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HISTORY OF THE RSR

How Porsche's famous RSR wrote itself into history books



ISSUE 221

Digital Edition

ROAD TRIP TO LE MANS

Pilgrimage back to La Sarthe for the return of Le Mans Classic



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1997 Porsche 993 Turbo-stock-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, sport seats, automatic speed control, power mirrors, power windows, power steering, power sunroof, 4-wheel disc brakes, Porsche Twist 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



1973 Porsche 911E Targa-stock-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 option: S trim, heated rear glass, sway bars, S 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 911E that is mechanically sound.

For \$98,500



1978 Porsche 911SC Sunroof Delete Coupe-stock-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



1979 Porsche 930 Turbo Coupe-stock-14909

Presenting this amazing color combination 1979 Porsche 930 Turbo Coupe featured with matching numbers and 73,614 miles on the odometer. Available in Petrol Blue Metallic with a black interior. The 930 Turbo comes equipped with a 4-speed manual transmission, Flat 6 Cylinder 3.3-liter engine, air conditioning, sports seats, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, and spare tire. Also includes service documents and receipts totaling over \$6,000. An extremely sought-after air-cooled Porsche Turbo that is mechanically sound.

For \$139,950



1982 Porsche 911SC Targa Euro Spec-stock-13878

Here is a 1982 Porsche 911SC Targa Euro Spec featured with 80,006 miles on the odometer and matching numbers (Certificate of Authenticity copy included). Available in its factory color of Pacific Blue Metallic with a linen interior. The vehicle comes with a clean Carfax and is equipped with a 5-speed manual transmission, rear window wiper, power windows, 4-wheel disc brakes, jack, and Fuchs wheels. Also included with this vehicle is a receipt for a major service done less than 100 miles ago at a cost of \$6,942. A beautiful color combination 911SC that has just come out of the dry desert state of Arizona and is mechanically sound.

For \$48,500



1990 Porsche 964 Carrera 4 Coupe-stock-15067

Presenting this 1990 Porsche Carrera 4 Coupe that is available in its factory color code #908 Grand Prix White with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, air conditioning, automatic speed control, power windows, power steering, sunroof, 4-wheel disc brakes, Porsche D90 wheels, spare tire, jack, and tool kit. Both the color code and options sticker are still in place under the hood. Also includes the original owner's manual as well as service documents and receipts totaling over \$4,000. A well-equipped air-cooled Porsche that had the same owner since 1994 and is mechanically sound.

For \$86,500



1992 Porsche America Roadster-stock-14374

Presenting this highly desirable 1992 Porsche America Roadster that is available in its factory color code #92A Zerkat Silver Metallic with a grey interior. The vehicle comes with a clean Carfax and is equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, air conditioning, automatic speed control, rear seat delete/storage compartments, 8-way electrical front seats, draped leather front seats, windows, power steering, light root wood shift knob, soft top, boot, limited-slip differential, 4-wheel disc brakes, and spare tire. Also includes the original owner's manual as well as the warranty/maintenance booklets (service stamps included). Both the color code and options sticker are still in place under the hood. Don't miss your chance to acquire this limited-production Porsche America Roadster that is mechanically sound, mechanically sound.

For \$82,500



1993 Porsche 911 RS America Non-Sunroof-stock-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 \$139,500



1995 Porsche 993 Carrera Cabriolet-stock-14952

Presenting this well-equipped 1995 Porsche 993 Carrera Cabriolet featured with 79,684 miles on the odometer and is available in its factory color code #997 Grand Prix White with a grey 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 seat (left & right), power windows, power steering, soft top, boot, 4-wheel disc brakes, spare tire, tool kit, air compressor, and jack. Both the color code and options sticker are still in place under the hood. Also includes paint meter reading photos. An excellent original and low mileage sports car that is mechanically sound.

For \$64,500



1996 Porsche 993 Turbo-stock-15340

Presenting this 1996 Porsche 993 Turbo Coupe featured with 37,613 on the odometer and finished in a gorgeous color combination of Polar Silver Metallic with a black interior. Equipped with a 6-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, 4-vented disc brakes, air conditioning, power side mirrors, power windows, front seats with electric height, automatic speed control, sunroof, Porsche Twist wheels with Bridgestone tires, tool kit, air compressor, Alpine radio, Quartz VDO clock, and a spare tire. Also includes the owner's manual booklet and warranty booklet. An extremely sought-after and well-equipped air-cooled 993 Turbo that is mechanically sound.

For \$235,000



1997 Porsche 993 Carrera Coupe-stock-15011

Presenting this well-equipped 1997 Porsche 993 Carrera Coupe featured with 62,246 miles on the odometer and is available in its factory color code #908 Grand Prix White with grey 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 oil 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 totaling from 2002 to 2021 totaling over \$13,000. An original West Coast car that is mechanically sound.

For \$96,500



1999 Porsche 996 Carrera Coupe 6-Speed-stock-15451

Presenting this 1999 Porsche 996 Carrera Coupe that is finished in a color scheme of its factory color Forest Green Metallic (22E) combined with a Savanna Beige interior. Equipped with a 6-speed manual transmission, Flat 6 Cylinder 3.4-liter engine, four-vented disc brakes, power steering, air conditioning, power side mirrors, power windows, sunroof, automatic speed control, power-adjustable front seats, Porsche Twist wheels wearing Michelin tires, four-spoke steering wheel, Porsche radio, jack, tool kit, and a spare tire. In addition to the equipment and amenities, this car comes with the owner's manual booklet, maintenance booklet, manufacturer's literature, clean Carfax report and service receipts copies. The color code and options sticker are both still in place under the hood. An extremely sought-after and well-equipped California car that is mechanically sound.

For \$26,500



2005 Porsche 911 Carrera Coupe 6-Speed-stock-15187

Presenting this elegant 2005 Porsche 911 Carrera Coupe 6-Speed featured with 52,680 miles on the odometer and is available in its factory color code #041 black with a black interior. The vehicle comes equipped with a 6-speed manual transmission, 3.6-liter engine, automatic speed control, heated front seats, air conditioning, power windows, Bi-Xenon headlamp package, Power seat package, power steering, Bose high-end sound package sunroof, Michelin tires, and 4-wheel disc brakes. Also includes paint meter reading photos as well as service documents and receipts totaling from 2016 to 2021 totaling over \$6,000. A well-equipped 911 Carrera Coupe that is mechanically sound.

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Welcome

We hope you enjoy our theme of 'Porsche alternatives' in this month's issue. First, we present you with 10 outstanding models from the used market that retail for less than the price of a new

992 Carrera S, then later in the magazine, we put forward the case for the Porsche 912, the last of the affordable 'long bonnet' classics, which helped start the 911 legend.

Our mission, really, is to encourage you to think holistically when it comes to your 911 purchase. The reality is that lots of enthusiasts think they know which model they're after – but do they really? For example, many are drawn to the glamour of owning a GT car, but actually need a 911 that will fulfil daily duties. In the same vein, a PDK gearbox might readily be dismissed, as will all-wheel drive, when in fact

these technologies arguably add to the 911 experience rather than detract from it.

The great thing about the 911 is that we're blessed with lots of variants of Porsche's iconic sports car, so you have multiple options to explore on the way to finding the best 911 for your needs. As I've said before, a bad 911 doesn't exist; only a bad decision in purchasing the wrong car for your lifestyle.

So, before you go ahead and buy that 911 you think you want, ask yourself: what do I need from a 911? The answers will direct you to the correct model and example for you, and ensure many happy miles and memories ahead. Similarly, don't be afraid to trial models you might usually consider to be outside of the box, because the results may well surprise you. Remember, there's a Porsche 911 out there for everyone – finding it is part of the fun!

“A bad 911 doesn't exist; only a bad decision in purchasing the wrong car for your lifestyle”



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^{Total} 911 Opening Shot

Photograph by **Simon Jessop**

Sitting among the beige brickwork of a quaint, quiet country village, this 912 – the colour of its delicate arches and flowing lines serendipitously matching its surroundings – is at rest after a day exploring local roads. You can find out how the 912 stacks up as an alternative experience to a classic 911 by turning to page 36.



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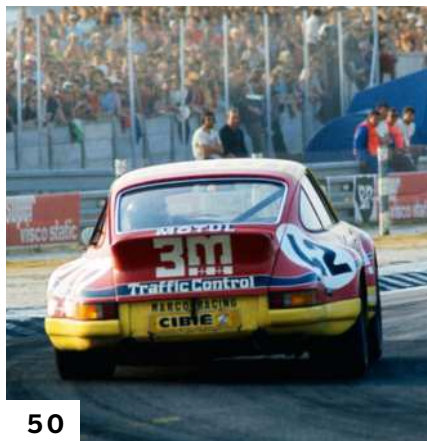
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The last RSR

Now that Porsche has retired its famous RSR, we assess the legacy the last RSR has left behind

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Update

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



911 GT3 celebrates 30 years of Supercup

Via a Sonderwunsch Factory Re-Commissioning project, one 911 GT3 road car is commemorating three decades of the Porsche Supercup

Porsche Mobil 1 Supercup celebrates its 30th anniversary this year, and to commemorate the event, Porsche Motorsport has commissioned Porsche Exclusive to undertake what it terms a "complete re-commissioning" of a road-going 911 GT3, part of the Sonderwunsch programme.

Porsche Exclusive Manufaktur's "Sonderwunsch Factory Re-Commissioning" is a label given to a re-commissioning and customisation project – a technical restoration of a road car along with the modification of its exterior and interior. The Exclusive team set out to create a unique 30th anniversary livery, applied in less than six months, to a 911 GT3 road car. The detailed eight-colour paintwork design (there's no wrap or stickers) incorporates the Supercup anniversary logo – a large gold "30" – displayed on the car's doors and

bonnet, while further design elements include the names of all 29 previous Porsche Supercup champions depicted on its gold rear bumper.

During the transformation, which took several weeks in total, the GT3 was disassembled and then rebuilt with its special new design. The multicoloured pixel mesh area around the rear wheel arches was one of the greatest challenges. Once the paint was finished and sealed with a high-gloss clear lacquer, the vehicle was reassembled by hand at Porsche Exclusive Manufaktur's base in Zuffenhausen, Germany, and then customised with additional Sonderwunsch features.

Inside, the anniversary logo is embossed in the car's headrests, a unique black and Aurum Sport Tex features throughout, while colour-coded Mojave beige piping gives the leather seats a distinctive

character. The dashboard is adorned with the anniversary logo, while the top, doors and side panels have all been customised with contrasting Mojave beige stitching.

The unique car will appear at Supercup races before making trips to the Porsche Museum and CityLife Showroom in Milan. Former Supercup champions will also take the Sonderwunsch 911 GT3 out on the road to talk about their career highlights. One of the toughest one-make series in the world, the Porsche Mobil 1 Supercup races across Europe, supporting the FIA Formula One World Championship. A total of 28 drivers from eight teams are competing for the title in this anniversary season, all racing the 510ps 911 GT3 Cup based on the current 992 generation 911. The car is fuelled by Esso Renewable Racing Fuel.

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Porsche Design's special auction lot

A restored 911 Targa and a unique matching timepiece are up for bids at an exclusive auction in December

Porsche Design is marking its 50th anniversary by offering two design icons in one auction lot. A restored 1972 911 S 2.4 Targa and a unique watch based on the legendary Porsche Design Chronograph I are going up for auction via Sotheby's in December. The two items share a link with Professor Ferdinand Alexander Porsche, founder of Porsche Design and designer of the 911 Targa. Part of Sotheby's bi-annual multi-category Luxury Week series in New York, the auction will provide chronograph and car connoisseurs the opportunity to bid for an exclusive box containing

the timepiece and the key to the 911 Targa, plus the car, with an estimated combined value of \$275,000–\$325,000 (£228,000–£269,000).

The Targa has been restored by Porsche Classic, working in collaboration with Porsche Design. It employs the colour scheme of the legendary Chronograph I, with black dominating. There are various "50 Years of Porsche Design" signifiers around the car and a restoration case containing detailed documentation covering the car's rebirth.

The unique Chronograph 1 – 911 S 2.4 Targa watch was developed



especially for the auction, based on the Chronograph 1 – 1972 Limited Edition. The winding rotor on the back of the case, which corresponds to the Fuchs wheel on the Targa of the same year, makes it unique. Manufactured in Solothurn, Switzerland, the watch translates the movement of its wearer's wrist into energy to drive the timepiece. Those who wish to

purchase the watch on which it is based, the Chronograph 1 – 1972 Limited Edition, have the chance to grab one of 500 pieces. Its design has remained true to the original; only changes necessary to bring the timepiece up to current standards were made, such as the use of titanium and the addition of a new movement and water-resistant case.

Nick Heidfeld's rare 959 restored

A 959 Sport belonging to former Formula One driver, Nick Heidfeld, has been restored by Porsche Classic



The iconic 959 is one of the rarest Porsche ever built – just 292 were produced. Former racing driver, Nick Heidfeld, is the owner of an even rarer Sport version, one of just 29 cars. It is more powerful, boasting 515ps and capable of reaching a top speed of 210mph.

Nick's 959 S had driven just 4,183km (2,599 miles) when it visited Porsche Classic in summer 2017, yet was in need of an extensive technical overhaul. The Classic team holds all the original production tooling, and expertise, to enable it to restore these cars to factory standard. Nick's example revealed that its engine management system had been modified; at the racer's request, the Motronic unit was restored to its original condition.

The car emerged from restoration in December 2021, to the 45-year-old German's delight. One of the first purchases Nick made with his Formula One earnings was a 996 generation Porsche 911 GT2. Now living in Switzerland, his garage houses a Porsche Carrera GT alongside his 959 S.

Blume replaces fired Diess

Porsche chairman, Oliver Blume, has taken over as chairman of the board of management of VW Group



Chairman of the board of management of Porsche, Oliver Blume, has been voted in to replace Herbert Diess as chairman of the board of management of the Volkswagen Group. Herbert was sacked in a shock move at the start of the summer, when ousted by the union leaders and shareholders who make up VW Group's supervisory board. Reportedly, the Porsche-Piëch family, which retains the largest voice on the board, voted unanimously to replace him.

The 63-year-old, who masterminded the Group's push into electrification, is known to have upset German workers unions by suggesting that VW is overstaffed, and by comparing the Group's performance in a disparaging way to that of rival Tesla. Herbert is also seemingly being held accountable for widely publicised problems with VW Group's software. Blume will take up his new position from 1 September, and will also remain in his role at Porsche AG, even after the possible Porsche stock launch rumoured to be slated for the end of this year. Porsche is said to be valued at around €80 billion.

