |
| Maximum power | 430hp @ 5,750rpm |
| Maximum torque | 540Nm @ 4,500rpm |
| 0-62mph | 3.9 sec |
| Top speed | 189mph |
| Length | 4,245mm |
| Width | 1,855mm |
| Weight | 1,290kg |
| Wheels & tyres | |
| F | 9x18-inch; 235/40/ZR18 |
| R | 11x18-inch; 285/35/ZR18 |

993 Turbo S 1998



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

| | |
|--------------------|------------------------|
| Production numbers | 346 |
| Issue featured | 115 |
| Engine capacity | 3,600cc |
| Compression ratio | 8.0:1 |
| Maximum power | 450hp @ 5,750rpm |
| Maximum torque | 585Nm @ 4,500rpm |
| 0-62mph | 4.1 sec |
| Top speed | 186mph |
| Length | 4,245mm |
| Width | 1,795mm |
| Weight | 1,583kg |
| Wheels & tyres | |
| F | 8x18-inch; 225/40/R18 |
| R | 10x18-inch; 285/30/R18 |



996.1 Carrera 1998-2001

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

| | |
|--------------------|-----------------------|
| Production numbers | 56,733 |
| Issue featured | 160 |
| Engine capacity | 3,387cc |
| Compression ratio | 11.3:1 |
| Maximum power | 300hp @ 6,800rpm |
| Maximum torque | 350Nm @ 4,600rpm |
| 0-62mph | 5.2 sec |
| Top speed | 174mph |
| Length | 4,430mm |
| Width | 1,765mm |
| Weight | 1,320kg |
| Wheels & tyres | |
| F | 7x17-inch; 205/50/R17 |
| R | 9x17-inch; 295/40/R17 |



996.1 C4 1998-2001

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

| | |
|--------------------|-----------------------|
| Production numbers | 22,054 |
| Issue featured | 111 |
| Engine capacity | 3,387cc |
| Compression ratio | 11.3:1 |
| Maximum power | 300hp @ 6,800rpm |
| Maximum torque | 350Nm @ 4,600rpm |
| 0-62mph | 5.2 sec |
| Top speed | 174mph |
| Length | 4,430mm |
| Width | 1,765mm |
| Weight | 1,375kg |
| Wheels & tyres | |
| F | 7x17-inch; 205/50/R17 |
| R | 9x17-inch; 255/40/R17 |



996.1 GT3 1998-2000

Commonly called the Gen1 GT3, this was a lightweight 996 with power driving the rear wheels. Suspension was lowered by 30mm and brakes were uprated.

| | |
|--------------------|------------------------|
| Production numbers | 1,886 |
| Issue featured | 117 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.7:1 |
| Maximum power | 360hp @ 7,200rpm |
| Maximum torque | 370Nm @ 5,000rpm |
| 0-62mph | 4.8 sec |
| Top speed | 188mph |
| Length | 4,430mm |
| Width | 1,765mm |
| Weight | 1,350kg |
| Wheels & tyres | |
| F | 8x18-inch; 225/40/R18 |
| R | 11x18-inch; 285/30/R18 |



996.2 C4 2002-2004

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

| | |
|--------------------|-----------------------|
| Production numbers | 10,386 |
| Issue featured | 107 |
| Engine capacity | 3,596cc |
| Compression ratio | 11.3:1 |
| Maximum power | 320hp @ 6,800rpm |
| Maximum torque | 370Nm @ 4,250rpm |
| 0-62mph | 5.0 sec |
| Top speed | 177mph |
| Length | 4,430mm |
| Width | 1,770mm |
| Weight | 1,430kg |
| Wheels & tyres | |
| F | 7x17-inch; 205/50/R17 |
| R | 9x17-inch; 255/40/R17 |



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

| | |
|--------------------|------------------------|
| Production numbers | 1,963 |
| Issue featured | 112 |
| Engine capacity | 3,596cc |
| Compression ratio | 11.3:1 |
| Maximum power | 345hp @ 6,800rpm |
| Maximum torque | 370Nm @ 4,800rpm |
| 0-62mph | 4.9 sec |
| Top speed | 175mph |
| Length | 4,430mm |
| Width | 1,770mm |
| Weight | 1,370kg |
| Wheels & tyres | |
| F | 8x18-inch; 225/40/R18 |
| R | 10x18-inch; 285/30/R18 |



996.2 GT3 2003-2005

Based on facelifted 996 Carrera, but with new wings. Suspension lowered and uprated, PCCB optional. Full-spec interior unless Clubsport option was ordered.

| | |
|--------------------|-------------------------|
| Production numbers | 2,313 |
| Issue featured | 142 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.7:1 |
| Maximum power | 381hp @ 7,400rpm |
| Maximum torque | 385Nm @ 5,000rpm |
| 0-62mph | 4.5 sec |
| Top speed | 190mph |
| Length | 4,435mm |
| Width | 1,770mm |
| Weight | 1,380kg |
| Wheels & tyres | |
| F | 8.5x18-inch; 235/40/R18 |
| R | 11x18-inch; 295/30/R18 |



996 GT3 RS 2004-2005

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

| | |
|--------------------|-------------------------|
| Production numbers | 682 |
| Issue featured | 161 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.7:1 |
| Maximum power | 381hp @ 7,400rpm |
| Maximum torque | 385Nm @ 5,000rpm |
| 0-62mph | 4.4 sec |
| Top speed | 190mph |
| Length | 4,435mm |
| Width | 1,770mm |
| Weight | 1,360kg |
| Wheels & tyres | |
| F | 8.5x18-inch; 235/40/R18 |
| R | 11x18-inch; 295/30/R18 |

Sales debate

Which are the most overlooked 911s in the marketplace?



Interest and enthusiasm for owning a 911 of any era has never been greater. Everyone knows and covets an RS, GT3 or Turbo, keenly eyeing values and ads, but aside from those go-tos, which models are currently overlooked by the market?

It's fair to say our panel struggled to immediately call out a list of forgotten models. In today's market, there's a buyer for all 911s. "It is a tough question," says Jonathan Aucott of Midlands-based Avantgarde Classics, who favours the air-cooled end of the market. "I'm not so sure there's such a thing, now," he muses.

"The older stuff is possibly a little undervalued compared to modern GT cars; pre-impact bumper cars haven't moved on from where they were, but they may have found their value and held firm," continues Jonathan. "964s have gone bonkers recently, and 993 enquiries are strong," he reports, while pointing out the 996 has always held attraction for being more affordable, but has a buoyant following today, across all model ranges and specifications.

After some thought Philip Raby, of West Sussex's Philip Raby Specialist Cars, does offer a few models that stand out for him. "Gen 1 991 Carrera or Carrera S are a bit of a buyer's market at the moment – there are lots available for below £50k," he points out. "Glass roof Targas I think are a great buy: a great design and supremely practical, they're probably overlooked," says Philip. "So is any Tiptronic too, at the moment," he adds. "The 964 and 993 are just okay, but the 996 or 997 Tiptronic are really good. You just need to learn to drive them and adapt to it."

That also translates to earlier Sportomatics, believes Philip. He points out for a classic 911, they'll be substantially cheaper than a manual, but you still get a car brimming with character, which really is what you're buying with any model of 911.

It's been a perennial question over the years, but with such a healthy and wide market interest in the used 911 range, there isn't such polarisation against certain models or specifications as there perhaps was in the past. All 911s are appreciated now, and buyers are educated. Jonathan neatly sums it up by pointing out that, "The world knows the 911 is the perfect sports car, so all models have their market now."



★★★★★

996 Turbo S
2004-2005

A 911 Turbo with the previously optional 30bhp power upgrade, with larger turbochargers, uprated intercoolers and a revised ECU. PCCB are standard.

| | |
|--------------------|-----------------------------------------------------|
| Production numbers | 1,563 |
| Issue featured | 132 |
| Engine capacity | 3,600cc |
| Compression ratio | 9.4:1 |
| Maximum power | 450hp @ 5,700rpm |
| Maximum torque | 620Nm @ 3,500-4,500rpm |
| 0-60mph | 4.2 sec |
| Top speed | 191mph |
| Length | 4,291mm |
| Width | 1,830mm |
| Weight | 1,590kg |
| Wheels & tyres | F 8x18-inch; 225/40/R18 R 11x18-inch; 295/30/R18 |



★★★★★

997.1 Carrera
2004-2008

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

| | |
|--------------------|-----------------------------------------------------|
| Production numbers | 25,788 |
| Issue featured | 112 |
| Engine capacity | 3,596cc |
| Compression ratio | 11.3:1 |
| Maximum power | 325hp @ 6,800rpm |
| Maximum torque | 370Nm @ 4,250rpm |
| 0-62mph | 5.0 sec |
| Top speed | 177mph |
| Length | 4,427mm |
| Width | 1,808mm |
| Weight | 1,395kg |
| Wheels & tyres | F 8x18-inch; 235/40/R18 R 10x18-inch; 265/40/R18 |