News in Brief

996 bushings

Powerflex has launched a new bush for the 996 generation 911. The Front Track Control Arm Caster Offset Outer Bush (PFF57-502G) gives a caster increase of up to 0.4 degrees, providing steering pull correction or a more aggressive steering axis angle. This feature was previously exclusive to Powerflex's full replacement arms, but is now available as an individual bush fitting all 996, 997 GT2, GT3 and GT3RS models. From £34.92.



Heritage key ring

New to the Porsche Shop is this Heritage key ring. Featuring the iconic Porsche houndstooth fabric, a Porsche crest and brass ring, the key ring measures 320 x 255 x 20mm and is made from leather, brass, iron and Pepita fabric. Have £30 at the ready, note down item number WAP0500340PWSA and visit shop.porsche.com to purchase.



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Views

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The very best of your Porsche opinions



Le Mans Classic

Dear Sir,

After several drives out around the Peak District, it was time for a proper road trip, so what better than the Le Mans Classic? With only three days to go, though, the car decided to develop a misfire. As it seemed to be across the entire engine and only occasionally at idle, I decided it could be a camshaft solenoid. Two days to go and I whipped off the bumper, silencers and the right-hand solenoids. Sure enough, both were a bit sticky, so a few zaps with a 12V battery loosened them up. On to the left-hand side – one was OK, but the other barely operated. After some gentle engineering (whacking it against my tool box), it came back to life – a bit intermittent but much better. A new one wouldn't reach me in time, so back it went, along with the silencers and bumper. Just in time.

With all the camping gear in the car, me and Mrs F headed to Newhaven for the ferry. A few misfires to start with, but all was good after that. E-Types, 911s, TVRs and Ferraris all met us at the port. Thankfully, the 996 behaved and didn't splutter alongside.

We knew we were going in the right direction when we filled up next to a GT40 on one side and a GT3 on the other, with Mustangs and Asters waiting behind. Arriving at the campsite revealed even more exotics. It was fantastic to see such great cars being used as they were intended: dirty,

dusty, loaded with gear and parked in a lumpy field. The circuit, paddock and the Village the next day were amazing. It was incredible walking among the race cars with others bimbbling past, followed by hundreds of chopped VW campers, Ferraris, Porsches, pre-war, post-war – you name it, it was there. The food, drink, music, noise, atmosphere and people were amazing, with everyone just enjoying the whole experience.

Beer was served in very nice Le Mans plastic pint cups with various Le Mans designs. Of course, this forced us to drink more than our usual amount in order to successfully collect all the cups. Watching *Le Mans 66* at the drive-in cinema through to midnight, then seeing and listening to the '70s era racing at night was very special.

On the final day, we drove south for a day trip, then returned to Le Mans on the way back to Dieppe. After arriving back at the circuit entrance, we cheekily showed our tickets and got waved in. Now we were driving around the paddock area and pits in a 996 Targa, loaded with camping gear, next to race cars from every era! Still no misfire. It doesn't get any better.

The Le Mans Classic only takes place every other year, but I can't recommend it enough. If you are looking for a road trip, this is the one to do. Misfire or not, just do it!

Peter Flynn

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Turbo S Targa

Dear Sir,

I have read on page 8 of your issue #193, dated July 2020, that Porsche plans to revive the Turbo S Targa. My question is: will this materialise from Porsche? It would be nice if it will also have an option of a manual transmission.

Brian Toh

Apologies if our editorial led you to believe Porsche will create a Turbo S Targa, because

this is not the case. Porsche has only used the Targa body style on its Turbo for the late 930 generation, and since the 997.2 era, has offered either Coupe or Cabriolet body styles for its Turbo S offering. It is highly unlikely Porsche will again turn to the Targa body style for its Turbo engine, and Total 911 knows of no plans to introduce this for the upcoming 992.2 generation.

992 GTS clearance figures

Dear Sir,

Firstly, thank you for producing such a great magazine. I have been an Australian subscriber for a long time and even with all the internet news and blogs out there, love that your magazine still provides so many unique stories and content.

I am soon going to be purchasing my first 911, something I have dreamed about for a very long time. The issue is that first I am having a house built on my property with a very difficult driveway. The access is so difficult that the civil engineers are doing 3D modelling to ensure vehicles won't scrape and have asked for the laden clearance, approach and departure angles.

For love nor money, I have not been able to get the figures from Porsche Australia and wondered whether you may know a contact in Porsche who could assist. With a company that performs engineering like Porsche, they must exist. Thanks in advance for your help.

Peter Laing

Congrats on the imminent arrival of your new 911, Peter, though being able to get the car on your drive is going to be crucial. It's a shame Porsche Australia hasn't been more forthcoming with the information; as a first point of call, it will be your best bet. Otherwise,



you can try Porsche Germany, but I'm afraid there isn't a department or specific person who will have that information readily to hand. I hope you can find a resolution courtesy of Porsche Australia!

Ask the expert

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



Scott Gardner

Job title

Technical director,
Bahnsport

Porsche
experience

15 years

Dear Sir,

How common are issues with steering racks on 996s and 997s? I've heard of a few being replaced now, so what are your thoughts on this, what tends to be the problem, and how often do you see these arise?

From my side, I've never really heard of steering racks failing on cars, so it's putting me off buying one as I've been told a replacement is £2,000 from Porsche (my budget currently stretches to a 996, 997.1, or perhaps even a 987 Cayman or Boxster, so this would be a huge expense against the cost of a car). Thanks in advance for your advice.

Beth Sadler

Steering racks on the 996 and 997 tend to have a couple of common weakness points that have been highlighted over the years. Firstly, on the 996 generation, common on these steering racks are the fixed hard-power steering lines, which have a tendency to corrode through age more than mileage use. The good news is that these lines are available separately through aftermarket suppliers, rather than a new steering rack being required. On the 997 steering racks, these have a tendency to leak hydraulic oil from the end seals – the hydraulic oil then fills the rack boots and can be identified by oil staining present around the lower half of the rack boots or, in worse scenarios, oil dripping from the boots. If this is the case, a replacement steering rack or exchange steering rack is advised to rectify the fault.

The steering racks can also suffer from slight play in the rack and pinion, which can cause abnormal noises during steering input, although this is rare. In most cases, steering racks are readily available and this is also a perfect time to think about renewing the inner and outer steering track joints, which tend to wear prematurely – specifically the inner joints on the 997 era vehicles. Always ensure the front alignment is measured and adjusted following any steering work, and keep an eye on your power-steering oil level.

In most cases, your annual MOT should highlight any issues prior to the service intervals, but if there are any concerns, you can call in to your local Porsche centre or specialist and they will be happy to carry out a check for peace of mind.

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Spotted

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



Perhaps it's all the news of the Cayenne's 20th anniversary that has us yearning for the wilderness – that or seeing the 911 SC Safari in a recent visit to Stuttgart – but we've been checking out off-road 911s this month. Start looking and there are plenty out there, with any number of builders able to make you an off-road-enabled 911 – or "Safari", as they are more commonly known. However, there is one off-road 911 that has fascinated us for a while: the Baja.

You might have come across it yourself, with TJ Russell's, of Russell Built Fabrication, 911 Baja having appeared all over the internet and social media. Indeed, it was there we first discovered it, following the build of this extreme 911 spun off a 964 Carrera 4 Cabriolet shell. Why a Cabriolet? Simply because it made building the 4130 chromoly cage within far simpler, and while the lightweight composite body certainly resembles a 911, it's about 40cm wider and 8cm longer – the modification is necessary to allow for the Baja's significantly wider track and massive suspension travel. The folding roof of the donor 964 has been replaced by a lightweight hardtop that's been

shaped and scooped to help feed air into the Baja's modified engine.

The engine itself is a 3.8-litre flat-six from Rothsport Road & Race, Jeff Gamroth's engine-building skills being well known and hugely respected – it's his work in the back of the Gunther Werks cars, among others. This engine, which features independent throttle bodies, a MoTeC ECU and a GT3-derived exhaust, pushes out around 365hp and 420Nm. That's plenty, especially as the Baja, ready to run, only weighs around 1,400kg, with driveability and torque being the priority, especially given its off-road brief.

And you'd want to take the Baja off-road, because that's its natural environment. The wheel travel for the 30-inch wheels and tyres via its custom suspension is over 30cm at the front and about 35cm at the rear – which means it can cover any terrain with ease. And quickly. There's an FIA-approved fuel tank and it's been fitted in such a way that there's space under the bonnet (hood in its homeland) for a full-sized 30-inch spare wheel and tyre. Despite the Carrera 4 basis, it isn't, as you might expect, four-wheel-drive; instead, the

engine's power reaches the rear wheels only, via a five-speed manual transmission.

Inside, like everywhere else, it's built to be entirely fit for purpose, so there are Sparco race seats and harnesses, a Momo steering wheel, and a custom lightweight dashboard housing MoTeC digital instruments among the equipment. Don't think that it's spartan as a result, with Russell Built having trimmed the interior, on what is described as the "Luxury model", with a mix of olive and black leather and Alcantara. Honestly, it's one of the most original and interesting builds we've seen in recent years, and a car that we'd love to own.

The thing is, you can, because this car is for sale, as Russell Built Fabrication is currently focussing on its Safari Sportsman kit – a reversible kit that adds Baja class-winning suspension to a 964 if your wanderlust is more wanderdust and your budget's a bit tighter than is necessary for the Baja. How much for the Baja itself? TJ will let it go for \$500,000, which is a good bit less than he built it for, and a sure-fire way of getting more attention than any other 911, while also having the ability to go literally anywhere you want. **911**

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USED PORSCHE ICONS

Written by **Kyle Fortune**

Total 911 presents 10 of the best used Porsche icons for the same price as – or less than – a stock 992 Carrera S budget of £102,800

Despite the challenging environment of the past two years, Porsche continues to break records when it comes to vehicle delivery numbers. This includes its 911 range. Although production has been thwarted, first by Covid, then by supply issues involving semiconductor chips from China and wiring looms from Ukraine, the 992 continues to sell well and is on course to challenge the 991 as one of the most popular 911 generations ever. This is helped by the

fact there's lots of choice in the 992 model line-up, set to expand further with the arrival of the GT3 RS.

However, the used market presents many temptations for the Porsche enthusiast, offering incredible value for money – and you won't have to wait months for delivery, either. Many specialist outlets (and Porsche itself) have a healthy stock of cars ready for you to drive away, but which are the best buys? **Total 911** presents 10 alternatives to a new 992 Carrera S, for the same money – or less...



1

930 Turbo 3.3 Coupe

Price: £100,000

Era-defining, the 911 Turbo is iconic, but it's also useable, hugely enjoyable and a modern classic



You want a Porsche, so buy the Porsche that probably defined your childhood. The clichéd poster Porsche was, for most of us, the 930 Turbo, and our £102,800 budget can buy one today. Indescribably exotic back then, the 930 Turbo remains an icon and, like its RS relations, was a proper homologation car. The first production Porsche to be turbocharged, the 930 would allow Porsche to race its 934/935 race cars in competition – to tremendous success. The most powerful production 911 Porsche made, we'd look for a later (1978 onwards) 3.3-litre car, which added an intercooler to the turbocharger, helping to up that output over the early 3.0-litre's 260hp to 300hp.

While 300hp doesn't sound like much when you consider that the 992 Carrera S you could have instead has 50 per cent more, at 450hp, in the 930 it's shifting significantly less mass and is delivered very differently. It doesn't feel slow, and nor is it, with the 930's performance still having the ability to shock today – in a good way. Pricing for 930s in the past 12 months seems to have softened a touch, which means there's a decent selection of 930s within our budget, with many around the £99,999 mark.

2

991 Carrera T

Price: From £80,000

The oft-forgotten Carrera T is one of our favourite 991s – get one before everyone realises how good they are



I have had several defining drives in the 991 Carrera T, but the one that sticks in the memory most was on the way to and from the airport for the launch of the new 992. Impressive as the 992 Carrera S I'd driven around Hockenheim was, the 991 Carrera T was sublime. It wanted for nothing. On paper, the Carrera T didn't really add up to much, but in the flesh it proved that Porsche's specials are exactly that: special. When the T was launched, even Porsche GB's Richie Payne, who's worked on and driven every press car in the UK, was astonished by how different it felt on the road when driving the cars back-to-back for a comparison test for these pages. Personally, I've always thought the T is imbued with some of the spirit of the 3.2 Clubsport, which is a very good thing indeed.

Available now for around £80,000, we'd be looking out for a manual with rear seats, and be delighted with that. Indeed, of all the cars here, as a car to own and use daily, it's the one we'd have over everything else. The T really is that good.

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3

991 Turbo S Cabriolet

Price: From £90,000

The Turbo S is the ultimate all-rounder – even more so when it's in Cabriolet guise



If you absolutely, positively want to go faster, more easily, than everyone else, accept no substitute. Porsche's 911 Turbo has always been a byword for outrageous performance, scarily so with the earliest cars, but as they've matured into wickedly fast, four-wheel drive hyper-GTs, there's little out there that can touch them for all-round ability. The 991 Turbo S is freakishly capable, able to keep its GT3 RS relations on track, or chew through endless motorway, autoroute, autobahn or autostrada miles (and likely a combination of all four in a day) with impunity. You want a car that can do everything? This is it.

We've picked the Cabriolet here, because despite costing more new, they seem to be cheaper on the used market. Not that you can't have a Coupe within our budget, but we rather like the hypercar-like performance in a package that allows a top-down cruise at a more sedate pace. We're not fussy about whether it's a Gen1 or Gen2, with the Gen2 gaining 20hp for 580hp, meaning a sub-3.0-second 0-62mph time and a 200mph-plus top speed – for 992 Carrera S money. Think about that for a bit, then buy one. They're incredible cars.

4

997 GT3

Price: From £90,000

All the driver's car you could ever want – and a Gen1 or Gen2 997 GT3 is still affordable



A 997 GT3 or a 992 Carrera S? We wouldn't need to be asked twice. The 997 in any guise is a fabulous driver's car, but add that two-letter, single-digit combination on the engine cover and it's even more so. Under that cover is the final iteration of the famed Mezger flat six, which is either 3.6-litre with 415hp in the Gen1, or 3.8-litre with 435hp in the Gen2. Really, throw us the keys to either and we'd not be left wanting in any way. Both are incredible, engaging and exciting cars to drive, on road or track, and they're manual only – as they should be.

Obviously, each has RS relations that gain all the kudos, but for under £100,000, these represent such a huge amount of useable, enjoyable performance that we'd not be too worried about the lack of an RS badge – rather, we'd feel like we're cheating the system. There's a greater choice of Gen1 cars for our budget, but if you must have centre-lock wheels and a higher (8,400rpm) redline, you should find a Gen2 within reach. Don't rule out left-hand drive cars either, particularly if your idea of fun is continental trips taking in alpine passes and a few race tracks...

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5

991 50th Anniversary Edition

Price: From £100,000

Porsche's celebratory 911s are always very special, and the most recent is worth seeking out



Scientists have said that life really begins at 50 – you should be more content, as stress, worry and anger fade, and you might have the money to treat yourself. If you do, you could do a lot worse than buying Porsche's own 50th birthday present to itself, the 991 50th Anniversary Edition. Based on a 991 Carrera S and built in a series of just 1,963 as a nod to the 911's first year of production, the 50th arrived in 2013.

Rear-wheel drive but featuring a Carrera 4 bodysell painted in a choice of black, Graphite grey or Geyser grey, Porsche filled it with a beautifully curated list of equipment that evoked the early cars, with Pepita trim on the seats and door cards, green-lit dials, 20-inch Fuchs-style alloy wheels, chrome strips on the front air inlets and lots of other fine details and badging that make it look and feel sensational. Porsche's anniversary cars are always worth seeking out, and the 991 50th is no exception. With a few available for less than our £102,000 budget, you can be sure it'll be a safe buy that's far more special than the 992 Carrera S that you could have bought instead.

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6

996 GT3
and 996 40 Jahre

Price: Around £102,000

The ultimate buy-one-get-one-free deal: buy two epic 996s for the price of just one 992 Carrera S



We know you don't have to blow the entire budget on a car, but if you did, and you're in the 996 mindset, we've come up with the perfect combination. 996 GT3s are ridiculously under-priced, with both generations available from around £75,000. We'll always struggle to get our heads around that. Either one is an incredible driver's car, the Gen1 benefitting from being the first – and that's always good for retaining value – but the Gen2 is where a certain Mr Preuninger got involved. We'd err towards the latter, not least because it gained the Gen2 styling, which means the nicer rear spoiler, as well as the differing headlights. We'd keep it for weekend and holiday use, too, so we'd not be winding on daily miles, which means we'd need something else with which to do that...

The solution? A 996 40 Jahre. These numbered anniversary cars are very special as they're Power Kit-equipped, with a Sport chassis. That Power Kit is apparently the work of the GT department, and it feels like a GT department product on the road. Only it's got rear seats, no showy aero, and suspension that's more daily in its focus. You'd need to do a bit of searching and negotiating to buy both cars for our £102k budget, but do so and you've got the perfect 996 combo for any occasion.



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7

3.2 Carrera

Price: From £50,000

An air-cooled legend which, with a little work, would make a fantastic daily driver



One of my favourite cars ever to feature in these pages was a 3.2 Carrera that the owner used across Europe as his daily driver because he disliked flying. The result was an odometer that read over 680,000km, which is brilliant. Ever since, the idea of buying an air-cooled 911 and just using it as your everyday car appeals massively. Yes, it'll need a periodic refresh – that 3.2 having had an engine rebuild at about 400,000km – and regular servicing, but to own and actually use a classic 911 as a daily would be fantastic. And £102,800 makes it possible.

The 3.2 is a perfect choice. The engine is flexible and easy, and it isn't a chore to drive, which you can't say about any of its contemporaries. Indeed, buy one for about £50,000-£60,000 and start winding on the miles with abandon, because it'll take it, and actually benefit from the regular use. Yes, there will be issues, but that's part of the experience, and how cool would it be to run a 3.2 Carrera like that? Way, way cooler than a 992 Carrera S, that's for sure.

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8

911L

Price: From £90,000

Below the 911S is the L, and unlike the S, you can get one for 992 Carrera S money



You might think that pre-1970s 911s are out of reach, and in the case of the 911S, you'd be right, but some searching reveals that you can buy a 911L for within our 992 Carrera S budget. The L's a lovely thing, too. Yes, it's 30hp down on the S, for a total of 130hp from its 2.0-litre flat six, but you won't feel short-changed on the road. We found a couple of Coupes internationally for our budget, as well as some Targas. Or, if you're feeling brave, some restoration projects for about half the budget – leaving a tidy sum for a restoration or rebuild.

The 911L was a one-year run in 1968, predominantly sold to the US, so there aren't many about – but rarity is never a bad thing in the world of 911s. L stood for Lux, such as it was in 1968, but it's got everything you need: one of the prettiest automotive shapes ever, a flat six in the rear, three pedals and a gearstick. What more do you need? Perhaps something else as a daily driver, but we'd happily take public transport during the week if we knew this was waiting in the garage for weekend use.



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9

993 Carrera

Price: From £40,000

The last air-cooled 911 makes a very strong case as a useable classic, with plenty of cash left to run it



Given we're looking at alternatives to a 992 Carrera S, we've been a little wedded to the more modern liquid-cooled sphere of 911s, but we haven't ruled out an air-cooled 911. The 993 makes a strong case for itself as a useable alternative, especially if, like the 992 would likely be, it's a car for daily, as opposed to occasional, use. Prices start at as little as £40,000 for a Carrera Coupe and there's loads of choice out there. We rather like the idea of buying a decent Coupe and just using it – after all, even if you spend £60,000, you'll have £40,000 left to keep it in fine fettle over the years. Indeed, start applying that sort of logic and it's an eminently sensible way to drive about in a super-cool 911 that's quick and sophisticated enough in modern traffic, yet compact and classic in its feel.

While we like the idea of a manual Coupe, I've always harboured the idea of buying a tatty Cabriolet and going all Jerry Seinfeld on it – that is, building a 993 Speedster. With a £102,000 budget, you really could build something special, and have some pocket money left for something to use daily – though, admittedly, perhaps not another 911...

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10

991.2 Targa

Price: From £85,000

Arguably the most beautiful 991, this is sure to turn heads – and for less than you think



With the 991 Targa, Porsche pulled a masterstroke in the styling department, its curved-glass rear hatch and brushed-metal Targa bar giving it the look of its early air-cooled relations, but thoroughly reinterpreted for the modern era. Not only does that roof look sensational, but it has a party trick, with the entire rear opening to allow the centre section a balletic performance of roof origami that never gets boring to watch. The thing is, that clever roof weighs quite a bit, and while we loved the idea of a 991.1 Targa, the reality on the road was that it felt a little slovenly, relatively speaking, of course.

The 991.2 with its 3.0-litre turbocharged engine addressed that. The Targa was the 991 that benefitted most from the blown 3.0-litre, because that boost and low-rev torque shifted the feeling of weightiness, adding performance on the road back into the mix. It's the 991.2 Targa that we'd be looking for, then, and there is a good number comfortably within our £102,800 budget. Not the sharpest of the 991s to drive, but the sharpest looking by some margin, particularly if you get a colour that contrasts with the brushed-metal Targa bar, so avoid silvers and suchlike. The Targa is at its best when it's darker or bolder. **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' button is also present. The 'Package Builder' section is divided into three steps: 1. Select Year & Model (with dropdowns for Year: 2004 and Model: 996/997/986/987), 2. Select Your Package (with a dropdown for 'Street Performance 2'), and 3. Customize Package (with instructions to add, update, or remove parts). Below these steps are two grids of car parts: 'Suspension' and 'Brakes'. A 'PACKAGE CHARACTERISTICS' sidebar on the right shows 'RIDE COMFORT' at 41 and 'PERFORMANCE' at 63. An 'Add To Cart' button is located at the bottom of the customization section.

Package Builder

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Year: 2004
Model: 996/997/986/987

2 Select Your Package

Street Performance 2

3 Customize Package

Add, update, or remove parts using the tables below

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PORSCHE
INDEX

911 SC

Written by **Kieron Fennelly**

Once a neglected model, the SC is now an esteemed and valuable classic 911. The youngest models have just turned 40, so here's your updated checklist of what to look for when buying one



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THE VALUES STORY

In Britain, the SC retailed at £16,732 for both Coupe and Targa versions in December 1980, the mid-point of its career – perhaps £65,000 at 2022 prices. Depreciation didn't become significant until the arrival of the Carrera 3.2 in 1984, and by the time the 993 arrived a decade later, the SC was becoming the forgotten 911. Yet unlike the less numerous pre-1973 cars that had largely disappeared, the

SC soldiered on despite, in many cases, abject lack of maintenance. By the turn of the century, *Exchange & Mart* – the forum for specialist cars before the internet – was advertising basket cases for a few thousand pounds; a reputable specialist such as Paul Stephens would have offered reasonable if well-used SCs for £7,995.

The tide turned in the mid-2000s. First, much older 993s were commanding better

prices than 996s and then the hitherto less-popular 964 was sucked into the upward spiral. As the 3.2 followed, inevitably the 'bargain-basement' SC would join the fray, with its resale potential now affording enough margin to justify the (at least partial) restoration that the vast majority of them needed. Today, the going rate is £50,000–£70,000, overlapping lower-end Carrera 3.2 Coupe prices.

BELOW The SC's flat six incorporated numerous tweaks, including a new crankshaft, yet it retained the 3.0-litre capacity of its predecessor



HISTORY & TECH

Built between 1978 and 1983, the SC was the second of the G-Series, the so-called impact bumper 911s. It replaced the 2.7 (165bhp) and the 3.0-litre Carrera as Porsche sought to rationalise its 911 range with the arrival of the 928. The SC, signifying Super Carrera, used the same 95x70.4mm bore and stroke of the 3.0-litre, but the flat six underwent re-engineering that included a new crankshaft with larger main and rod bearings from the 3.3 Turbo, and electronic ignition, which improved precision and throttle response. Cooling was increased from a five- to an 11-bladed fan, and a front-mounted oil cooler became standard.

Thicker anti-roll bars were fitted and for the first time a brake servo appeared on a 911. Correspondents observed that the brakes lost none of their Porsche progressiveness and

sensitivity, yet the servo meant a welcome lighter pedal. In the same vein, the clutch was resprung to reduce effort. Ratios of the 915 gearbox were changed, with a higher fifth in particular. Bodily, there was little to distinguish the SC from the 3.0-litre Carrera whose shell it used with fractionally wider rear arches, which left room for the 7x16-inch wheels (6-inch at the front) of the Sport Equipment package.

911 fans quickly noticed that the SC was rated at only 180bhp, while the previous Carrera had sported 200bhp, though with 196lbs/ft, the SC had significantly more torque than that model's 184lbs/ft. This power deficit (undetectable on the road) was thought a political move on Porsche's part to differentiate the SC from the company's new flagship: the 240bhp 928. In fact, for model year (MY)

1979, the SC suddenly acquired a further 8bhp without any announced changes to the engine, which suggested that Porsche's previous figure had been an understatement.

An aftermarket upgrade, which again for political reasons wasn't publicised and was available only through Porsche's factory repair shop, involved boring out to 3,122cc. Special Mahle pistons and other tweaks increased output to about 210bhp and it's thought about 400 owners took advantage. RUF and other tuners sold a similar quantity, but for MY 1981, Porsche took the wind out of the aftermarket's sails by upping the SC's power output to 204bhp and boosting the compression ratio from 8.5:1 to a rather more sporting 9.8:1. In the final year of production, a Cabriolet – the first 911 convertible – joined the range.

DRIVING EXPERIENCE

Fifteen years into its life, the 911 was well established, with magazines and their testers always looking forward to the next iteration. The SC was enthusiastically received and the flat six's performance – 0-60 in 5.8 seconds, 100mph in under 20 seconds – meant it left competitors comfortably in its wake, except for one or two far dearer Italians.

The SC's handling was also praised. Testers again commented favourably on the direct, accurate steering – even if effort increased as the corners tightened. The only dissenter in this category was *Autocar's* John Miles, a former

Lotus F1 driver. While appreciating the sheer zest of the engine, he complained that on the twisting 1km Harewood hillclimb near Leeds, the SC understeered excessively and if he lifted off mid-corner, the Porsche would spin. No testers on other magazines seemed prepared to admit to driving that fast...

Today, a properly set-up SC feels vintage 911: 190bhp or so and a kerb weight of 1,125kg means a responsiveness lost on the later models, however many more horses they have. The SC is a nimble car, and aided and abetted by its ready performance, the

enthusiastic driver can easily find themselves travelling a shade faster than intended. This is usually when the limitations of 1970s brakes become apparent. Quite adequate in their day, modern traffic density demands a degree of anticipation on the SC driver's part, remembering that not only is there no ABS, but no form of traction control at all. Any air-cooled 911 keeps the driver on his toes, especially the early examples, and while this is not perhaps the car to drive to Spain, its forte is the almost incomparable pleasure of, say, a run across the moors on an early summer's morning.



THE SC'S MARKET RIVALS

A notional
£50,000-£70,000
bracket opens
several interesting
alternatives

Carrera 3.2

The SC's successor offers a similar driving experience – especially with the 915 gearbox – to all but the purist. Unless the buyer is specifically seeking an SC, the decision here should rest on condition – not just mechanical, but bodywork, too, which is much more expensive to repair.



964

The last of the frog-eye 911s, the 964 looks similar, but even to the casual enthusiast, it feels palpably different: heavier, more potent and more sophisticated – which it was. For SC money, your scope for a 964 is likely to be limited to a Cabriolet.



993

More refined than a 964 and, to some, better looking. 993s have a six-speed gearbox; the four-speed Tiptronic is a better installation than on the 964, but dulls the car; maintenance costs are similar; and the C4 version sells as well as the C2. Ray Northway has a six-owner C4 advertised at £65,995.



997.2 Carrera

If there's a potential future classic among the volume water-cooled 911s, it's the manual 997.2. The last analogue 911 has a brilliant engine and with its visibility and modest dimensions, the 997 feels a lot like air-cooled 911s, but with 350bhp. Cridfords is asking £49,995 for a 27,000-mile 2011 Carrera.



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BUYER'S GUIDE

The 3.0-litre flat six is a notably rugged unit and many cars received less than comprehensive servicing. The more paperwork is included in the service history the better, and cherished cars should have ring-binders full of it. After 40-odd years, many SCs will have undergone at least a top-end overhaul. Investigate who carried it out and how long ago it was done.

Initial start-up smoke is normal with a flat engine, but otherwise the exhaust should be visibly clean. Suspect worn valve guides or piston rings if it smokes under load; a restored engine should look oil-free, while electrical connections, which deteriorate with age and heat, should clearly appear new.