★★★★★

997.1 GT3 RS
2006-2007

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

| | |
|--------------------|-----------------------------------------------------|
| Production numbers | 1,106 |
| Issue featured | 156 |
| Engine capacity | 3,600cc |
| Compression ratio | 12.0:1 |
| Maximum power | 415hp @ 7,600rpm |
| Maximum torque | 405Nm @ 5,500rpm |
| 0-62mph | 4.2 sec |
| Top speed | 194mph |
| Length | 4,460mm |
| Width | 1,808mm |
| Weight | 1,375kg |
| Wheels & tyres | F 8x19-inch; 235/35/R19 R 12x19-inch; 305/30/R19 |




★★★★★

997 GT2
2007-2009

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

| | |
|--------------------|---------------------------------------------------------|
| Production numbers | 1,242 |
| Issue featured | 127 |
| Engine capacity | 3,600cc |
| Compression ratio | 9.0:1 |
| Maximum power | 530hp @ 6,500rpm |
| Maximum torque | 680Nm @ 2,200-4,500rpm |
| 0-62mph | 3.7 sec |
| Top speed | 204mph |
| Length | 4,469mm |
| Width | 1,852mm |
| Weight | 1,440kg |
| Wheels & tyres | F 8.5x19-inch; 235/35/ZR19 R 12x19-inch; 325/30/ZR19 |



★★★★★

997.2 GT3 RS
2009-2012

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

| | |
|--------------------|---------------------------------------------------------|
| Production numbers | 1,500 |
| Issue featured | 125 |
| Engine capacity | 3,800cc |
| Compression ratio | 12.2:1 |
| Maximum power | 450hp @ 7,900rpm |
| Maximum torque | 430Nm @ 6,750rpm |
| 0-62mph | 4.0 sec |
| Top speed | 192mph |
| Length | 4,460mm |
| Width | 1,852mm |
| Weight | 1,370kg |
| Wheels & tyres | F 8.5x19-inch; 245/35/ZR19 R 12x19-inch; 325/30/ZR19 |




★★★★★

997 Speedster
2010

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

| | |
|--------------------|---------------------------------------------------------|
| Production numbers | 356 |
| Issue featured | 128 |
| Engine capacity | 3,800cc |
| Compression ratio | 12.5:1 |
| Maximum power | 408hp @ 7,300rpm |
| Maximum torque | 420Nm @ 4,400-5,600rpm |
| 0-62mph | 4.4 sec |
| Top speed | 190mph |
| Length | 4,440mm |
| Width | 1,852mm |
| Weight | 1,540kg |
| Wheels & tyres | F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19 |



★★★★★

997 Sport Classic
2010

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

| | |
|--------------------|---------------------------------------------------------|
| Production numbers | 250 |
| Issue featured | 146 |
| Engine capacity | 3,800cc |
| Compression ratio | 12.5:1 |
| Maximum power | 408hp @ 7,300rpm |
| Maximum torque | 420Nm @ 4,200-5,600rpm |
| 0-62mph | 4.6 sec |
| Top speed | 187mph |
| Length | 4,435mm |
| Width | 1,852mm |
| Weight | 1,425kg |
| Wheels & tyres | F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19 |



★★★★★

997 Turbo S
2011-2013

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

| | |
|--------------------|---------------------------------------------------------|
| Production numbers | 2,000 |
| Issue featured | 123 |
| Engine capacity | 3,800cc |
| Compression ratio | 9.8:1 |
| Maximum power | 530hp @ 6,250-6,750rpm |
| Maximum torque | 700Nm @ 2,100-4,250rpm |
| 0-62mph | 3.3 sec |
| Top speed | 195mph |
| Length | 4,435mm |
| Width | 1,852mm |
| Weight | 1,585kg |
| Wheels & tyres | F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19 |



★★★★★

991.1 Carrera
2011-2015

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

| | |
|--------------------|---------------------------------------------------------|
| Production numbers | Unknown |
| Issue featured | 137 |
| Engine capacity | 3,436cc |
| Compression ratio | 12.5:1 |
| Maximum power | 350hp @ 7,400rpm |
| Maximum torque | 390Nm @ 5,600rpm |
| 0-62mph | 4.8 sec |
| Top speed | 179.6mph |
| Length | 4,491mm |
| Width | 1,808mm |
| Weight | 1,380kg |
| Wheels & tyres | F 8.5x19-inch; 235/40/ZR19 R 11x19-inch; 285/35/ZR19 |



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★★★★★
997.1 Carrera S
2004-2008
 As per the 997 Carrera, but with more powerful 3.8-litre engine and PASM. 19-inch wheels as standard, with bigger ventilated brakes. Featured quad exhaust tailpipes.

| | |
|--------------------|------------------------|
| Production numbers | 41,059 |
| Issue featured | 107 |
| Engine capacity | 3,824cc |
| Compression ratio | 11.8:1 |
| Maximum power | 355hp @ 6,600rpm |
| Maximum torque | 400Nm @ 4,400rpm |
| 0-62mph | 4.8 sec |
| Top speed | 182mph |
| Length | 4,427mm |
| Width | 1,808mm |
| Weight | 1,420kg |
| Wheels & tyres | |
| F | 8x19-inch; 235/35/R19 |
| R | 11x19-inch; 295/30/R19 |



★★★★★
997.1 GT3
2006-2007
 Track focused, but based on narrow-bodied Carrera with reworked 996 GT3 engine. PASM as standard, revs to 8,400rpm, 200 higher than the Gen2 996 GT3.

| | |
|--------------------|-------------------------|
| Production numbers | 2,378 |
| Issue featured | 117 |
| Engine capacity | 3,600cc |
| Compression ratio | 12.0:1 |
| Maximum power | 415hp @ 7,600rpm |
| Maximum torque | 405Nm @ 5,500rpm |
| 0-62mph | 4.3 sec |
| Top speed | 192mph |
| Length | 4,445mm |
| Width | 1,808mm |
| Weight | 1,399kg |
| Wheels & tyres | |
| F | 8.5x19-inch; 235/35/R19 |
| R | 12x19-inch; 305/30/R19 |

★★★★★
997.1 Carrera 4 2005-08



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

| | |
|--------------------|------------------------|
| Production numbers | 8,533 |
| Issue featured | 3 |
| Engine capacity | 3,596cc |
| Compression ratio | 11.3:1 |
| Maximum power | 325hp @ 6,800rpm |
| Maximum torque | 370Nm @ 4,250rpm |
| 0-62mph | 5.1 sec |
| Top speed | 174mph |
| Length | 4,427mm |
| Width | 1,852mm |
| Weight | 1,450kg |
| Wheels & tyres | |
| F | 8x19-inch; 235/40/R18 |
| R | 11x18-inch; 295/35/R18 |

★★★★★
997.1 C4S 2005-2008



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

| | |
|--------------------|------------------------|
| Production numbers | 30,973 |
| Issue featured | 111 |
| Engine capacity | 3,824cc |
| Compression ratio | 11.8:1 |
| Maximum power | 355hp @ 6,600rpm |
| Maximum torque | 400Nm @ 4,600rpm |
| 0-62mph | 4.8 sec |
| Top speed | 179mph |
| Length | 4,427mm |
| Width | 1,852mm |
| Weight | 1,475kg |
| Wheels & tyres | |
| F | 8x19-inch; 235/35/R19 |
| R | 11x19-inch; 305/30/R19 |

★★★★★
997.1 Turbo 2005-2008



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

| | |
|--------------------|-------------------------|
| Production numbers | 19,201 |
| Issue featured | 159 |
| Engine capacity | 3,600cc |
| Compression ratio | 9.8:1 |
| Maximum power | 480hp @ 6,000rpm |
| Maximum torque | 620Nm @ 1,950-5,000rpm |
| 0-62mph | 3.9 sec |
| Top speed | 193mph |
| Length | 4,450mm |
| Width | 1,852mm |
| Weight | 1,585kg |
| Wheels & tyres | |
| F | 8.5x19-inch; 235/35/R19 |
| R | 11x19-inch; 305/30/R19 |



★★★★★
997.2 Carrera
2008-2012
 Revised with restyled LED rear lights and front driving lights. M97 engine replaced with a 91 DFI unit, using fewer parts – with no problematic Intermediate Shaft.

| | |
|--------------------|---------------------------|
| Production numbers | 10,500 |
| Issue featured | 144 |
| Engine capacity | 3,614cc |
| Compression ratio | 12.5:1 |
| Maximum power | 345hp @ 6,500rpm |
| Maximum torque | 390Nm @ 4,400rpm |
| 0-62mph | 4.9 sec |
| Top speed | 179mph |
| Length | 4,435mm |
| Width | 1,808mm |
| Weight | 1,415kg |
| Wheels & tyres | |
| F | 8x19-inch; 235/40/ZR18 |
| R | 10.5x18-inch; 265/40/ZR18 |

★★★★★
997.2 Carrera S 2008-12



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

| | |
|--------------------|-------------------------|
| Production numbers | 15,000 |
| Issue featured | 61 |
| Engine capacity | 3,800cc |
| Compression ratio | 12.5:1 |
| Maximum power | 385hp @ 6,500rpm |
| Maximum torque | 420Nm @ 4,400rpm |
| 0-62mph | 4.7 sec |
| Top speed | 187mph |
| Length | 4,435mm |
| Width | 1,808mm |
| Weight | 1,425kg |
| Wheels & tyres | |
| F | 8x19-inch; 235/35/ZR19 |
| R | 11x19-inch; 295/30/ZR19 |