The 915 five-speed can also be a source of woe. Once out of adjustment, shifting can become an ordeal. The problem, says award-winning Porsche mechanic Russell Lewis of RSR Engineering, is that conventional synchromesh made drivers lazy. They could shift without fully depressing the clutch, which on a 911 is always relatively heavy. Designed for competition, the Porsche synchro of the 915 demands an absolute break in the drive, which enables the lever to be moved across the gate as fast as the driver's arm allows. By not fully disengaging the clutch, the subsequent drag causes wear, which ruins the shift. A complete 915 rebuild costs several thousand pounds and is a distinctly specialist undertaking.

Little goes awry with the torsion bar suspension. Bushes wear, dampers fade and if the car sits unevenly, a previous keeper has probably interfered with the factory settings. All this is straightforward to remedy with few of the geometry complications of later Porsche. Brakes, too, are easy enough to service, but the Fuchs wheels are expensive to refurbish, with mere lathe polishing and lacquering providing only a short-term spruce-up.

The cost of body restoration (again if done properly) is huge. Even though it had 10kg of zinc galvanising, the pre-964 911 offered numerous nooks and crannies on its underside where inevitably, after a decade of salty winters, corrosion would gain a hold. A glass-out, total respray requires many hours of workshop preparation and welding-in of new metal, with a final bill of at least £15,000. Would-be purchasers should look for an SC where such work (and expense) has been absorbed by a previous keeper.

The specialist dealers are unanimous. Bearing restoration caveats in mind, buy the best you can afford, says Mark Sumpter, while Paul Stephens cautions against buying "cheaply" and then restoring, because people almost always underestimate the scale of the task – and the costs.

RIGHT Most SCs were fitted with the optional whale tail from the Turbo, along with a deeper front chin spoiler and revised suspension, as part of the Sport pack



OPTIONS

Some UK SCs came with the Sport Equipment package, which had thicker anti-roll bars, Bilsteins and desirable 6- and 7-inch Fuchs wheels. For 1982, SE included a Turbo wing. Interiors were usually cloth; leather was an option, as were leather Sports seats. Although mostly watertight, the Targa top increases wind disturbance; the late-appearing Cabriolet had a manual hood for its short life. The Sportomatic gearbox was available in 1978/9 only. This is more a curiosity now and doesn't add to the value of the car. Option M506 was the rare Flachbau slant nose modelled on the all-conquering 935 'silhouette' Group 5 911. Electric sunroof (M650) and windows (M651) are worth looking out for.



INVESTMENT PROSPECTS

No 911 made in SC quantities (58,000) will ever be rare. However, an example with a properly rebuilt engine and gearbox, and corrosion-free bodywork is unlikely to lose money – especially if it's the SE version and has Sports seats. On the other hand, although prices are firm, the cost of a full basket-case-to-concours restoration would in most experts' view guarantee little more than covering costs. **911**





ABOVE Only minor improvements were made to the SC's cabin over the lifetime of its five-year production cycle

“Mastering the shift has irresistible appeal for the connoisseur”

TOTAL 911 VERDICT

Once the entry-level 911, the SC is still the entry-level 911, but to Porsche's air-cooled cars. The same money can buy a top-class 997.2 Carrera, but the enthusiast who's set on the authentic air-cooled experience with all its shortcomings (including non-servo and precise but idiosyncratic steering) will appreciate the SC above all. Lighter by 100kg and lither than the subsequent 3.2, any performance differences are unnoticeable: the 3.2's greater torque is countered by the SC's even greater zest to rev hard. Both cars have the same largely incomprehensible cabin heating controls, and engine and chassis/body conditions being equal, the only decider may be the gearbox: the G50 of the post 1986 3.2 is easy for most people to manipulate. That said, the Porsche synchromesh of the 915 is pure racing spec, and mastering this shift has irresistible appeal for the connoisseur. As ever with these old cars, the key is to find a sound one.

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Less ^{is} More

A car that's always been in the shadow of its 911 relation, the Porsche 912's attributes and significance have for too long been overlooked and seriously underestimated

Written by **Kyle Fortune** Photography by **Simon Jessop**

The best thing you could do to that is put a flat six in it," was a friend's comment when spotting a Porsche 912 parked up in Brescia, Italy. I remember it well, and it still troubles me to this day. The 912's always been something of an enigmatic model, but to write it off because of its cylinder count does it an enormous disservice.

Introduced a year after the 911 reached showrooms, Porsche had never really intended to produce a four-cylinder derivative of its new car. Yet with the new six-cylinder 911 at a higher price point than the dated 356 and the detrimental impact that would have on sales, something needed to be done.

Plans were hastily devised to add the 616/36 push-rod iteration of the 356's flat four engine in the back of a 911 body shell. That engine, derived from



the 356 SC, had a 1,582cc capacity and produced 90hp at 5,800rpm and 122Nm of torque at 3,500rpm. A relatively simple drop-in job, Porsche's engineers achieved their task in a few months, with the new four-cylinder car gaining the 912 badge.

Obviously, Porsche did explore other engine options that, among others, included creating a four-cylinder version of the 911's 2.0-litre, but the eventual engine choice was the simplest solution and also opportune for Porsche at the time. The company's industrial engine division (Porsche Industrie Motor), which had produced a number of 356-derived 616 air-cooled engines for commercial applications such as marine, aviation, agricultural machinery, pumps and generators, was winding down, and Porsche had pre-existing production agreements and contracts with its suppliers. The 912 would enable Porsche to fulfil those agreements, and provide a car for its customers at a lower price point.

The new model was available from April 1965, and it did exactly the job Porsche wanted it to do: become a bestseller. In its first year of production, the 912 accounted for 6,401 sales, or almost double the 3,390 number of 911s that Porsche sold in the same period. That trend would continue through 1966: of Porsche's 12,820 total sales, some 9,090 were 912s. In 1967 a total of 6,472 of Porsche's 11,011 sales were 912s. Indeed, it would be 1968 before the 911 would overtake its four-cylinder relation – and only just – with the 911 accounting for 56 per cent of Porsche's sales.

Successful, with its production run in excess of 32,000, but short-lived, the 912 would be replaced

in July 1969 by Porsche's new entry-level model: the 914. Porsche's decision to remove it from the price lists was more a result of the potential costs to push three different engines through America's ever-stricter emissions regulations, rather than a lack of demand for it (the new 914's four-cylinder being a Volkswagen unit, as opposed to the 912's 616/36 Porsche one). Indeed, some company insiders wanted the 912 to remain in preference to the joint venture VW-Porsche 914 model, which some considered as being detrimental to Porsche's brand image. In 1976 the 912 would briefly return as a G-Series model for the US only. Fitted with a 2.0-litre flat four, it was a stop-gap, fuel-efficient, entry-level model that slotted between the end of Porsche's 914 production and the introduction of the 924.

The 912's conception and life cycle might have been quick, but it wasn't particularly so on the road. Contemporary testing of the car saw it reach 60mph in around 11.5 seconds, with its maximum speed being around 115mph. By comparison the 2.0-litre 911 of the same period managed that in around eight seconds and boasted a top speed in excess of 130mph. The 912's lack of performance didn't harm sales, though: its lower price point, better fuel economy and fine build quality appealed to Porsche's customers.

To achieve its more attractive pricing, Porsche stripped out some trim and equipment. Early cars featured only three dials ahead of the driver, while the 911's wooden steering wheel was replaced by a plastic one, with a simple horn button instead of the 911's butterfly push arrangement. Similarly, the ➡

RIGHT Released in 1965, the Porsche 912 was a hit with customers, and sold well until it was replaced in 1969 by the 914

BELOW The 912 weighs 100kg less than the 911 from the same period, with a 44/56 per cent front/rear weight distribution resulting in decent handling

BELOW RIGHT Three dials instead of the usual five feature on the dashboard, while other cost-saving measures occur throughout the 912's cabin





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“The 912 underlines my assertion that driving pleasure shouldn’t always be in related to power”

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LEFT An optional five-speed gearbox better suited the 912's engine output, and contributed to the car's reputation as being an enjoyable drive

BELOW The 912, with its flat four engine, could achieve 0-60mph in around 11.5 seconds, with a top speed of 115mph

wooden lower dash trim was removed in the 912, and outwardly 912s were supplied with painted wheels rather than the 911's chromed or optional alloys.

There were options for the 912, notably a five-speed manual instead of the standard four-speed. The five-speed manual utilised slightly closer ratios, which better suited the engine's output. The loss of a pair of cylinders and the dry sump oil tank required with the 911's flat six, as well as the 912's slimmed-down standard trim, saw it weigh around 100kg less than its 911 relation. A sizeable portion of that reduction was around the rear axle, though. That, unsurprisingly, was beneficial to the 912's handling, with its weight distribution of 44/56 per cent front/rear better than the 41/59 per cent of the 911 that, as with the 912, was still in pre-'69 A-Series short-wheelbase specification.

While it was outgunned by its more powerful 911 cousin, the 912 was noted for its less-tricky handling. That slight yet significant reduction in mass behind the rear axle made its dynamics a little more predictable, particularly on the limits of grip and traction. What speed it could muster wasn't necessarily gained by grunt, then, but instead was aided by agility. The 912 gained praise as an enjoyable driver's car, despite its relatively modest performance. The delicate, tidy handling, smaller-engined 912 isn't alone in the car world as being overlooked for more powerful, bigger engine versions. When driven it certainly has its own appeal, while being slightly different in character to the 911.

I've yet to discover that, because arriving at our photo location to meet Toby Lamb with his 912 and photographer Simon Jessop (himself a 912 owner), I'm too busy poring over the details to think about wheel time. The 912 is registered as a 1966 model. However, Toby explains that because it's a left-hand-drive example which was delivered to San Francisco in February 1966, it was actually built late in 1965.

That's underlined by the wheels which are dated 1965, making this 912 an early car. It lived in the US until around 1990, when it was shipped to the UK as a one-owner, matching numbers example, before Toby bought it in 2014.

Toby works in fashion and admits that a big draw to this particular 912 wasn't just its history and originality, but its colour. Called Sandbeige (6607) it looks incredible in the sunlight we're enjoying at our photo location of Titsey Hill, Surrey. He's also keen on the short wheelbase models and with a background of attending VW shows like Bug Jam, he admits to always being fascinated by the 912. Not that he hasn't owned and enjoyed 911s, with a 964 before the 912, and a 993 for a time alongside it. The 993 has since been moved on, but he's held on to the 912, which speaks volumes for his affection for it. "I love its short wheelbase, and the colour, and all the details – it's just a cute little thing," says Toby.

Combined with some period-correct accessories that set it off perfectly, Toby has added Euro-spec headlights as well as 118 Hella fog lights on new metal horn grilles above the bumper, and a set of 128 Hella fog lights under it. He's also fitted new hubcaps to those date-stamped wheels, an AMCO bar on the rear joining the bumper's chrome overrides and, of course, the roof rack, which he admits doesn't get any real use, but looks cool. "I keep adding weight to it," laughs Toby, but his choices really work.

He didn't just stop with some nicely specified, bolt-on accessories, either. The car's recently had an engine rebuild, and while it was out it seemed sensible to make some improvements. The capacity is now 1.8 litres and there's an electronic ignition and fuel pump feeding it, with the pump drawing from a new fuel tank. Toby says it runs as it should now, and while he admits he was initially worried about making the changes, the first time he drove it the difference was so marked that he knew he'd done ➔



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the right thing. Not just in relation to the performance, but also the ease of use and driveability: it feeling torquier, with keener revving. That it's easier to start and friendlier in traffic is a bonus. He's done a little over 1,000 miles in it since that engine rebuild, although looking in the engine bay you'd struggle to notice because it's immaculate.

It might all be beautifully presented, but this 912 is no show car. Toby's partial to setting his alarm early and taking it out before his kids wake up, although he's also fitted some rear seatbelts in it for the odd family trip in "The Peanut". It sits marginally lower than standard, although it rides on the correct Koni Classic shocks all round. There's a set of 165/80 R15 Vredestein T-Trac tyres on those chrome hubcapped 15-inch wheels, while inside the steering wheel has been replaced by a wooden-rimmed OEM item. There's also a wooden gearknob. That knob's graphic underlines the original owner paid \$75 more for the five-speed transmission option. It features a dog-leg shift, with first left and down with reverse above it, before a conventional H-pattern for second, third, fourth and fifth gears.

It's little surprise that the 912's interior feels familiar, with only some hints to being different. It's what's not there that differentiates. Most obviously there are only three dials in front of the steering wheel – much like the 356 that the 912 effectively replaced – the 912 doing without the combined oil pressure and temp gauge and the clock that feature in its 911 cousin. Not all 912s were so equipped, with many gaining optional instruments. This is why you'll see 'five-dial, five-speed' in 912 classifieds – not that we've been looking, oh no... There's something

appealing about the simplicity of the three-dial setup in Toby's car, though, with paucity of the superfluous being evident elsewhere. Yet it's far from an austere interior, feeling no poorer an environment in fit and finish than its 911 contemporary.

If the driving environment's largely familiar then so too is the sound when turning the key to start it. Though not like you might imagine. The sound is Porsche from another era, thanks to that 356-derived engine. It's not quite as physically percussive in the back of this car as it is in the older 356 one thanks to the 912's stiffer, more modern (relatively speaking, here) body, but the familial link is strong. The misinformed might say it sounds like a Beetle, which isn't wholly incorrect given the peoples car's inextricable link to flat four, air-cooled engines, but under that engine lid is a genuine Porsche engine. What's significant is that it doesn't sound wrong. Different, yes... but there's something about a boxer configuration engine's character that's so intrinsically Porsche that the cylinder count doesn't really matter. And nor should it.

The flat four in The Peanut feels particularly keen. It's very free revving, with the lightest brush of the accelerator seeing the revs flare. The clutch is light and the five-speeder is very much of its era, which means a bit of practice is initially required to work your way through the gears, but it soon feels natural enough. Anything with a dog-leg manual always feels a little special, too, and so it transpires here – pulling left and back for first and pulling away. There's plenty of low-rev torque to shift the 912 without the need to work that engine. However, when we're on the road it quickly becomes apparent that there's some

enjoyment to be had from running the engine up through its entire rev range, where it feels brisk as opposed to fast – at least by modern standards. That's not a negative. Indeed, it's a sizeable part of its appeal, because you can make a real difference by adapting your driving approach. To maintain speed it's a case of working your way down the road, carrying momentum through bends, rather than simply being a case of relying on power to achieve the same result.