★★★★★
997.2 C4S
2008-2012
 Body as per C4 but with larger engine. Utilised 997 Turbo's 4WD and PTM. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.

| | |
|--------------------|-------------------------|
| Production numbers | 7,910 (Coupe) |
| Issue featured | 111 |
| Engine capacity | 3,800cc |
| Compression ratio | 12.5:1 |
| Maximum power | 385hp @ 6,500rpm |
| Maximum torque | 420Nm @ 4,400rpm |
| 0-62mph | 4.7 sec |
| Top speed | 185mph |
| Length | 4,435mm |
| Width | 1,852mm |
| Weight | 1,480kg |
| Wheels & tyres | |
| F | 8x19-inch; 235/35/ZR19 |
| R | 11x19-inch; 305/30/ZR19 |

★★★★★
997.2 GT3 2009-2012



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

| | |
|--------------------|--------------------------|
| Production numbers | 2,200 |
| Issue featured | 117 |
| Engine capacity | 3,797cc |
| Compression ratio | 12.2:1 |
| Maximum power | 435hp @ 7,900rpm |
| Maximum torque | 430Nm @ 6,250rpm |
| 0-62mph | 4.1 sec |
| Top speed | 194mph |
| Length | 4,460mm |
| Width | 1,808mm |
| Weight | 1,395kg |
| Wheels & tyres | |
| F | 8.5x19-inch; 235/35/ZR19 |
| R | 12x19-inch; 305/30/ZR19 |

★★★★★
997.2 Turbo 2009-2013



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

| | |
|--------------------|--------------------------|
| Production numbers | 3,800 |
| Issue featured | 152 |
| Engine capacity | 3,800cc |
| Compression ratio | 9.8:1 |
| Maximum power | 500hp @ 6,000rpm |
| Maximum torque | 650Nm @ 1,950-5,000rpm |
| 0-62mph | 3.4 sec |
| Top speed | 194mph |
| Length | 4,450mm |
| Width | 1,852mm |
| Weight | 1,570kg |
| Wheels & tyres | |
| F | 8.5x19-inch; 235/35/ZR19 |
| R | 11x19-inch; 305/30/ZR19 |



★★★★★
997 GT3 RS 4.0
2010
 Engine was upgraded and aerodynamically tweaked, with the angle of the rear wing increased and dive planes on either side of the front nose. A future collectors' gem.

| | |
|--------------------|-------------------------|
| Production numbers | 600 |
| Issue featured | 125 |
| Engine capacity | 3,996cc |
| Compression ratio | 12.6:1 |
| Maximum power | 500hp @ 8,250rpm |
| Maximum torque | 460Nm @ 5,750rpm |
| 0-62mph | 3.9 sec |
| Top speed | 193mph |
| Length | 4,460mm |
| Width | 1,852mm |
| Weight | 1,360kg |
| Wheels & tyres | |
| F | 9x19-inch; 245/35/ZR19 |
| R | 12x19-inch; 305/30/ZR19 |



★★★★★
997 918 Edition
2010
 These exclusive 997 Turbo S-spec 911s were only available to those who had paid a deposit for a 918 Spyder. Acid green badging and brake calipers.

| | |
|--------------------|-------------------------|
| Production numbers | 121 |
| Issue featured | 74 |
| Engine capacity | 3,800cc |
| Compression ratio | 9.8:1 |
| Maximum power | 530hp @ 6,250-6,750rpm |
| Maximum torque | 700Nm @ 2,100-4,250rpm |
| 0-62mph | 3.3 sec |
| Top speed | 195mph |
| Length | 4,435mm |
| Width | 1,852mm |
| Weight | 1,585kg |
| Wheels & tyres | |
| F | 8x19-inch; 235/35/ZR19 |
| R | 11x19-inch; 305/30/ZR19 |

★★★★★
997 GT2 RS 2010-2011



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

| | |
|--------------------|-------------------------|
| Production numbers | 500 |
| Issue featured | 155 |
| Engine capacity | 3,600cc |
| Compression ratio | 9.0:1 |
| Maximum power | 620hp @ 6,500rpm |
| Maximum torque | 700Nm @ 2,500-5,500rpm |
| 0-62mph | 3.5 sec |
| Top speed | 205mph |
| Length | 4,460mm |
| Width | 1,852mm |
| Weight | 1,370kg |
| Wheels & tyres | |
| F | 9x19-inch; 245/35/ZR19 |
| R | 11x19-inch; 305/30/ZR19 |

★★★★★
997 C2 GTS 2010-2012



C4's wider rear body, and powered by the 3.8-litre Carrera S engine, with a Powerkit producing extra 25bhp. GTS is laden with Porsche options.

| | |
|--------------------|--------------------------|
| Production numbers | Unknown |
| Issue featured | 157 |
| Engine capacity | 3,800cc |
| Compression ratio | 12.5:1 |
| Maximum power | 408hp @ 7,300rpm |
| Maximum torque | 420Nm @ 4,200-5,600rpm |
| 0-60mph | 4.6 sec |
| Top speed | 190mph |
| Length | 4,435mm |
| Width | 1,852mm |
| Weight | 1,420kg |
| Wheels & tyres | |
| F | 8.5x19-inch; 245/35/ZR19 |
| R | 11x19-inch; 305/30/ZR19 |

★★★★★
997 C4 GTS 2011-2012



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

| | |
|--------------------|--------------------------|
| Production numbers | Unknown |
| Issue featured | 125 |
| Engine capacity | 3,800cc |
| Compression ratio | 12.5:1 |
| Maximum power | 408hp @ 7,300rpm |
| Maximum torque | 420Nm @ 4,200-5,600rpm |
| 0-62mph | 4.6 sec |
| Top speed | 188mph |
| Length | 4,435mm |
| Width | 1,852mm |
| Weight | 1,480kg |
| Wheels & tyres | |
| F | 8.5x19-inch; 235/35/ZR19 |
| R | 12x19-inch; 305/30/ZR19 |



★★★★★
991.1 Carrera S
2011-2015
 Same as Carrera, with seven-speed manual 'box but utilising bigger engine. Slightly larger front brakes than the standard Carrera. PASM as standard equipment.

| | |
|--------------------|--------------------------|
| Production numbers | Unknown |
| Issue featured | 114 |
| Engine capacity | 3,800cc |
| Compression ratio | 12.5:1 |
| Maximum power | 400hp @ 7,400rpm |
| Maximum torque | 440Nm @ 5,600rpm |
| 0-62mph | 4.5 sec |
| Top speed | 188.9mph |
| Length | 4,491mm |
| Width | 1,808mm |
| Weight | 1,395kg |
| Wheels & tyres | |
| F | 8.5x20-inch; 245/35/ZR20 |
| R | 11x20-inch; 295/30/ZR20 |

★★★★★
991.1 Carrera 4 2012-2015



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

| | |
|--------------------|--------------------------|
| Production numbers | Unknown |
| Issue featured | 98 |
| Engine capacity | 3,436cc |
| Compression ratio | 12.5:1 |
| Maximum power | 350hp @ 7,400rpm |
| Maximum torque | 390Nm @ 5,600rpm |
| 0-62mph | 4.9 sec |
| Top speed | 177mph |
| Length | 4,491mm |
| Width | 1,852mm |
| Weight | 1,430kg |
| Wheels & tyres | |
| F | 8.5x19-inch; 235/40/ZR19 |
| R | 11x19-inch; 305/35/ZR19 |



★★★★★
991.1 Carrera 4S
2012-2015
 Same wider body styling as C4, coupled to 3.8-litre 400bhp engine. Also features six-piston brake calipers at front. PTV spread torque more evenly.

| | |
|--------------------|--------------------------|
| Production numbers | Unknown |
| Issue featured | 118 |
| Engine capacity | 3,800cc |
| Compression ratio | 12.5:1 |
| Maximum power | 400hp @ 7,400rpm |
| Maximum torque | 440Nm @ 5,600rpm |
| 0-62mph | 4.5 sec |
| Top speed | 185mph |
| Length | 4,491mm |
| Width | 1,852mm |
| Weight | 1,445kg |
| Wheels & tyres | |
| F | 8.5x20-inch; 245/35/ZR20 |
| R | 11x20-inch; 305/30/ZR20 |



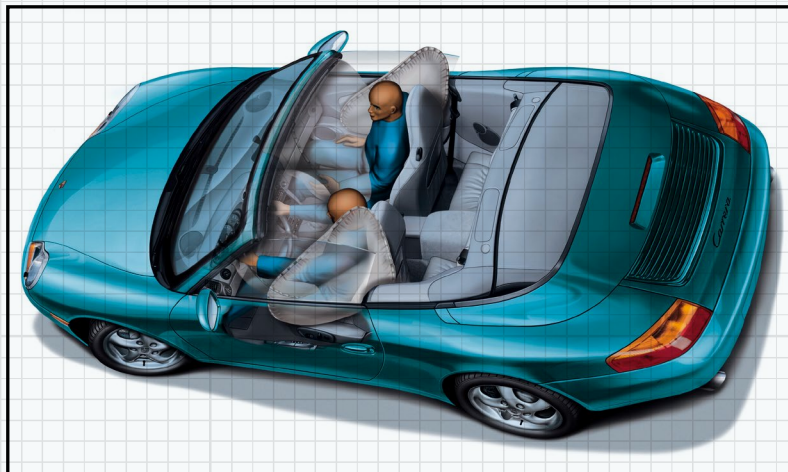
★★★★★
991.1 GT3
2013-2015
 Wide body from 991 Carrera 4 was used for the first time. Mezger engine from previous GT3s replaced with revamped DFI version of Carrera S engine. PDK only.