There's real balance in the chassis to allow that, too. The 912 feels that little bit lighter, the steering a touch more alert and assured. All of which combines to aid with that immersive, hugely enjoyable driving experience. The 912 underlines my assertion that driving pleasure shouldn't always be related to power – Toby figuring his engine's pushing out around 110hp – but instead an amalgam of all the differing elements that combine to create the driving whole. With the 912, and this 912 in particular, it's an absolute joy, feeling your way down the road, rev-matching downshifts for some pace through and when exiting bends, with the engine giving just enough performance to make decent progress, but at enjoyable, and more often than not, still legal speeds.

As with any narrow, early Porsche there's so much road to exploit, too. Even on the UK's country roads, the 912 feels deft, playful and eager. The way it flows and the fun to be had while aiding that is a hugely entertaining experience. Yes, it would be faster with a flat six in the back but, right here and now, I'm not sure you could convince me it'd actually be any more fun. Don't tell everyone, though, because that "six-is-best" mindset means 912s remain relatively affordable, and long may they remain so. **911**

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ROAD TRIP TO Le Mans Classic

After a three-year hiatus, racing history is brought back to life once more over a thrilling weekend at Le Mans Classic. Total 911 made the pilgrimage to Circuit de la Sarthe to see the action

Written and photographed by **Andy Brookes**

A visit to Le Mans has been on my bucket list for years. The number of times I'd wished to spend my birthday weekend drunk in a tent next to a racetrack escapes me, yet for many reasons that wish hadn't been realised. Thankfully with age, the desire of being drunk has diminished – the aim now is to get high on petrol fumes and savour the atmosphere. Le Mans Classic, organised by Peter Auto, felt like it could deliver the drug I craved, so a plan was hatched to go and sample the magic with **Total 911** editor, Lee Sibley.

Five hours on the Poole to Cherbourg ferry and three hours on the road in Lee's 996.1 Carrera got us to our base for the weekend, a château just north of Le Mans. The trip was punctuated with sightings of other disciples taking part in this bi-annual pilgrimage to La Sarthe in various enthusiast cars – of particular note was an early 911 SC Cabriolet. That, good sir, was a fantastic choice of transport for the weekend.

The château itself had been organised by the great team at RPM Technik with a fancy dinner arranged for that evening, the highlight being a question and answer session with touring car and Carrera Cup champion Tim Harvey. If you ever

get a chance to attend such an event with Tim, do so – he has many good stories to tell.

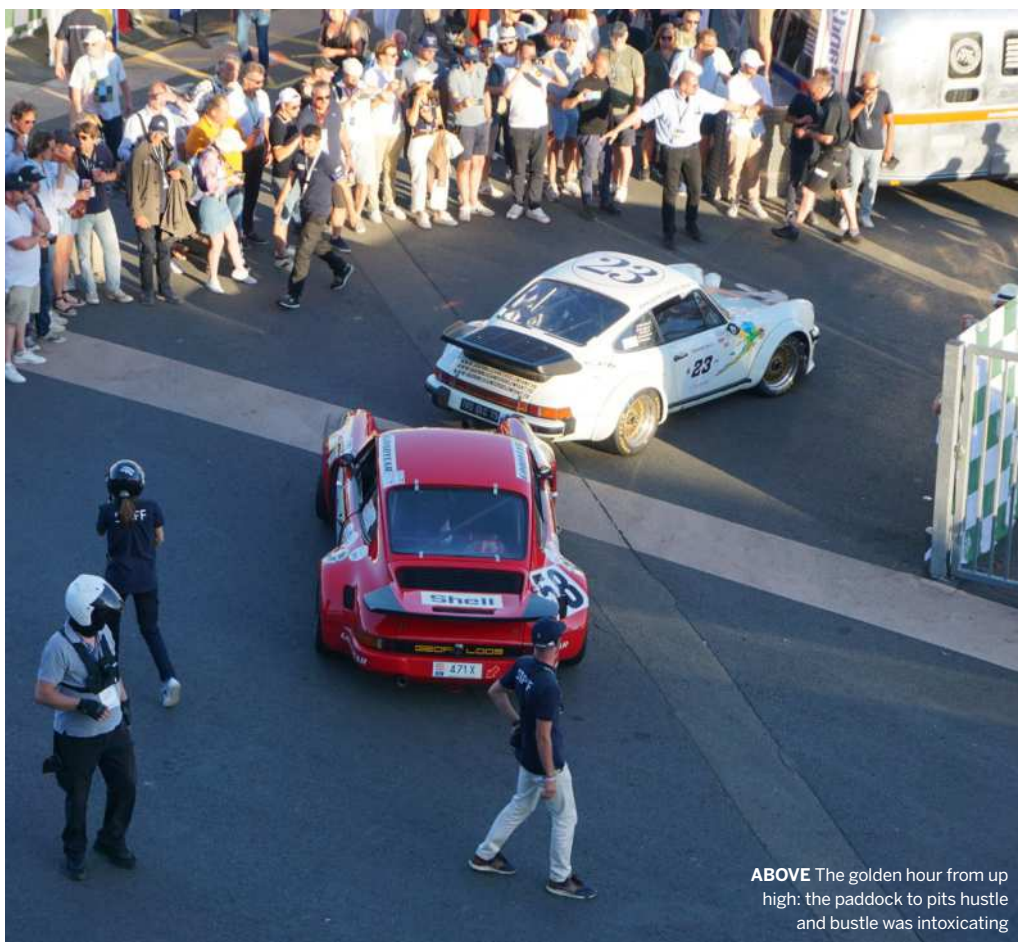
Come Saturday morning we embarked into the unknown. There was lots of talk at breakfast from the other guys of orange car parks, red car parks and parade parking, which had us confused. We hadn't seen any parking options when booking our tickets online, so we just decided to head to the circuit and take our chances. We stopped at the red parking area and, after talking to a nice French man on the gate, he told us that all the



prepaid parking was full, and so we could either park on the pavement or go to the airport for the free parking. I managed to convince Lee that the pavement parking would be fine... only for two gendarmes on motorbikes to turn up and move us along, and just as we finished parking... Pardon messieurs! So, we elected to find the free parking, which actually turned out to be only a short distance from the hallowed main gates of the Le Mans circuit. It's a lesson learned for those who are considering going next year: sort your parking when buying your tickets!

After a small trek from the car park and through the turnstiles, we were in and ready to let the petrol fumes take us on a weekend high. The grandstand tickets we'd booked were for a stand that was next to the entrance from the car park, so it must have all meant to be, although we only used the grandstand tickets twice over the weekend. On reflection I'm not so sure it's worth it, but it could have been very different if the weather hadn't been so sunny. We took a bit of time in the grandstand to absorb our initial impressions of the event and put together a plan of attack. We hit gold: on track was Plateau 6, for cars from 1972 to 1981. This was a 78-strong ➔





grid of cars including a smattering of other manufacturers' cars, but mostly comprising 930s, 934s, 935s, 74 RSRs, a few 924s and the 911 RSR Turbo 2.1. It's amazing how Porsche dominates the field at these events. Was it the passion behind the brand, the quality of the engineering, or the availability of parts? Probably all of the above. It felt like 70 per cent of the grid was Porsche.

Plan made, it was time to check out the paddocks. A paddock pass is a must at Le Mans Classic, because this is where all the action and emotion can be found, away from the race track, of course. Just like the Goodwood Festival of Speed, you can get up close and personal with the cars, the mechanics and the drivers. Whether it's mechanics pulling an engine, achieving that fine-tuning goal, bleeding brakes, changing wheels, sweating their proverbials off to get the cars back out on track for the next long race... it's all going on in the paddocks, and you're treated to the full spectacle. Meanwhile, the drivers were buzzing to get back at it, or sweating, red-faced and elated from having just gone into battle. Smells of oil and fuel were flowing – I think we've largely blotted out those smells in these modern times. We forget that cars have moved on to be clean, sealed and free of noise. It was great to be back in the thick of the dirty old days.

The French do know how to do food, don't they? The ubiquitous circuit burger and chips was way better than anything I've ever consumed at

a race track in the UK, and good value too (the same couldn't be said of the beer though, at €9 a pint!). After lunch we hit the track again, this time to watch the endurance racing legends. 993 GT2s seemed to rule the track. The old-school sounds of '90s and early 2000s engines screaming as the cars went past us was music to our ears.

After the action had ceased, a trek to the Porsche Experience Centre and the Porsche-only paddock was in order. The sight was one to behold: picture every type of Porsche race car lined up side by side, including some super-rare 1970 STs. There must have been nearly 80 cars in all. Where else would you see such an array outside of Rennsport Reunion? A truly spectacular display, it proved to be an education in all the different race cars that Porsche produced in those early years. It was magic.

As the evening wore on and the sun began to set, we found a wonderful hidden perch above the paddocks of Plateau 6 and the entrance to the pits. This was the golden hour for me, hearing the noise of so many race cars being started and warmed, shunting from paddocks to pits, nervous drivers awaiting their turn out on the track, all sorts of pit trucks darting about carrying tools, tyres and heaving with mechanics, and the whistles of the marshals parting the crowds to orchestrate the commotion of organised chaos. It was all intoxicating. What a buzz! This was the drug I'd been searching for. ➡





“Of particular note was the 1972 911 Carrera RSR Turbo 2.1. The glow from a turbo the size of a dustbin lid was so bright that it actually looked transparent”



But the day was far from over. Racing continued throughout the night, each group taking to the track for 50 minutes. The track is 8.5 miles long, with much of it on closed public roads, so we decided to venture outside the main arena. Virage d'Indianapolis was the spot where we chose to view the action as it went on into the night. It's possible to get to this area by travelling on one of the many vintage buses that circle the track, but we decided to jump into our 996 Carrera and take the 20-to-30-minute drive.

This is a fast area of the track after the famous Mulsanne straight, so the cars are at their most strained, with brake discs glowing on the fastest cars, turbos radiant from sustained top-speed runs, and flames popping from exhausts. It was a fantastic sight against the backdrop of darkness and the sounds were just crazy. This track really makes all the cars work so hard. Of particular note was the 1972 911 Carrera RSR Turbo 2.1: the glow from a turbo the size of a dustbin lid was so bright that it actually looked transparent. Credit to the owner that a car of huge importance – just one of four made – was being raced through the night. Wild! We got to bed at 5am that morning, knackered, but elated.

It would have been easy to stay in bed, but an 8am rise was taken so we could get back out there and make the most of the weekend. It seemed busier on Sunday: we parked further away and getting around didn't seem as straightforward. There was still plenty more to see, of course, and so another day followed exploring the paddocks – we tried to find the Group C paddock, but had no success. How can 60-odd Group C cars escape, you may ask? Well, that gives you an idea of the



RIGHT Rainer Becker, Andy Prill and 74-year-old Mike Wilds drove this 1974 3.0 RSR hard over the weekend

scale of the event. We cruised round the car club areas, with so many enthusiastic owners showing off their pride and joy. It was fantastic to see such variety. The Porsche section reflected the number of Porsche race cars on track, overwhelming all the other car club stands. What a dedicated community the Porsche crowd is.

As the afternoon wore on, we took note of what our bodies were saying. They really were worn out: our feet were hurting, our legs were like lead, and so we were quite literally dragging ourselves around to capture as much of the

old-school atmosphere that oozes out of every corner of the place. By 4pm we decided we were done and it was time to get back into our 911 and beat a retreat back to the UK. The ferry was sold out for the return leg, so we booked a ticket on the Channel Tunnel to take us back to Blighty. Fuelled up with petrol for the car, and water and snacks for the humans, we hit the road – one of us driving, the other sleeping. I enjoyed a good stint ghosting a beautiful silver 1973 911T Sportomatic on French plates for miles and miles, cruising effortlessly at 75mph with a few bursts to get past the odd lorry here and there. Show me another 1970s car that looked so assured and comfortable on such a road trip!

We'd heard stories of four-hour delays at the Channel Tunnel caused by problems with customs and passport control, so were feeling a little worried at what we would find as we rolled into Calais at 8pm. Instead, we found the place deserted and so we were straight through the entrance to collect our boarding pass, via a stop at the Flexi ticket reception to fill up on free macaroons. A two-minute wait for passports to be checked, and we were on the train home. Four hours? More like four minutes. We were back in the UK before 9pm and home in Poole before midnight. All in all it was a pretty straightforward, eight-hour journey.

So, would I go again? Absolutely. Have I been missing out by using all those excuses over the years to not go? You bet. Should you get yourself booked up for a weekend next year to watch racing history come back to life? Without a doubt. It's a full-on weekend assault on the senses, and I'll warmly remember the emotion and commotion that only the French seem to be able to conjure up for a long time. Bravo, Peter Auto, bravo. **911**



ABOVE 4am, Virage d'Indianapolis: glowing brake discs, cherry red turbos, flames popping... worth staying up for!



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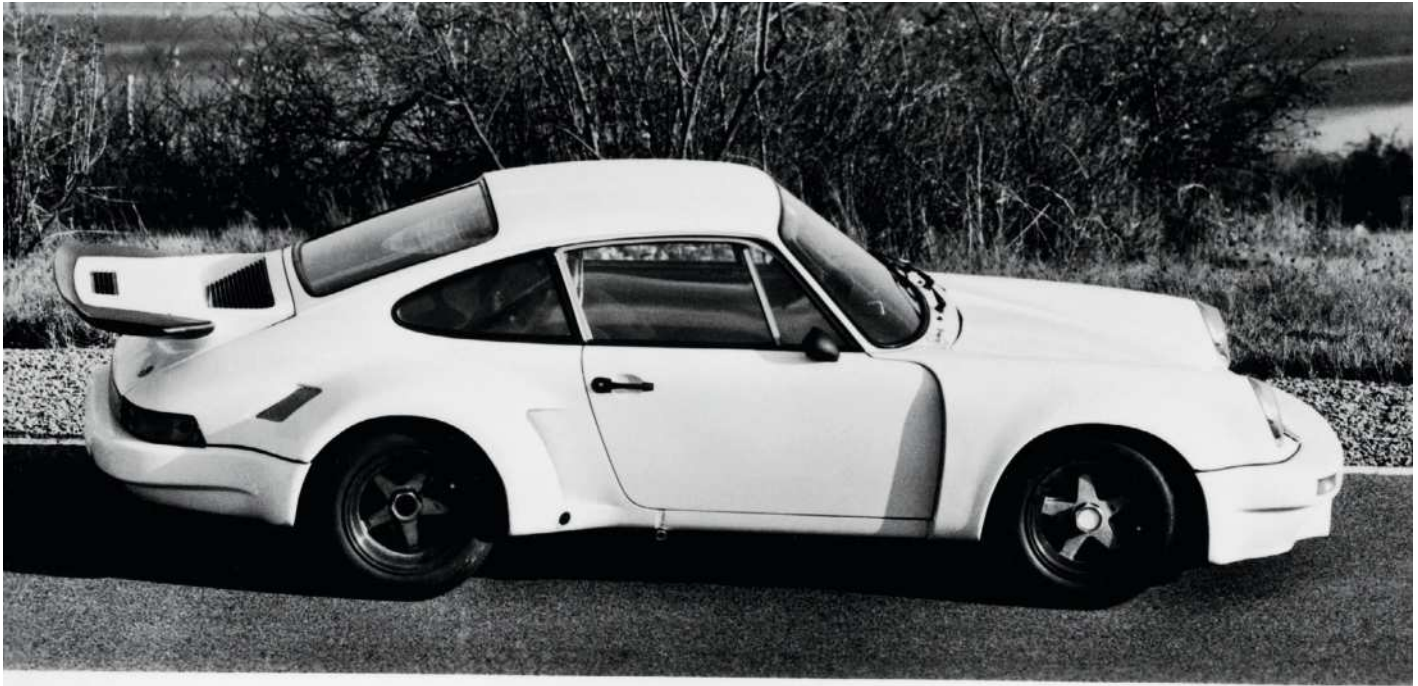


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THE STORY OF THE

RSR

After its Le Mans category win, Porsche announced the retirement of the 911 RSR. Total 911 looks back over 50 years of the ultimate 'Renn' 911

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

When he was invited back to Porsche in 1971, Ernst Fuhrmann was able to survey a company at the pinnacle of its 20-year existence. Two

Le Mans victories and comprehensive domination of sports car racing made Porsche seem unassailable, while the 911 was an established if idiosyncratic sports car with a significant following. But Ernst was no fool and he saw that the amazing impetus which Ferdinand Piëch's 917 had created could all be lost, and business fall away very quickly.