| | |
|--------------------|-------------------------|
| Production numbers | 3,000 (estimate) |
| Issue featured | 143 |
| Engine capacity | 3,800cc |
| Compression ratio | 12.9:1 |
| Maximum power | 475hp @ 8,250rpm |
| Maximum torque | 440Nm @ 6,250rpm |
| 0-62mph | 3.5 sec |
| Top speed | 196mph |
| Length | 4,545mm |
| Width | 1,852mm |
| Weight | 1,430kg |
| Wheels & tyres | |
| F | 9x20-inch; 245/35/ZR20 |
| R | 12x20-inch; 305/30/ZR20 |

Technology explained

061 POSIP

Discover how Porsche Side Impact Protection was developed, and how it keeps you safe



Safety has always been a concern at Porsche, and throughout the 911 development various ideas have been introduced to keep occupants safe while maximising driver enjoyment. The three-part safety steering system and Targa roll bar are both examples of Porsche's safety-derived developments, but legislation also has played a part, like the impact bumper.

More recently as crash protection laws developed, so did requirements for passenger safety. Airbags first appeared on 911s in the US 1990 model year, but they ultimately gave way to the development of Porsche Side Impact Protection (POSIP) in 1999. You might not know the acronym, but you'll have seen it if you look in the middle of the door trim on a 996 or later 911.

In 1990 an advanced engineering project began to investigate extra occupant protection systems, such as side airbags or padding, with the aim of protecting an occupant's head and thorax in the event of a side impact. In April 1997, the first POSIP system was fitted to a production car, but the first 911 featuring POSIP appeared in 1998: the 996.

You'd be forgiven for not noticing POSIP, but look on the inside of either door, just aft of the release handle and you'll notice a lozenge-shaped trim, discretely marked AIRBAG. That hinged cover is all you'll see of it, unless you trigger it in an accident. The anonymous-looking cover hides a tear seam, and behind it sits a larger-than-usual 30-litre airbag, folded and rolled, with retaining straps for controlled deployment. In the event of an impact, triggers on the centre tunnel and door sills activate the airbag once the impact passes a given threshold.

Triggering takes just 5ms. The airbag then inflates with argon and helium, reaching the occupant's shoulder between 8 and 9ms after triggering, and on to full head height in 15 to 18ms. Thus inflated, the airbag becomes a large, flat cushion between the occupant and inner door.

Regardless of roof configuration or seat position, POSIP is designed to protect the occupant's chest and head, even in an open cabriolet. Unlike conventional airbags, they remain inflated after being deployed. POSIP was developed in the 997 to be two airbags each side: an 8-litre thorax airbag in the front seats, and another 8-litre airbag in the upper door trim.

Like so many car safety systems, we hope to never need them, but it's reassuring to know that Porsche's engineers have been on top of passenger protection for 30 years.



| | | | |
|----------------------------------------------------------------------------------------------------------------|-------|--------------------|----------------------------|
| 991.1 Turbo | ★★★★★ | Production numbers | Unknown |
| 2013-2014 | | Issue featured | 109 |
| New Turbo marks introduction of rear axle steering, plus PDK-only transmission to forced-induction 991 models. | | Engine capacity | 3,800cc |
| | | Compression ratio | 9.8:1 |
| | | Maximum power | 520hp @ 6,000rpm |
| | | Maximum torque | 660Nm @ 1,950rpm |
| | | 0-62mph | 3.4 sec |
| | | Top speed | 195mph |
| | | Length | 4,506mm |
| | | Width | 1,880mm |
| | | Weight | 1,595kg |
| | | Wheels & tyres | F 8.5x20-inch; 245/35/ZR20 |
| | | | R 11x20-inch; 305/30/ZR20 |



| | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------------|---------------------------|
| 991.1 Turbo S | ★★★★★ | Production numbers | Unknown |
| 2013-2015 | | Issue featured | 115 |
| Same dimensions as the 991 Turbo, but with a tweaked map to provide extra 40bhp. Turbo options standard, including centre-lock wheels and PCCB. | | Engine capacity | 3,800cc |
| | | Compression ratio | 9.8:1 |
| | | Maximum power | 560hp @ 6,500rpm |
| | | Maximum torque | 675rpm |
| | | 0-62mph | 3.1 sec |
| | | Top speed | 197mph |
| | | Length | 4,506mm |
| | | Width | 1,880mm |
| | | Weight | 1,605kg |
| | | Wheels & tyres | F 8x20-inch; 245/35/ZR20 |
| | | | R 11x20-inch; 305/30/ZR20 |



| | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------------|-----------------------------|
| 991.2 Carrera S | ★★★★★ | Production numbers | Unknown |
| 2015-2018 | | Issue featured | 132 |
| Shares Carrera's 3.0-litre turbocharged 9A2 engine, and features revised turbos, exhaust and engine management to produce an additional 50hp. | | Engine capacity | 2,981cc |
| | | Compression ratio | 10.0:1 |
| | | Maximum power | 420hp @ 6,500rpm |
| | | Maximum torque | 500Nm @ 1,700rpm |
| | | 0-62mph | 3.9 sec |
| | | Top speed | 191mph |
| | | Length | 4,499mm |
| | | Width | 1,808mm |
| | | Weight | 1,440kg |
| | | Wheels & tyres | F 8.5x20-inch; 245/35/ZR20 |
| | | | R 11.5x20-inch; 305/30/ZR20 |



| | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------------|-----------------------------|
| 991.2 Carrera 4 | ★★★★★ | Production numbers | Unknown |
| 2016-2018 | | Issue featured | 133 |
| New 9A2 turbocharged engine fused with all-wheel drive running gear, now electro-hydraulically controlled. Distinguishable by wider body and full-width rear brake light. | | Engine capacity | 2,981cc |
| | | Compression ratio | 10.0:1 |
| | | Maximum power | 370hp @ 6,500rpm |
| | | Maximum torque | 450Nm @ 1,700rpm |
| | | 0-62mph | 4.1 sec |
| | | Top speed | 181mph |
| | | Length | 4,499mm |
| | | Width | 1,852mm |
| | | Weight | 1,480kg |
| | | Wheels & tyres | F 8.5x19-inch; 235/40/ZR19 |
| | | | R 11.5x19-inch; 295/35/ZR19 |



| | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------------|---------------------------|
| 991.2 C2 GTS | ★★★★★ | Production numbers | Unknown |
| 2017-2019 | | Issue featured | 150 |
| Similar specification and 'black accent' styling as per 991.1, available in both rear-wheel and all-wheel drive form. C4 GTS quicker than C2 GTS. | | Engine capacity | 2,981cc |
| | | Compression ratio | 10.0:1 |
| | | Maximum power | 450hp @ 6,500rpm |
| | | Maximum torque | 550Nm @ 2,150rpm |
| | | 0-62mph | 4.1 sec |
| | | Top speed | 194mph |
| | | Length | 4,528mm |
| | | Width | 1,852mm |
| | | Weight | 1,450kg |
| | | Wheels & tyres | F 9x20-inch; 245/35/ZR20 |
| | | | R 12x20-inch; 305/30/ZR20 |



| | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------------|---------------------------|
| 991.2 C4 GTS | ★★★★★ | Production numbers | Unknown |
| 2017-2019 | | Issue featured | 151 |
| As 991.2 Carrera GTS but with PTM four-wheel drive electrically controlling drive between both axles (rear always driven). Red connecting strip on rear. | | Engine capacity | 2,981cc |
| | | Compression ratio | 10.0:1 |
| | | Maximum power | 450hp @ 6,500rpm |
| | | Maximum torque | 550Nm @ 2,150rpm |
| | | 0-62mph | 3.8 sec |
| | | Top speed | 193mph |
| | | Length | 4,528mm |
| | | Width | 1,852mm |
| | | Weight | 1,515kg |
| | | Wheels & tyres | F 9x20-inch; 245/35/ZR20 |
| | | | R 12x20-inch; 305/30/ZR20 |



| | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------------|-----------------------------|
| 991.2 GT3 RS | ★★★★★ | Production numbers | 100 UK cars (est) |
| 2018-19 | | Issue featured | 164 |
| Latest GT3 RS gets GT3 facelift but with NACA ducts and suspension from GT2 RS. 20hp increase over Gen1, with chassis and aerodynamic revisions. | | Engine capacity | 4,000cc |
| | | Compression ratio | 13.3:1 |
| | | Maximum power | 520hp |
| | | Maximum torque | 480Nm |
| | | 0-62mph | 3.2 sec |
| | | Top speed | 193mph |
| | | Length | 4,549mm |
| | | Width | 1,880mm |
| | | Weight | 1,420kg |
| | | Wheels & tyres | F 9.5x20-inch; 265/35/ZR20 |
| | | | R 12.5x21-inch; 325/30/ZR21 |



| | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------------|---------------------------|
| 991 Speedster | ★★★★★ | Production numbers | 1,948 |
| 2019 | | Issue featured | 172 |
| Limited-edition special from Flach to mark 70 years of Porsche. Engine taken directly from 991.2 GT3 with its six-speed manual compulsory. | | Engine capacity | 3,996cc |
| | | Compression ratio | 13.3:1 |
| | | Maximum power | 500hp @ 8,250rpm |
| | | Maximum torque | 460Nm @ 6,000rpm |
| | | 0-62mph | 3.9 sec |
| | | Top speed | 199mph |
| | | Length | 4,562mm |
| | | Width | 1,852mm |
| | | Weight | Unknown |
| | | Wheels & tyres | F 9x20-inch; 245/35/ZR20 |
| | | | R 12x12-inch; 305/30/ZR20 |



| | | | |
|-------------------------------------------------------------------------------------------------------------------------------------|-------|--------------------|-----------------------------|
| 992 Carrera S | ★★★★★ | Production numbers | In production |
| 2019- | | Issue featured | 174 |
| All-new eighth generation of 911 carries over 9A2 engine from 991.2, though all cars are now wide bodied with subtle visual tweaks. | | Engine capacity | 2,981cc |
| | | Compression ratio | 10.5:1 |
| | | Maximum power | 450hp @ 6,500rpm |
| | | Maximum torque | 530Nm @ 2,500rpm |
| | | 0-62mph | 3.5 sec |
| | | Top speed | 191mph |
| | | Length | 4,519mm |
| | | Width | 1,852mm |
| | | Weight | 1,515kg |
| | | Wheels & tyres | F 8.5x20-inch; 245/35/ZR20 |
| | | | R 11.5x21-inch; 305/30/ZR21 |



991 Anniversary 2013-2014

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

| | |
|--------------------|---------------------------|
| Production numbers | 1,963 |
| Issue featured | 112 |
| Engine capacity | 3,800cc |
| Compression ratio | 12.5:1 |
| Maximum power | 400hp @ 7,400rpm |
| Maximum torque | 440Nm @ 5,600rpm |
| 0-62mph | 4.5 sec |
| Top speed | 188mph |
| Length | 4,491mm |
| Width | 1,852mm |
| Weight | 1,420kg |
| Wheels & tyres | |
| F | 9x20-inch; 245/35/ZR20 |
| R | 11.5x20-inch; 305/30/ZR20 |

991.1 Carrera GTS 2014-16



Big-spec GTS utilises wide body and a host of good options including Powerkit, PASM, Sport chrono, Sport exhaust to name a few, all for £7,000 more than Carrera S.

| | |
|--------------------|---------------------------|
| Production numbers | Unknown |
| Issue featured | 157 |
| Engine capacity | 3,800cc |
| Compression ratio | 12.5:1 |
| Maximum power | 430hp @ 7,500rpm |
| Maximum torque | 440Nm @ 5,750rpm |
| 0-62mph | 4.0 sec |
| Top speed | 190mph |
| Length | 4,491mm |
| Width | 1,852mm |
| Weight | 1,429kg |
| Wheels & tyres | |
| F | 9x20-inch; 245/35/ZR20 |
| R | 11.5x20-inch; 305/30/ZR20 |

991.1 C4 GTS 2014-2016



Almost the same as the C2 GTS, but with additional traction offered by four-wheel drive. As a result, performance times are altered slightly over its rear-driven variant.

| | |
|--------------------|---------------------------|
| Production numbers | Unknown |
| Issue featured | 125 |
| Engine capacity | 3,800cc |
| Compression ratio | 12.5:1 |
| Maximum power | 430hp @ 7,500rpm |
| Maximum torque | 440Nm @ 5,750rpm |
| 0-62mph | 4.4 sec |
| Top speed | 193mph |
| Length | 4,491mm |
| Width | 1,852mm |
| Weight | 1,470kg |
| Wheels & tyres | |
| F | 9x20-inch; 245/35/ZR20 |
| R | 11.5x20-inch; 305/30/ZR20 |



991.1 GT3 RS 2015-2017

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

| | |
|--------------------|---------------------------|
| Production numbers | 6,000 |
| Issue featured | 136 |
| Engine capacity | 3,996cc |
| Compression ratio | 12.9:1 |
| Maximum power | 500hp @ 8,250rpm |
| Maximum torque | 460Nm @ 6,250rpm |
| 0-62mph | 3.3 sec |
| Top speed | 193mph |
| Length | 4,545mm |
| Width | 1,880mm |
| Weight | 1,420kg |
| Wheels & tyres | |
| F | 9.5x20-inch; 265/35/ZR20 |
| R | 12.5x21-inch; 325/30/ZR21 |

991.2 Carrera 2015-2018



Facelift model substantially changed underneath with power coming from completely new 3.0-litre 9A2 turbocharged engine. PASM now standard.

| | |
|--------------------|---------------------------|
| Production numbers | Unknown |
| Issue featured | 137 |
| Engine capacity | 2,981cc |
| Compression ratio | 13.2:1 |
| Maximum power | 370hp @ 6,500rpm |
| Maximum torque | 450Nm @ 1,700-5,000rpm |
| 0-62mph | 4.2 sec |
| Top speed | 183mph |
| Length | 4,499mm |
| Width | 1,808mm |
| Weight | 1,430kg |
| Wheels & tyres | |
| F | 8.5x19-inch; 235/40/ZR19 |
| R | 11.5x19-inch; 295/35/ZR19 |

991.2 Carrera 4S 2016-18



As per C4 but using revised turbos, exhaust and engine management from C2S to produce extra 50hp. Faster 0-62mph than C2S for first time.

| | |
|--------------------|---------------------------|
| Production numbers | Unknown |
| Issue featured | 154 |
| Engine capacity | 2,981cc |
| Compression ratio | 10.0:1 |
| Maximum power | 420hp @ 6,500rpm |
| Maximum torque | 500Nm @ 1,700-5,000rpm |
| 0-62mph | 3.8 sec |
| Top speed | 189mph |
| Length | 4,499mm |
| Width | 1,852mm |
| Weight | 1,490kg |
| Wheels & tyres | |
| F | 8.5x20-inch; 245/35/ZR20 |
| R | 11.5x20-inch; 305/30/ZR20 |



991.2 Turbo 2016-2018

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

| | |
|--------------------|---------------------------|
| Production numbers | Unknown |
| Issue featured | 135 |
| Engine capacity | 3,800cc |
| Compression ratio | 9.8:1 |
| Maximum power | 540hp @ 6,400rpm |
| Maximum torque | 710Nm @ 2,250-4,000rpm |
| 0-62mph | 3.1 sec |
| Top speed | 199mph |
| Length | 4,507mm |
| Width | 1,880mm |
| Weight | 1,595kg |
| Wheels & tyres | |
| F | 9x20-inch; 245/35/ZR20 |
| R | 11.5x20-inch; 305/30/ZR20 |



991.2 Turbo S 2016-2018

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

| | |
|--------------------|---------------------------|
| Production numbers | Unknown |
| Issue featured | 145 |
| Engine capacity | 3,800cc |
| Compression ratio | 9.8:1 |
| Maximum power | 580hp @ 6,750rpm |
| Maximum torque | 750Nm @ 2,250-4,000rpm |
| 0-62mph | 2.9 sec |
| Top speed | 205mph |
| Length | 4,507mm |
| Width | 1,880mm |
| Weight | 1,600kg |
| Wheels & tyres | |
| F | 9x20-inch; 245/35/ZR20 |
| R | 11.5x20-inch; 305/30/ZR20 |



991 R 2016

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

| | |
|--------------------|-------------------------|
| Production numbers | 991 |
| Issue featured | 153 |
| Engine capacity | 3,996cc |
| Compression ratio | 13.2:1 |
| Maximum power | 500hp @ 8,250rpm |
| Maximum torque | 460Nm @ 6,250rpm |
| 0-62mph | 3.8 sec |
| Top speed | 201mph |
| Length | 4,532mm |
| Width | 1,852mm |
| Weight | 1,370kg |
| Wheels & tyres | |
| F | 9x20-inch; 245/35/ZR20 |
| R | 12x20-inch; 305/30/ZR20 |



991.2 GT3 2017-2019

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

| | |
|--------------------|-------------------------|
| Production numbers | 222 (UK, est) |
| Issue featured | 153 |
| Engine capacity | 3,996cc |
| Compression ratio | 13.3:1 |
| Maximum power | 500hp @ 8,250rpm |
| Maximum torque | 460Nm @ 6,000rpm |
| 0-62mph | 3.9 sec (manual) |
| Top speed | 199mph |
| Length | 4,562mm |
| Width | 1,852mm |
| Weight | 1,413kg (manual) |
| Wheels & tyres | |
| F | 9x20-inch; 245/35/ZR20 |
| R | 12x20-inch; 305/30/ZR20 |

991 GT2 RS 2017-2019



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

| | |
|--------------------|---------------------------|
| Production numbers | 2,000 (estimate) |
| Issue featured | 161 |
| Engine capacity | 3,800cc |
| Compression ratio | 9.0:1 |
| Maximum power | 700hp @ 7,000rpm |
| Maximum torque | 750Nm @ 2,500-4,500rpm |
| 0-62mph | 2.8 sec |
| Top speed | 211mph |
| Length | 4,549mm |
| Width | 1,880mm |
| Weight | 1,470kg |
| Wheels & tyres | |
| F | 9.5x20-inch; 265/35/ZR20 |
| R | 12.5x21-inch; 325/30/ZR21 |



991 Turbo S Exclusive Edition

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

| | |
|--------------------|---------------------------|
| Production numbers | 500 |
| Issue featured | 170 |
| Engine capacity | 3,800cc |
| Compression ratio | 9.8:1 |
| Maximum power | 607hp |
| Maximum torque | 750Nm @ 2,250-4,000rpm |
| 0-62mph | 2.9 sec |
| Top speed | 205mph |
| Length | 4,507mm |
| Width | 1,880mm |
| Weight | Not specified |
| Wheels & tyres | |
| F | 9x20-inch; 245/35/ZR20 |
| R | 11.5x20-inch; 305/30/ZR20 |



991 Carrera T 2018

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

| | |
|--------------------|---------------------------|
| Production numbers | 5,000 |
| Issue featured | 162 |
| Engine capacity | 2,981cc |
| Compression ratio | 10.0:1 |
| Maximum power | 370hp @ 6,500rpm |
| Maximum torque | 450Nm @ 1,700-5,000rpm |
| 0-62mph | 4.1 sec |
| Top speed | 183mph |
| Length | 4,499mm |
| Width | 1,808mm |
| Weight | 1,410kg |
| Wheels & tyres | |
| F | 8.5x19-inch; 245/40/ZR19 |
| R | 11.5x19-inch; 295/35/ZR19 |

992 Carrera 4S 2019-



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

| | |
|--------------------|---------------------------|
| Production numbers | In production |
| Issue featured | 174 |
| Engine capacity | 2,981cc |
| Compression ratio | 10.5:1 |
| Maximum power | 450hp @ 6,500rpm |
| Maximum torque | 530Nm @ 2,500rpm |
| 0-62mph | 3.4 sec |
| Top speed | 190mph |
| Length | 4,519mm |
| Width | 1,852mm |
| Weight | 1,565kg |
| Wheels & tyres | |
| F | 8.5x20-inch; 245/35/ZR20 |
| R | 11.5x21-inch; 305/30/ZR21 |

992 Carrera 2020-



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

| | |
|--------------------|---------------------------|
| Production numbers | In production |
| Issue featured | 189 |
| Engine capacity | 2,981cc |
| Compression ratio | 10.2:1 |
| Maximum power | 385hp @ 6,500rpm |
| Maximum torque | 450Nm @ 1,900-5,000rpm |
| 0-62mph | 4.0 sec |
| Top speed | 182mph |
| Length | 4,519mm |
| Width | 1,852mm |
| Weight | 1,505kg |
| Wheels & tyres | |
| F | 8.5x19-inch; 235/40/ZR19 |
| R | 11.5x20-inch; 295/35/ZR20 |

992 Carrera 4 2020-



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

| | |
|--------------------|---------------------------|
| Production numbers | In production |
| Issue featured | N/A |
| Engine capacity | 2,981cc |
| Compression ratio | 10.5:1 |
| Maximum power | 385hp @ 6,500rpm |
| Maximum torque | 450Nm @ 1,950-5,000rpm |
| 0-62mph | 4.0 sec |
| Top speed | 180mph |
| Length | 4,519mm |
| Width | 1,852mm |
| Weight | 1,555kg |
| Wheels & tyres | |
| F | 8.5x19-inch; 235/40/ZR19 |
| R | 11.5x20-inch; 295/35/ZR20 |

992 Turbo S 2020-



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

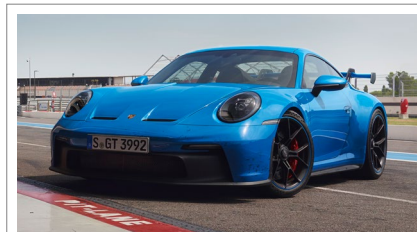
| | |
|--------------------|---------------------------|
| Production numbers | In production |
| Issue featured | 190 |
| Engine capacity | 3,745cc |
| Compression ratio | 8.7:1 |
| Maximum power | 640hp @ 6,750rpm |
| Maximum torque | 800Nm @ 2,500-4,000rpm |
| 0-62mph | 2.7 sec |
| Top speed | 205mph |
| Length | 4,535mm |
| Width | 1,900mm |
| Weight | 1,640kg |
| Wheels & tyres | |
| F | 8.5x20-inch; 255/35/ZR20 |
| R | 11.5x21-inch; 315/30/ZR21 |

992 Targa HDE 2020-



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

| | |
|--------------------|---------------------------|
| Production numbers | 992 |
| Issue featured | 193 |
| Engine capacity | 2,981cc |
| Compression ratio | 10.5:1 |
| Maximum power | 450hp @ 6,500rpm |
| Maximum torque | 530Nm @ 2,500rpm |
| 0-62mph | 3.6 sec |
| Top speed | 189mph |
| Length | 4,519mm |
| Width | 1,852mm |
| Weight | 1,675kg |
| Wheels & tyres | |
| F | 8.5x20-inch; 245/35/ZR20 |
| R | 11.5x21-inch; 305/30/ZR21 |



992 GT3 2021-

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

| | |
|--------------------|--------------------------|
| Production numbers | 1,000 (est, for 2021) |
| Issue featured | 199 |
| Engine capacity | 3,996cc |
| Compression ratio | 13.3:1 |
| Maximum power | 510hp @ 8,400rpm |
| Maximum torque | 470Nm @ 6,100rpm |
| 0-62mph | 3.4 sec |
| Top speed | 199mph |
| Length | 4,573mm |
| Width | 1,852mm |
| Weight | 1,418kg (manual) |
| Wheels & tyres | |
| F | 9.5x20-inch; 255/35/ZR20 |
| R | 12x21-inch; 315/30/ZR21 |

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URGENT APPEAL



Russia's brutal invasion of Ukraine is not just a humanitarian crisis for the Ukrainian people; it's a child protection emergency.

Up to 100,000 children warehoused in Ukraine's vast orphanage system – a network of over 700 buildings – risk being forgotten. Left to face the dangers of war alone as staff flee. As families are torn apart or forced from their homes, many more children are at risk of being separated from the love and protection they desperately need. Worse still, they are at risk of trafficking, or being placed in overcrowded, understaffed and poorly resourced orphanages in border countries.

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support. We're working closely with authorities to keep families together when they are at their most vulnerable and to fight for the safe tracking, monitoring and care for children without parental care. And we won't stop when the fighting stops.

Will you help us by donating?

With your help, we can avert a child protection crisis of epic proportions and ensure children are protected and kept in families. Never orphanages.

To help protect vulnerable children, donate online at:

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Monday – Friday 9am – 5pm.

Please quote **FP22 - Kn** when making your donation.

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HOPE AND HOMES FOR CHILDREN



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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

The visual impression of the 911 is supreme. In my eyes it's a subtly evolving piece of art. I'm especially fond of the Porsche 911T Targa, which is a great way to experience the rush of top-off motoring.

At Beverly Hills Car Club I recently acquired for sale a 1972 model in a rare, exquisite colour scheme of Viper green combined with a black interior. This original blue-plate California car had been with the same owner since 1997. It came with a five-speed manual transmission, flat six 2.4-litre engine, four-wheel disc brakes, Fuchs wheels with Dunlop D60 A2 tyres, jack, tool kit, vintage VDO Kienzle clock and a spare tyre. Also included were the owner's manual booklet, maintenance book with stamps, and service receipt copies totalling over \$31,000 dating from 1988 though to 2000.

In this vehicle we see "the fruits of all the development effort to produce an unmatched high-performance sports car," as Peter Morgan described the 911T Targa. It's what you can imagine yourself arriving in at the Cannes Film Festival in 1972!

That was the first year for a fresh generation of 911s. The most obvious improvement was increased engine displacement. The additional displacement, to that of 2.4 litres (actually 2,341cc), was a change to

produce a street engine that would comply with US emissions regulations. And it featured the stronger Type 915 five-speed gearbox and 6x15-inch Fuchs alloy wheels as standard. Externally, there was also the addition of a small chin spoiler, adopted to improve high-speed stability.

No wonder I was excited by this 911T Targa. The classic Targa concept has become an archetype that originated in the legendary original Targa, with its characteristic wide bar, a moving roof part above the front seats and a wrap-around rear window.

In fact, it's all there in the name: targa top, or targa for short, is a semi-convertible car body style with a removable roof section and a full width roll bar behind the seats. The term was first used on the 1966 Porsche 911 Targa: it's a registered trademark of Porsche AG. But then we get deeper. The provenance of the name 'Targa' lay in the Targa Florio sports car road race in Sicily, in which Porsche had several victories until 1973. The last win in the subsequently discontinued event was scored with a 911 Carrera RS against prototypes entered by Ferrari and Alfa Romeo. The road-going Targa was equipped with a removable roof panel and a removable plastic rear window (although a fixed glass version was offered from 1968).