The new rules for 1972 excluded sports cars above 3.0 litres, a move widely seen as aimed as much at curbing Porsche's hegemony as anything else. If the more open rules of the CanAm championship left further opportunities for the 917, and a chance to amortise its huge cost over a few more seasons, that still left the European theatre without a top-category Porsche racer. And the 911 itself, little changed in eight years, needed new momentum, which in Ernst's view could come only from high-profile racing.

It was for this purpose that he conceived a lightweight, higher-powered 911, based on the T, which could be sold both as a road car and track racer suitable for Group 3. The car, launched as the Porsche Carrera 2.7 RS, easily achieved the 500-homologation minimum build required by the CSI, motor racing's governing body, enabling Porsche to build a pure race version for Group 4. Logically, this was referred to as the 911 RSR. It marked the start of a long series of GT winners from the Swabian firm.

Work began on the RSR during autumn 1972. The already lightweight RS was stripped further. The now bare metal of the cabin was covered in black felt and the only remaining seating was two buckets for driver and passenger; a specific front bumper that contained an oil cooler and a tail spoiler were also fitted. Underneath, solid joints replaced rubber bushing and

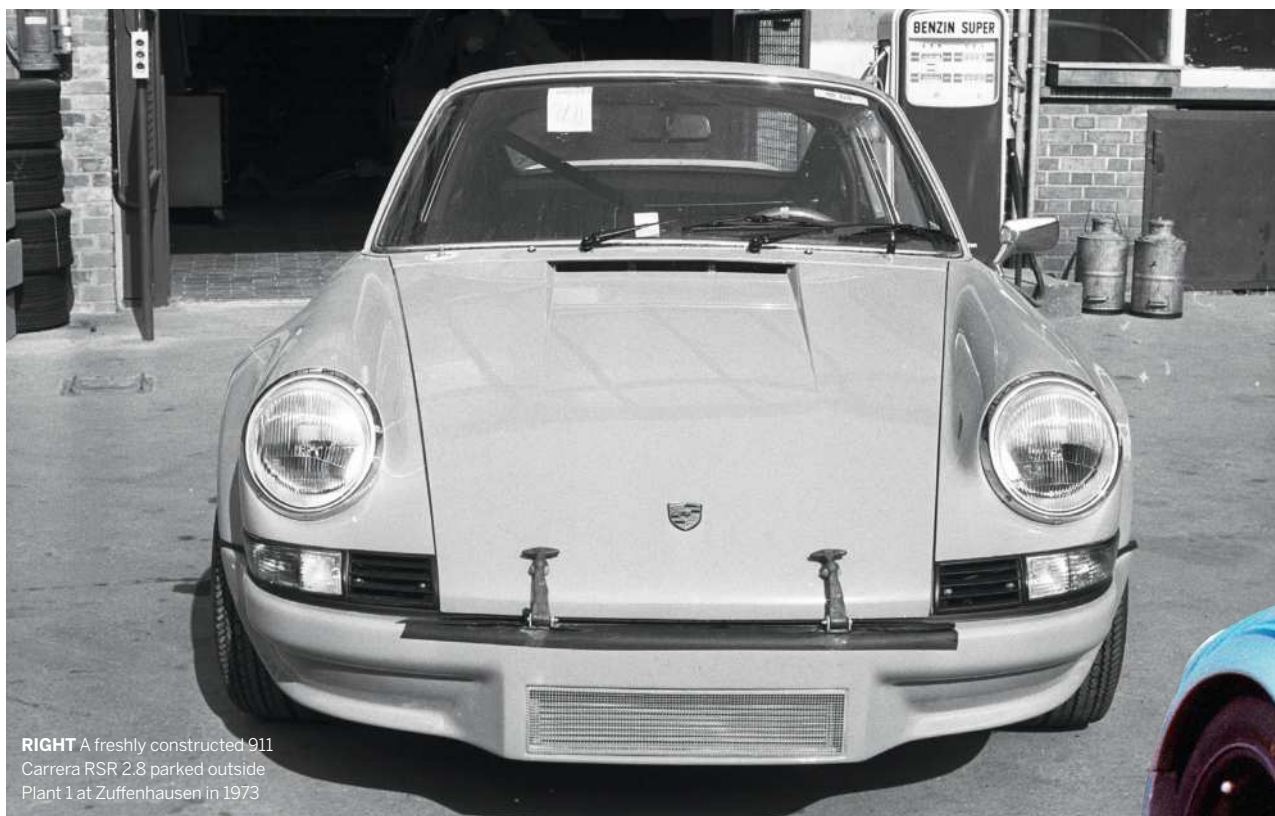
the rear suspension received auxiliary coil-springing around the dampers. The brakes, characterised by drilled and ventilated discs, came from the 917. These were masked by nine-inch front and 11-inch rear rims. The 2.7 engine was bored out to 92mm that produced 2,806cc, and if the magnesium crankcase and connecting rods came from the 911S, the camshafts were specific as was twin-plug ignition. The gearbox had an oil cooler and specific oil jetting of the cogs.

With a 10.3:1 compression ratio and 304bhp at 8,000rpm, this was by some margin the most potent flat six to date. Even before the requisite 500 2.7 RSs were completed by the end of 1972, the competition department was already refining the RSR specification. Porsche Archivist Jens Törner points out that a very early prototype, the car now in the Museum, was raced in that year's Corsica Rally and another at the Österreichring in November 1972.

The RSR 2.8 would set the template for future air-cooled 911 RSRs. Its 'official' career began in early 1973 where Peter Gregg's Brumos car with works support scored an unprecedented outright win in the 24 Hours of Daytona. Here it was running as a prototype because the FIA hadn't completed homologation paperwork. Subsequently, a Brumos-entered 2.8 won the IMSA series and Clemens Schickentanz won a closely fought European GT championship where Ford-engined De Tomos, if faster down the straights, couldn't match the 911s out of the corners.

In August 1973 Porsche began building the G-series 911 and a homologation RS version soon appeared. This model closely followed the pattern of the 2.7 RS and only 109 were made to achieve homologation. Of these, 55 were converted to RSR specification. The main difference with the 2.8 version was visual, with the G-series front bumper and a whale tail replacing the 2.8's ducktail. Centre-lock wheels featured and the engine, now bored out to 95mm (though not without substantial re-engineering of the cylinder head) making 2,993cc ➔

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RIGHT A freshly constructed 911 Carrera RSR 2.8 parked outside Plant 1 at Zuffenhausen in 1973

meant it fitted intentionally in the 3.0 litre and under category. Rated at 315bhp, the 3.0 RSR produced both more torque and power than the 2.8, but revealed the vulnerability of magnesium to stress and as a result the crankcase was switched to aluminium. This was heavier, but more durable while using less metal.

Porsche's promotion of the 3.0 RSR received a tremendous boost when Roger Penske ordered 15 for his International Race of Champions series, the first example anywhere of a one-make race series that was also the first to be televised. Ernst had been impressed by Roger's professionalism during his stewardship of Porsche's CanAm campaign, and took personal interest in ensuring that these 15 cars were prepared with utmost care and backed by irreproachable parts follow-up from Zuffenhausen.

Designed to be sold to private teams, the 3.0 RSR became the mainstay of Porsche GT racing for the next two seasons. With works support, the Martini team entered two RSRs in 1974. Herbert Müller reached 179mph on the Mulsanne and won the four-hour race during the Le Mans practice weekend in April. Meanwhile, competing in Group 5 at Monza and Spa enabled Norbert Singer to experiment with different aero while avoiding direct competition with customer RSRs in Group 4. In the US, Peter would repeat his 1973 Daytona win with a second overall victory in Florida in 1975 with the 3.0 RSR.

At the same time as it was developing the 3.0 RSR, Porsche was again building a turbocharged competition car, but rather than taking the costly and time-consuming route of designing a sports racing car for Group 5, Ernst told his men to look at Group 4 and the 911. They were already doing this with the 2.8 and 3.0 RSR, but a second string to Porsche's bow

was turbocharging. Under the CSI's 'equivalence' rule designed to take into account the power advantage of supercharging, to compete in the 3.0-litre class the maximum displacement permitted was 2,143cc. Using the crankshaft of the 2.0-litre production engine gave a stroke of 66mm, which when combined with an 83mm bore produced 2,142cc.

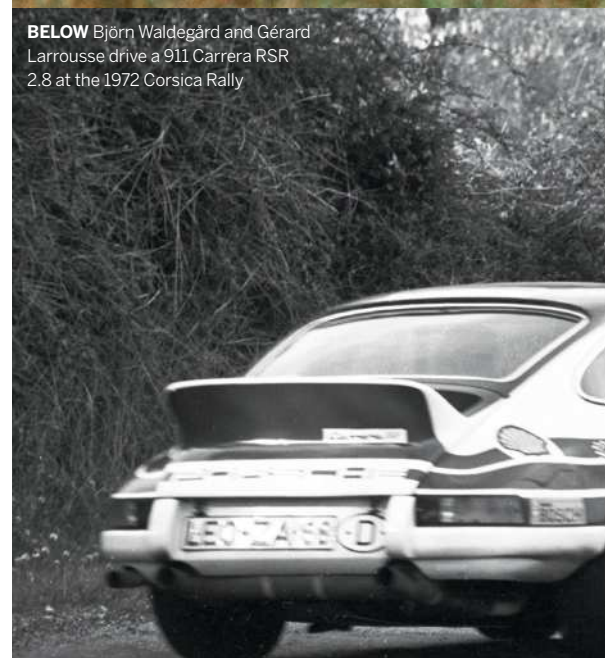
Experience with the CanAm 917s showed that Porsche's boxer motors needed little strengthening to withstand the stresses of forced induction, and development of the RSR Turbo was short. Indeed, with potentially 500bhp suddenly on tap, as much thought had to go into chassis strengthening and aerodynamics. To save weight, in addition to glass-fibre panelling the 2.1 RSR dispensed with the torsion bars – the first competition 911 to do so.

Two 2.1 RSRs were built and for their only season, they remained in factory hands: 1974 was dedicated to gaining experience. At Ernst's urging, excess heat in the cylinder head was combatted by the introduction of an intercooler, "like the Me 109s had," he said. The tail-heavy nature of the turbo combined with lag made this RSR a difficult car to master and led to accelerated suspension and aerodynamic developments. Another finding was the improved cooling achieved by a horizontal rather than vertical engine fan.

Yet despite the steepness of the learning curve Herbert and Gijs van Lennep finished second at both Le Mans and Watkins Glen, and with point-scoring results elsewhere, the works 2.1s finished a remarkable third in the 1974 sports car championship behind the Matras and Gulf Mirages. The RSR 2.1 foreshadowed the 934, the all-conquering 3.0 RSR Turbo. However, this was never referred to as such ➔



BELOW Björn Waldegård and Gérard Larrousse drive a 911 Carrera RSR 2.8 at the 1972 Corsica Rally



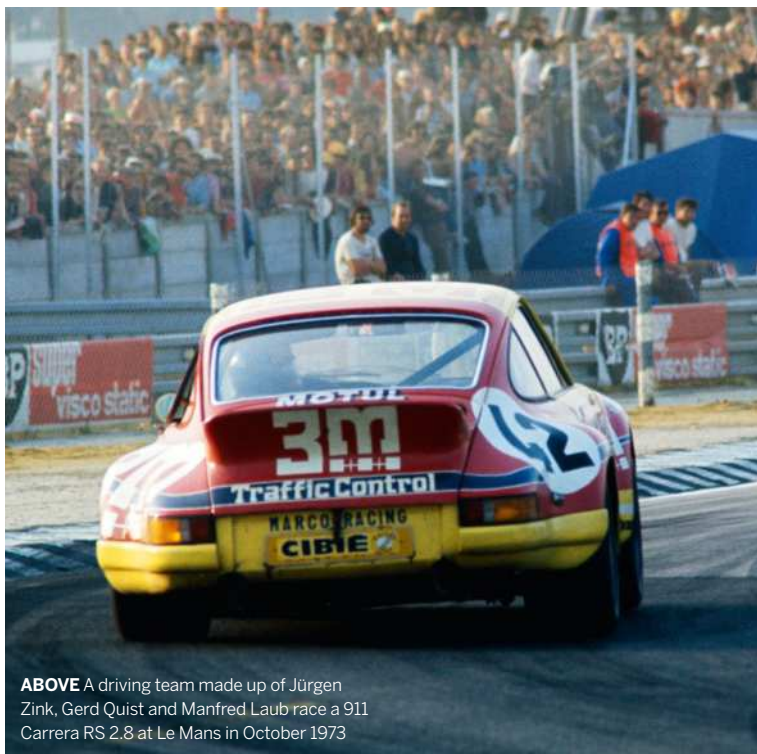


ABOVE The Turbo 2.1 was the first RSR to use forced induction



BELOW Gijs van Lennep takes Targa Florio glory on the streets of Sicily in 1973

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ABOVE A driving team made up of Jürgen Zink, Gerd Quist and Manfred Laub race a 911 Carrera RS 2.8 at Le Mans in October 1973



ABOVE Patrick Long, Jörg Bergmeister and Sascha Maassen take 1st place in the GT class at Le Mans in 2004



ABOVE A 911 GT3 RSR takes part in the European Le Mans Series (ELMS) at the Red Bull Ring in Austria, held in summer 2013

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and the next client racer 911 RSR didn't appear until almost 20 years later.