In August 1967, the A series had gone into production with dual brake circuits and widened (5.5J-15) wheels still fitted with Pirelli Cinturato 165HR15 CA67 tyres, and the previously standard gasoline-burning heater became optional. The Targa (meaning 'plate' in Italian) version was introduced. It had a stainless steel-clad roll bar, because car manufacturers believed that the proposed rollover safety requirements by the US National Highway Traffic Safety Administration would make it hard for fully open convertibles to meet regulations for sale in the US – a crucial market for the 911.

My Porsche 911T Targa has the external filler (ölklappe in German) for the engine's dry-sump oil tank, which was fitted to cars built only during 1972. Hitherto, the tank had been positioned behind the right rear wheel, but in 1972 it was moved forwards to improve weight distribution. The tank's hasty return to its original position and the filler's relocation to within the engine bay was prompted by the fact that service station attendants often mistook it for the fuel filler! It's estimated that only 989 examples were made, making the ölklappe version particularly sought-after by purists. It's also the last Porsche 911 not 'blessed' (ahem...) with large, impact-absorbing bumpers – which increases its collectability. So the 911T Targa is the right car with the right history.

Like many classic cars, they're only increasing in value. But forget the dollar or euro signs beside them. Porsche 911T Targas are priceless. **911**



PARTNER PROMOTION



PROJECT PERFECTION

959 engine built by RPM Technik

RPM Technik may be the go-to specialist for your modern GT Porsche models, however, they also offer a huge depth of air-cooled expertise for bespoke air-cooled project builds, factory perfect restorations and technical engineering services.



RPM Technik Special Projects department

The continual evolution and growth of the Special Projects department has resulted in the expansion into an additional dedicated building for air-cooled restorations. Equipped with two ramps, a rotisserie and a raft of period system testing equipment such as flow benches and a huge Bosch motor tester and gas analyser. "We are something of a rarity" says Ollie Preston, RPM Technik founding director. "New replacement parts aren't available and there are very few people who know how to repair the period components. We stand separate to many specialists as we have the both the knowledge and the testing equipment to get these old girls running again."

The Special Projects department also share access with the company's engine and transmissions shop and Beissbarth geometry facility. On-site machining equipment allows RPM Technik to overhaul cylinders heads and a state-of-the-art Tumbler refinishes engine cases and other components kindly and without risking contamination of the oil pathways that other media blasting techniques can risk.



3.8 litre engine developed in-house, producing 385bhp @7500rpm



One of two Porsche 959's recommissioned by RPM Technik

THE RESTOMOD 964 BACKDATE

There is a certain well known Californian builder of restomodded 964's that has a lot of column inches on this type of project. However, RPM Technik had a client that wanted his perfect incarnation of a 911 to be narrow bodied with some very specific details to bring the car to his perfect specification. Being an artisan in his field of jewellery, he had a clear vision of how he wanted the interior and exterior of the car to look. However, RPM Technik were given free rein to do all the mechanical and technical designs to make this something that would be the very best of its type. The spec is vast. The build has a carbon roof, uprated suspension and brakes, rebuilt gearbox with motorsport synchros and LSD, PAS delete, genuine 2.7 RS LWT panels, bespoke rear grill, electric heater system, heated front windscreen, bespoke carbon fibre bumpers, innovative oil cooling system and backdate gauges.

One of the masterpieces of this build is under the engine lid. The capacity of the original 250bhp 3.6 litre engine was raised to 3.8 litres and so started a long R&D exercise that is only just now coming to its ultimate iteration. This Alpha variant of the engine developed 385bhp @7500rpm and had the option of three different engine maps to suit the application in hand. The current engine is expected to dyno at more power, yet will be a more responsive and usable engine for town driving. This final evolution has even more bespoke engineering. This includes CNC-flowed cases and cylinder heads, custom rods, custom barrels and pistons, GT3 crankshaft, bespoke cams, individual throttle bodies and a carbon fibre air box. These engines are available for approximately £75,000 as a crate engine, run in and complete with their own ECU and bespoke wiring loom, fitting most air-cooled models.

THE LEGEND PORSCHE 959

The levels of attention to detail are matched by the investment in original workshop manuals and model-specific maintenance tools. Such tooling has allowed RPM Technik to recommission and restore not one but two 959s. The basic shape might look like a 911 but the level of tech in these models is staggering when you consider the concept was first worked on in 1981, over 40 years ago! The 959 had centre lock magnesium wheels and tyre pressure sensors – technology that only made it onto mainstream Porsches with the 991 GT3 over 25 years later. Both 959s needed engine rebuilds and the white 959 also needed fully recommissioning after being released from a bonded warehouse where it spent two decades standing idle.

The engine rebuild on the Silver 959 required a very high level of perseverance and ingenuity. Engine components for a 959 just aren't available anymore. As a result, both turbochargers were rebuilt, a custom wastegate fabricated and a specialist motorsport subcontractor used modern alloys to create identically light, but more robust, replacements to the fatigued titanium valves.

To maximise the provenance on the white 959, and to highlight the interesting backstory to this example, there are no plans to repaint the bodywork. Instead, it has received a very time consuming decontamination and deep detailing exercise that took 10-man days!

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Ed McNamee has been racing and wrenching on Ferraris and Porsche for more than 30 years. During that time his enthusiasm for Porsche restorations has developed into a passion for restoring Fuchs wheels.

Based out of Southern California, Fuchs are able to fully restore wheels within six weeks from arrival at their restoration centre. They are the only restoration service that keeps the wheel IN HOUSE from start to finish, resulting in higher quality products.

It's not just scuffs scrapes and blemishes though! Providing the wheel hasn't received any poor welding in the past, Fuchs can completely restore bent, warped and cracked wheels. If the wheel needs welding then they use melts from real Fuchs wheels and not plain welding rods.

Fuchs are proud to have refurbished 1000's of wheels, so they have the knowledge and experience to get yours looking like new again using factory excellence as a guide and the latest state of the art equipment. Their wheels are on



OPPOSITE LEFT 911 with wheels restored by Fuchs

FAR LEFT Fuchs Wheel After Restoration

LEFT Fuchs Wheel Prior to Restoration

BOTTOM LEFT Ed McNamee (Owner) with restored Fuchs



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The finer details...

Fuchs can fix wheels with bad bends and gouges as long as they can turn a wheel back to you that is safe on the highway. For the most authentic and complete restoration possible, they stock

donor wheels from which they can take "melts" in order to repair wheels with original factory materials. You can also consider their "frosted" RSR finish.

All stamps and markings (dates, part numbers, Fuchs Foxes) will be preserved throughout the process unless you want the backs serviced. In that case we cannot be responsible for ink stamps. Other stamps will not be damaged.

Minor imperfections such as small dents, curb rashes and scratches will be fixed during the

refurbishing process at no extra charge. They even install Valve Stems for various depths of wheel.

Because so many wheel customers asked, Fuchs also provide window trim and door handle restoration as well as door handle drilling and lighting.

Contact them with any questions or send photos with special requests or damage to receive a quote. Visit the website at fuchsrestoration.com or email Ferraried@sbcglobal.net. **911**



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Total
911

2014

PORSCHE

991 TURBO

SATIN GREY

17,000 MI



2011
PORSCHE
 997 GT3RS 4.0
 #211 OF 600
 12000 MILES
 GRANPRIX WHITE

1998
PORSCHE
 993 TURBO S
 RHD HIGH SPEC
 1 OF 23
 66,000 MI



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911 Carrera Speedster

Silver Metallic • Velvet Red Leather Seats
16" Fuchs Wheels • One of 64 UK Cars
Porsche Certificate of Authenticity
Previously Sold & Serviced by Paragon
29,896 miles • 1989 (G)

£184,995



911 Turbo (993)

Arena Red • Black Leather Sports Seats
18" Turbo Wheels • Electric Sunroof
Full Leather Interior • Air Conditioning
Previously Sold & Serviced by Paragon
62,139 miles • 1996 (P)

£154,995



911 GT2 (996)

Polar Silver • Black Leather Sports Seats
18" GT2 Wheels • Porsche Ceramic
Composite Brakes • Carbon Interior
Package • Previously Sold & Serviced
by Paragon • 21,836 miles • 2003 (03)

£134,995



911 Turbo S (991)

Jet Black Metallic • Black Leather Sports
Seats • PDK Gearbox • 20" Turbo
Centre Lock Wheels • Porsche Ceramic
Composite Brakes • Glass Electric
Sunroof • 5,747 miles • 2016 (66)

£127,995



911 Carrera 2 S (992)

Guards Red • Black Leather Sports Seats
PDK Gearbox • 20/21" Carrera S Wheels
Touchscreen Satellite Navigation
Switchable Sports Exhaust • Sport
Chrono • 7,605 miles • 2019 (69)

£102,995



911 Carrera 2 GTS (991)

Guards Red • Black Half-Leather Bucket
Seats • Manual Gearbox • 20"
Centre Lock Wheels • Sport Chrono
Previously Sold & Serviced by
Paragon • 6,939 miles • 2015 (65)

£92,995



911 Turbo S (997)

Carrera White • Black Leather Adaptive
Sports Seats • PDK Gearbox • 19" Centre
Lock Wheels • Porsche Ceramic
Composite Brakes • Sport Chrono
29,893 miles • 2010 (60)