At international level Porsche's competition presence was essentially in sports car racing with the 956/962 during the 1980s. The 911 wasn't promoted in competition, although at local level private 911 Turbos and the 2.7 RS still raced competitively. In the early 1990s, sports car racing declined, so with Stefan Ratel and Patrick Peter, Jürgen Barth devised the BPR championship to revitalise GT and sports car competition. Run during the 1994/5 seasons, it might have been devised with the 964 RSR in mind.

A development of the 964 3.6 RS, the famously lightened and lowered oeuvre of Roland Kussmaul, the very similar 3.8 RS achieved its 3,746cc with a bore of 102mm. A substantial wing replaced the usual 964 retractable spoiler, while kerb weight was the same as the 3.6 RS's. With bigger exhaust valves, polished ports and throttle bodies, the road-going 3.8 RS delivered a conservative 300bhp. Priced at DM 270,000, the RSR version cost DM 50,000 more than the RS, but was a complete turn-key racer with racing harness and seat, roll cage and 12-inch rear rims. Elsewhere, a specific camshaft helped raise power output to 375bhp with the least-inhibiting intake restrictors, and with its solid bushing this was a pure track car.

The RSR only went on sale during 1993, yet attracted several to teams back to Porsche and while it was rarely powerful enough to win outright, once

again this was about gaining experience. The next move was turbocharging.

But there would be no 993 RSR as such. The newly created GT2 category opened new possibilities, which indeed for three seasons a racing 993 turbo would capitalise on, but the client-racer 993 Turbo was always known as the GT2. A small number of naturally aspirated 993s with 340bhp and racing specification were delivered to Japan for a local race-series, and referred to by some sources as RSRs.

With the change to water cooling, Porsche shifted its sights from the GT2 to the naturally aspirated GT3, calculating that the far lower entry cost would enable it to sell more of this client racer. And if this was also a tacit admission that a 996 GT2 wouldn't be the race-winner its predecessor was, the rapidly growing Porsche Cup, now 10 years old, was a definite winner.

Developed from the 996 GT3, the 996 GT3 R was the customer 911 racer for the series and there appeared to be no prospect of RS or RSR versions. That changed when Andreas Preuninger took the second-phase 996 GT3 and created an RS – more, he said, out of a sense of “what can we do to improve the GT3?” than anything else. This stiffened, pared-down yet more highly tuned GT3 was just about road-usable, but better on a circuit, and was produced in sufficient numbers to make an out-and-out racer feasible. This was the genesis of the 996 RSR. Sold to teams for 280,000 Euros, it featured a reworked head that increased bhp from the Cup's 400 to 450hp,

depending on the air restrictor required. Although competing in the GT3 class, a Freisinger Motorsport 996 RSR won outright at Spa in July 2003, running away on a wet Francorchamps from such heavy GT1 metal as Ferrari 550s and 8.0-litre Vipers.

The 996 RSR competed from 2003 to 2006, raced by Freisinger, Felbermayr and Manthey to name just a few. With increasing interest from Ferrari in GT3, Porsche couldn't stand still and to give its clients more power the 3.6 was expanded to 3.8, with the 102.7 bore and 76.4mm stroke producing 3,797cc. This engine would secure a production role in the later 997 GT3 3.8. It's a good example of a Porsche race engine finding its way into a road car.

Once the 997 RS had been homologated, Harmut Kristen's engineers developed the RSR version. This took advantage of the new RS's aerodynamics based on the wider Turbo rear body, but while the engine was the same 3,797cc unit, it underwent considerable reworking. Titanium valves in copper-beryllium seating and special two-ring Goetze pistons showed Weissach was prepared to spend to keep its RSR competitive; Bosch's Motronic 4.0 generated up to 9,400rpm yet offered traction control and in extremis, ignition cut-out. The water pump was rethought, oil delivery improved and with aluminium throttle slides, the 2007 RSR produced 465-470ps. Its compression ratio increased from the 996's 13.5:1 to 14.6:1.

2007 was the 997 RSR's first full season and it began well with a hair's breadth win against Ferrari ➔

BELOW Marc Lieb, Richard Lietz and Romain Dumas drive a 911 RSR at Le Mans in 2013, going on to secure 1st place in the GT Pro class



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ABOVE The first 911 RSR with a mid-engine from 2016, pictured in late 2017 in the courtyard of the Porsche Museum

in the 12 Hours of Sebring's closest-ever finish. In Europe, the RSR took the GT2 category at Le Mans and outright victory at Spa, but given the intense competition now prevailing, some observers wondered whether the 911 would have to go mid-engine to stay among the front-runners. Porsche, however, continued incremental development. A redesigned (sequential) gearbox saved weight, and also provided the Weissach men with more flexibility to add ballast and essentially distribute it to suit a particular circuit. Modified aerodynamics improved downforce and the Flying Lizards, Porsche's unofficial development team, was able to win the IMSA title in 2008, having just failed the previous year.

The 2009 RSR featured substantially revised aerodynamics including a new nose with a modified air-intake system, but the real change was in the engine where capacity had been increased to 4.0-litres. At the end of the following season with GT2 category victories among others at Le Mans and in the US ALMS championship, Harmut was able to proclaim with some justification the RSR had become "the world's most successful GT race car."

The year is 2012, and because the GT3 variant of the 991 hadn't yet been announced, Weissach had to press on with the 997 RSR. Now in its seventh competitive season and despite further modifications to oil flow in an attempt to reduce high-G starvation

experienced on some tracks, coupled with adjustments to reduce understeer, the RSR was showing its age.

The 991 version of Porsche endurance racer used the shell of the new 991 Cup car as well as its transmission, but budget constraints – Weissach was already contending with the huge costs of the 919 programme – meant the RSR had to persevere with the 'Mezger' engine. Because the 991 GT3 itself wasn't due for release until autumn, the 991-client racer was initially not referred to by Weissach as the RSR.

Although it had the previous engine, this dedicated long-distance racer did profit from the 991's longer wheelbase, which reduced the inherent 911 tendency to understeer, and more rigid control was achieved thanks to replacing the front struts with double wishbones. Cornering dynamics also benefitted from moving the engine towards the centre of gravity. Once again, aerodynamics were further refined and included a rear diffuser.

In 2013 a win in a bitterly fought GTE contest (securing 15th place overall) at a wet Le Mans was the RSR's best result in a difficult first season. In Europe the following year, both Ferrari and Aston Martins were quicker most of the time and in the US, the RSR often had to give best placing to Vipers and Corvettes. The story was much the same in 2015, with fifth at Daytona, third at Sebring and second in class at Le Mans, an achievement overshadowed by the maiden victory of Porsche's 919. By now it was acknowledged in most quarters that to return to the top step of the podium, the 911's flat six would have to move to the middle. **911**



BELOW Kévin Estre and Michael Christensen drive a 911 RSR at a six-hour race in Spa, held in May 2017



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— THE LAST — RSR

Porsche has announced the retirement of the 911 RSR-19 as it makes way for a new era of endurance racing. Total 911 looks at its legacy

For Porsche, there are three digits that represent the epitome of the sports car: 911. And there are three accompanying letters that turn that car into an uncompromising endurance racer: RSR. In the 911 RSR, Porsche created its vision of the ultimate GT race car, the purest “Renn” 911 ever, which was designed and built strictly for competition in the world’s toughest long-distance races.

It hasn’t always been easy, but the latest iteration of the 911 RSR – the RSR-19 – chalked up seven class wins from 16 FIA World Endurance Championship races, and took GTE-Pro category pole position on 14 different occasions. And then it arrived at the 90th running of the 24 Hours of Le Mans in June. There, at Circuit de la Sarthe, a 911 RSR successfully navigated 350 laps to cross the finish line 1st, with the class victory coming with a new distance record for GTE vehicles: 4,769 kilometres (2,963 miles). And yet now Porsche is closing the book on its story. At the end of this season, the works 911 RSR will enter retirement as a new age of endurance racing dawns. It is the end of an era.

In reality, the writing had been on the wall for some time. GTE category cars are being phased out of the IMSA WeatherTech series and World Endurance Championship, and so the 515ps 911 RSR is destined to be that most obsolete of things: a racing car with nothing to race against. When a line is drawn under the GTE class of production-based cars, the RSR will cease to exist. Porsche is already busy readying a replacement racer, albeit not a 911, nor RSR, for the forthcoming LMDh (Le Mans Daytona Hybrid) prototype class, which makes its debut next year. The new rules are hoped to reinvigorate endurance racing, and the Porsche 963 will be one of

several entries spearheading an attack from the major motor manufacturers. However, for better or worse, there’ll be no works 911 RSR to keep the new Porsche company on the grid. Whether the GTE Pro class will continue at all in 2023 – for customer teams – currently hangs in the balance.

It’s an apt time to reflect on the latest 911 RSR’s legacy. When a new generation of RSR first arrived at the back end of 2016, the car as we know it today was hailed as the most spectacular 911 yet. The RSR-17 was based on the 991-generation 911 and caused a huge stir not for its state-of-the-art assistance systems, rigid racing seat or lashings of aero-led carbon fibre, but for the position of its engine. Breaking with 911 convention, its 4.0-litre, flat six power unit was positioned in front of the rear axle. It was arguably the biggest step change in RSR history. “While retaining the typical 911 design, this is the biggest evolution in the history of our top GT model,” said the head of Porsche Motorsport, Dr Frank-Steffen Walliser, at the time.

Porsche cited how it had pushed the limits of the 911 concept before, namely with the GT1 of 1996. The direction this new RSR took was dictated by one goal: to take the fight to Ferrari and Corvette, and to do that, radical design changes were required. As radical as moving the car’s engine from its traditional position out back to the middle of the chassis – breaking decades of Porsche tradition. While this car looked every inch the 911, it was far from true to the model’s design principles.

Development had begun all the way back in early 2015, and the new RSR first rolled out on to the test track at Weissach in March 2016 before undergoing extensive testing at racetracks around the world. That culminated in a 50-hour endurance run at Sebring in Florida – notorious for its bumpy surface. It’s a car ➡





BELOW Porsche's factory team celebrates a GT class win in the RSR's final Le Mans outing



breaker. "As far as I know, no other manufacturer has dared to do this," said Marco Ujhasi, director of GT Factory Motorsports at the time. "Precisely because of the enormous stresses, it was the right direction. This was confirmed at the first two races of the season – the long-distance classics of Daytona and Sebring – where our new car impressed immediately with a strong performance."

The works drivers were involved in the development early on. One of them, Richard Lietz, confidently stated that, "The new 911 RSR is the best GT car that Porsche has ever built." Following a career spanning 50 campaigns over three seasons, taking 13 wins, 34 podium finishes, and titles in WEC and IMSA – including victories in the big classics at Le Mans, Sebring and Road Atlanta – the new RSR's résumé was certainly impressive.

In 2019, the RSR-17 gave way to the latest version, the aptly named RSR-19. It shares virtually nothing (save maybe its door handles) with its forebear, but importantly it retained the same layout philosophy: engine and driver positioned centrally for best weight distribution. When the new car made its racing

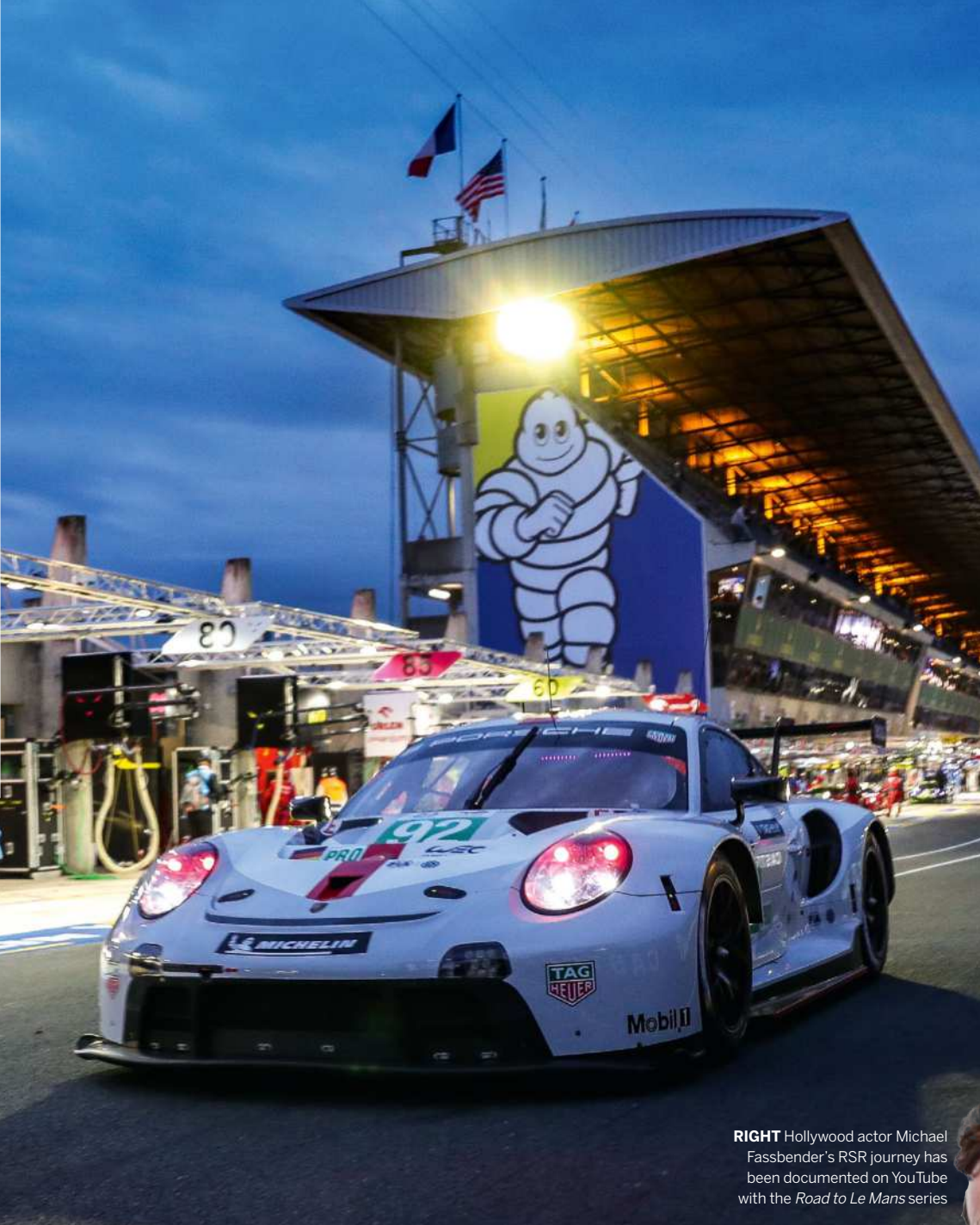
debut, it was beset with technical issues, yet it went on to clinch WEC GT Pro category glory in 2019 and, importantly, class pole position at Le Mans in 2020. However, it often lacked the pace to battle its rivals and although things improved in 2021, there were noises emanating from the Porsche paddock. The results didn't bfit a car wearing the lauded RSR nameplate. In 2018, the preceding model had achieved a sensational one-two result at Le Mans wearing a memorable "Pink Pig" livery, and perhaps that result played a part in attention focusing on a new target for 2022: class victory at the RSR's final Le Mans outing. It all came down to this.