£82,995



911 Turbo S (997)

Carrera White • Black Leather Sports
Seats • PDK Gearbox • 19" Centre Lock
Wheels • Porsche Ceramic Composite
Brakes • Previously Sold & Serviced by
Paragon • 39,721 miles • 2011 (11)

£79,995



911 Carrera 2 GTS (997)

Platinum Silver • Black Half-Leather
Sports Seats • PDK Gearbox • 19"
Centre Lock Wheels • Touchscreen
Satellite Navigation • Sport Chrono
19,923 miles • 2011 (11)

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911 Carrera 2 S (991)

Guards Red • Black Leather Sports Seats
PDK Gearbox • 20" Black Carrera S
Wheels • Touchscreen Satellite
Navigation • Switchable Sports Exhaust
Sport Chrono • 41,637 miles • 2012 (12)

£59,995



911 Carrera 4 S (997)

Meteor Grey • Black Leather Sports
Seats • PDK Gearbox • 19" Turbo Wheels
Sports Exhaust • Previously Sold &
Serviced by Paragon • 72,325 miles
2010 (59)

£46,995



911 Carrera 2 (997)

Seal Grey • Dark Blue Leather Seats
Manual Gearbox • 18" Carrera II
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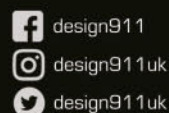
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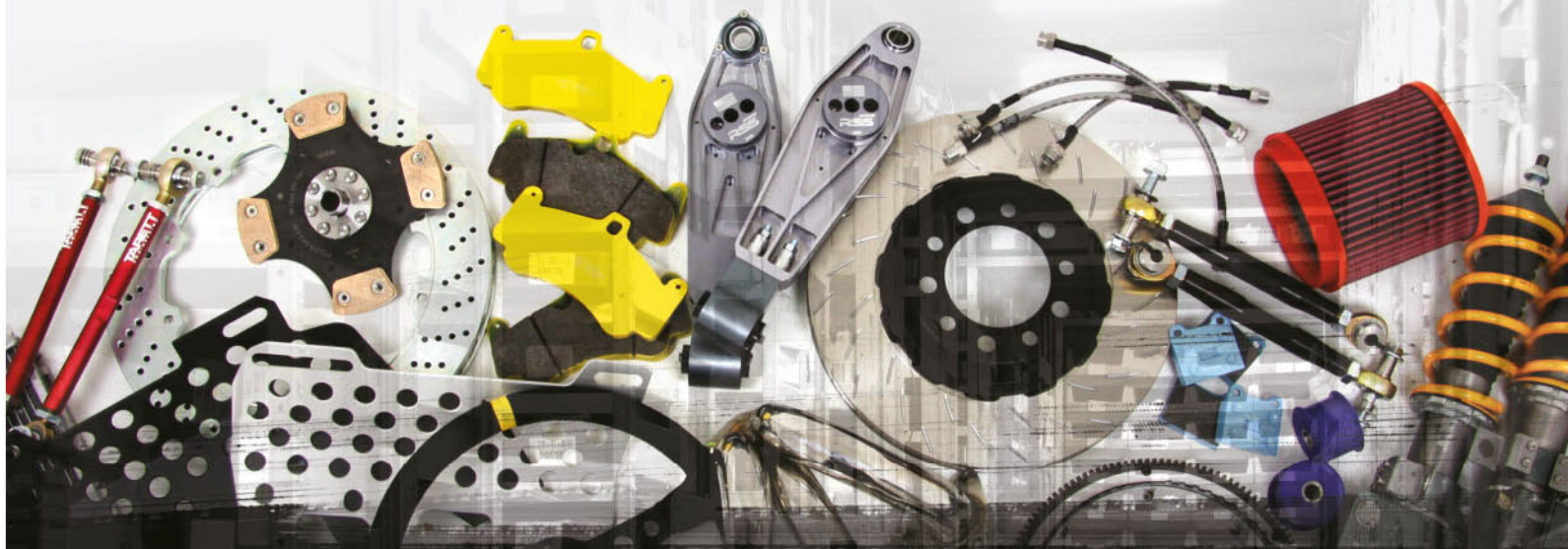
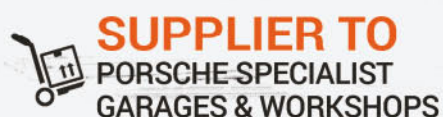
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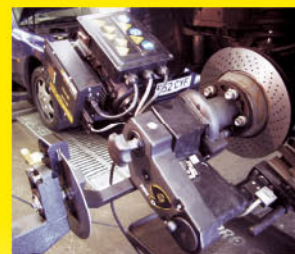
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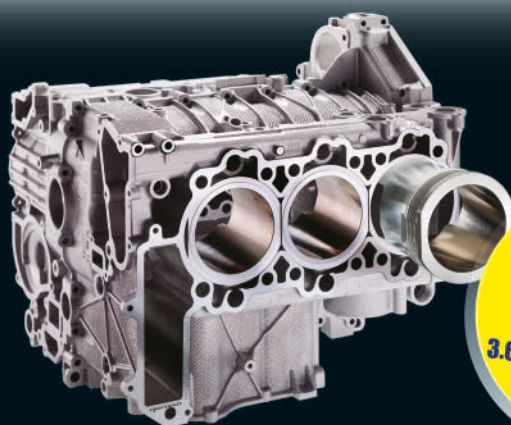


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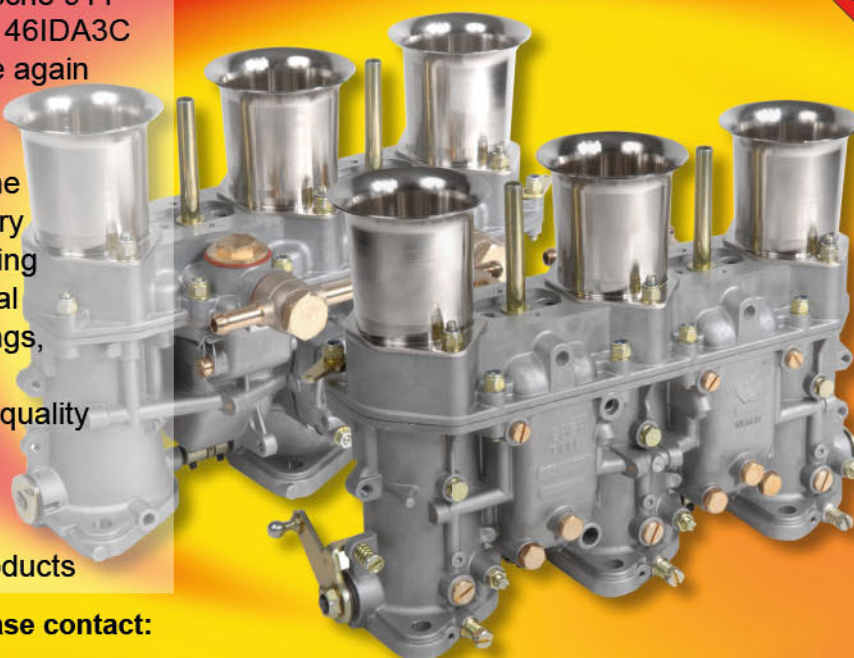
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Porsche Moment

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

A 911, clearly being driven with commitment, tackles one of the 127 corners of the Freiburg to Schauinsland hill climb. But this isn't just any one of the many 911s that contested the Schauinsland climb until competitive events stopped after 1972. The driver is the Swabian, Eberhard Mahle, and in this 1966 photograph he's well on the way to winning the European GT Hill Climb Championship and also the 911's first international triumph. The irony is that if Huschke von Hanstein had prevailed, Eberhard wouldn't have had a 911 to compete in.

Scion of what is today the German car parts manufacturer Mahle GmbH, Eberhard was by the mid-1960s a highly experienced racer. He'd competed in Alfa Romeos, winning the German GT championship in 1957, and again with a Volvo PV544 in 1959. Eberhard had also driven

works Borgwards and Mercedes. His Porsche 550 was second in the Targa Florio in 1959, so when he alighted upon the new 911 as the weapon to tackle the Bergrennen scene, he was surprised at Huschke's reluctance to prepare one for him. The baron explained Zuffenhausen was building 911s only for rallying, and besides, in tarmac events the 911 would be left behind by Ferraris and Fords with twice the horsepower.

This was just the sort of challenge Eberhard relished. He turned to his friend, Porsche works driver and former motorcycle mechanic Gerhard Mitter, who procured a second-hand 911 and tuned it to produce 165bhp long before Porsche was marketing the 911S or power kits. In its first outing Eberhard was third. The following year, 1966, his 911 was unbeatable, winning all but one event. It was an impressive

performance from a man whose leg doctors had wanted to amputate only two years earlier after a crash caused multiple fractures and put him out of action for well over a year.

After his 1966 success, Eberhard largely called a halt to motorsport. At 33 he had achieved all he wanted, and besides there was the family firm to manage. Yet he would return after retirement in the 1990s and was foremost in re-establishing racing at Solitude in 2001, where 40 years earlier he had won with his 356.

As well as heading one of Porsche's first original equipment suppliers, Eberhard was a significant local personality and the Porsche Museum would often invite him in to drive an exhibit for a historical event. His death at 88 in December 2021 was marked by a wide range of tributes, many from abroad. **911**

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