"This is the last time the works team will contest the tradition-steeped classic with the two 911 RSRs. We still have a score to settle there. Since the debut in 2019, our cars have won on almost all racetracks on the FIA WEC calendar. Only the GTE-Pro class win at Le Mans is missing from our list of successes. We want to change this," said Thomas Laudenbach, vice-president of Porsche Motorsport.

Drivers Richard Lietz, Gianmaria Bruni and Frédéric Makowiecki would share the no.91 Porsche;

Kévin Estre, Michael Christensen and Laurens Vanthoor the no.92 sister car. It was the Richard, Gianmaria and Frédéric car that crossed the line first with a lead of 42.684 seconds, taking the 109th class victory at Le Mans for Porsche. "Victory at the final outing of the 911 RSR at Le Mans: that's an indescribable feeling," Laudenbach commented. "When our no.92 got a puncture while running in the lead, I thought it might all be over. But our Corvette rivals also experienced bad luck. At the exact moment, we were where we needed to be with our no.91 car because no one gave up: neither the team nor the drivers. We've been rewarded for the hard and systematic work that was also done behind the scenes. It simply feels great!"

The Porsche works drivers were equally enthused, the sentiment of the occasion clearly not lost on any of them. "A dream has come true for me today. I've won Le Mans three times with Ferrari. After my move to Porsche, winning was at the top of my list. I've been incredibly close twice with second place – today was finally my day. The era of the GTE-Pro class comes to an end with a victory for Porsche



BELOW The No. 91 Porsche 911 RSR set a new distance record for GTE vehicles of 4,769 kilometres at this year's Le Mans



RIGHT Hollywood actor Michael Fassbender's RSR journey has been documented on YouTube with the Road to Le Mans series



ABOVE The 911 RSR has enjoyed success with customer teams including Dempsey-Proton Racing's Le Mans GTE-Am class win





BELOW The chequered flag falls on the 911 RSR's journey, bowing out at the top at La Sarthe



at Le Mans. It doesn't get better than that," said an elated Bruni after the race.

"Le Mans has chosen its winners – and this time it was our turn," added Lietz. "We were where we needed to be when others ran into problems. I think we made the least mistakes over the 24 hours and therefore deserved to win. I was part of the crew at the first victory for a factory-RSR in 2013 and also for the final outing of the GTE-Pro class at Le Mans today. That's a wonderful story."

The RSR will be missed by drivers and fans alike, and it leaves a gap at the top of the 911 racing hierarchy. A new 992-based GT3 R has since been revealed, but the pyramid of Porsche racing cars, the emphasis the brand is putting on its motorsport activities, is for the first time led by a number of non-911 models: 963, 718 Cayman GT4 RS Clubsport and GT4 ePerformance. While the GT2 RS Clubsport

and GT3 Cup remain important Porsche racers, the absence of a racing 911 halo model – a role filled by the 911 RSR for such a long time – will soon be apparent by its absence.

What will the 911 RSR's legacy be? In 1973, Gijs van Lennep and Herbert Müller took their RSRs to a class win and 4th place overall finish at Le Mans, clocking an average lap time of 4:20 minutes; five seconds would be shaved from that in qualifying. Back then, the circuit had no chicanes on the Mulsanne straight, but today there are two and the lap is only 14 metres shorter than it was for Gijs and Herbert. However, the lap times are very different. In 2018, Gianmaria set a new qualifying record for GTE vehicles in the 911 RSR, achieving 3:47 minutes. Regardless of what the future holds, the 911 RSR will go down in history as one of Porsche Motorsport's most impressive, and successful, racing cars. **911**

911 RSR-19 SPECIFICATION

ENGINE: Water-cooled six-cylinder boxer engine, positioned in front of the rear axle

DISPLACEMENT: 4,194cc

POWER: Approximately 378kW (515ps), depending on restrictor

TRANSMISSION: Six-speed sequential dog-type transmission, weight optimised

WEIGHT: Approx. 1,245kg (subject to BOP)

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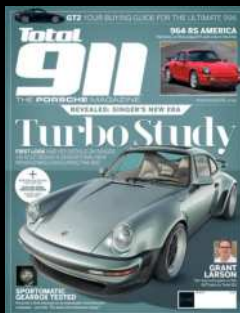
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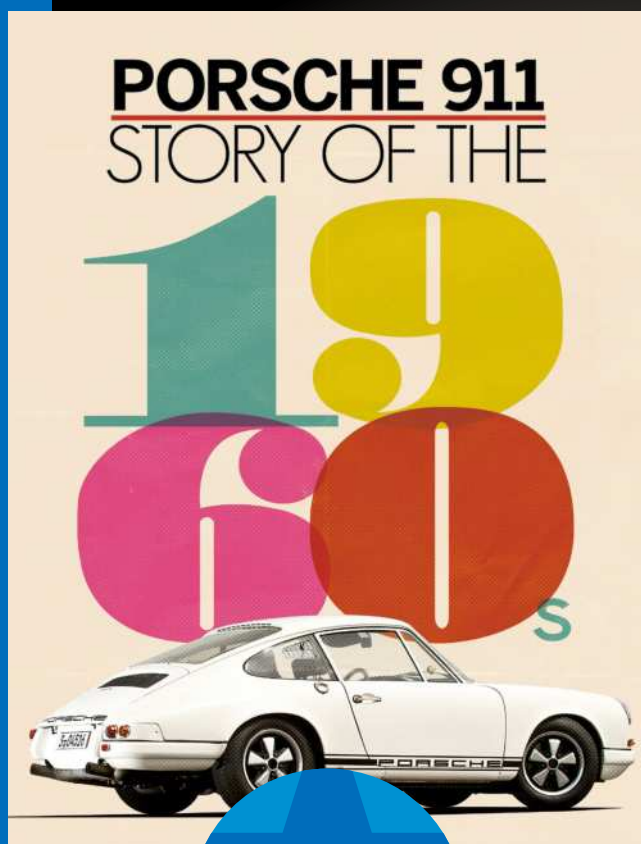


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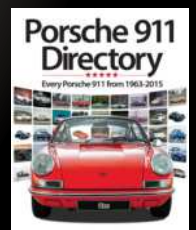
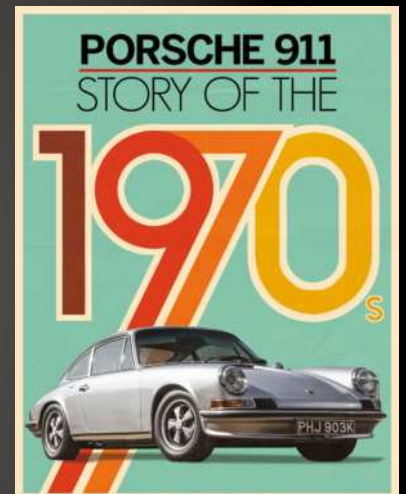
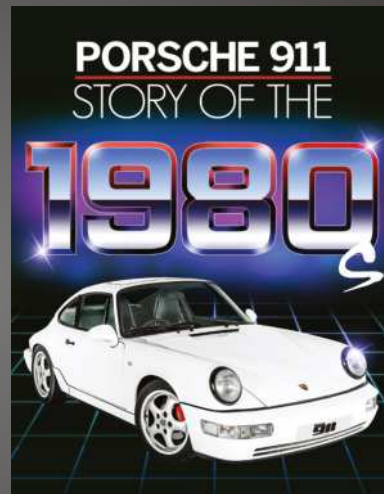
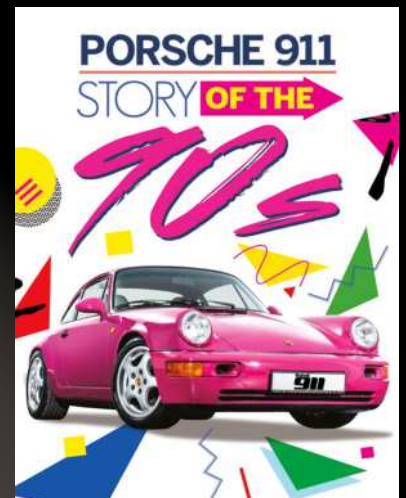
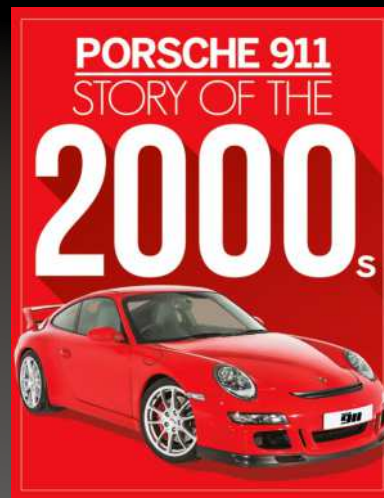
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Living^{the} Legend

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



Andy Brookes
Poole, UK

@993andy

9WERKS Radio

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



Gustavo is back on the road. Woo-hoo! After months of preparing parts, getting components made, sending bits off to be refinished and buying new elements, it was finally time to put everything back together. I was feeling a little daunted by the prospect because it had been a good while since I'd stripped the underside of the 993 of all its suspension parts. Could I remember where everything was meant to go? Had I bought the right parts? Were all the parts going to fit? The list of worries was long...

It all came together over about a week. It took me a whole weekend and three or four long evenings into the early hours to assemble everything. I did make a few mistakes, mind. The anti-roll bars were the source of two

problems: I assembled the front one upside down, which meant near-enough full disassembly; and the rear got in the way of installing one of the bolts that holds the rear-most link, so I had to disassemble that once or twice! The time difference between stripping and refitting really didn't help in these instances. The details are forgotten. I carried out alignment of the suspension by eye.

My first drive was to the MOT station about five miles from home. I was pleasantly surprised the car actually drove in a relatively straight line without trying to kill me! Lots of ohhhs and arrrrhs from my MOT man resulted in the pass I was hoping for. I was a little more confident on the drive home. Things were looking good. The suspension felt good, not too firm while handling the bumps nicely. The gear shift felt fantastic: click-clack, just like I wanted. I didn't have any

of the underbody panels or the gear lever gaiter fitted, so I could see the tarmac and there was loads of road noise coming up from below. I'll have to get that all assembled to see what difference the gearbox mounts inserts have made to noise levels in the car.

Next up was a full alignment by Scott at Bahnsport. He was pleased to carry out the work on a car that didn't dirty his hands or have seized-up bolts that needed dislodging. Afterwards, I could finally drive the car with some confidence, knowing that everything was torqued up and ready to go. I was very happy with the results of that journey home. Now it's time to get some miles on the clock and see if my combination of suspension modifications add up to my idea of what I wanted my car to drive like. Bring on the Sunday morning blasts and longer road trips.

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Peter Wilson
Adelaide, Australia

 @peterwilson_oz

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



The plan for this month's column was to wrap up the dent and rust repairs to my sill cover that I had commenced

last month. Unfortunately, the sill cover is still sitting on the bench with one patch tack-welded into position, but most of the fabrication still outstanding. I'll get back on to it and complete the story with pictures sometime soon I hope.

However, I've managed to gather the remaining parts for my front suspension rebuild to correct the road camber-induced veering under brakes. Over the past few years I've replaced the ball joints, Bilstein strut inserts and rebuilt the steering rack with new track rods. The remaining parts to achieve a complete "as-new" front suspension are the control arm bushings and strut top mounts.

To get the best possible result I purchased the Elephant Racing control arm rubber bushings, which come as a complete kit with special tools due to the tight fit and high installation forces involved. The strut top mounts are original Porsche parts. While I'm looking forward to the install job, it'll be a shame to lose the wheel alignment and corner weighting that took me so long to optimise.



I've also purchased and installed some Philips Racing Vision H4 headlight bulbs. This is my latest attempt to obtain LED-like levels of illumination while staying road legal, because they're quartz-halogen bulbs. I've previously used Philips X-treme Vision bulbs, which claim to provide 130 per cent brightness over conventional bulbs. The new Racing Vision claim 150 per cent and when I installed one for comparison it was noticeably brighter than the old bulb. The key trade-off is longevity and Philips states a lifetime of only 200 hours. While this sounds ludicrously short, my 930 isn't a daily driver and does relatively few night hours. I also haven't used my headlights during daylight hours since installing LED Daytime Running Lights. Time will tell if they produce the desired result and if the lifetime is acceptable in practice.

The only thing missing from this month's instalment has been driving the car over the past month! Lots of commitments, some travel and some dodgy weather has all conspired to keep me out of the driver's seat. The only exception was driving it to work last week when we had a sunny day for a change. The trip is only half an hour each way if the traffic cooperates, but another small part of enjoying the commute is being able to see the car in the work car park through the day.

We have a CCTV system over the car park and when I looked at the monitor the contrast between the Porsche and all the other cars was staggering. Every other car was an SUV or 4WD, as is typical on our roads these days. In comparison with all the other lumpy shapes and bloated sizes, the 930 was petite and svelte. It actually looked like the Porsche was from the future rather than the past, and is quite an indictment on modern car styling!

While the 930 is a versatile classic and I enjoy it for everything from early morning blasts to interstate trips, it wasn't suitable for my main driving activity for the month. This was a week of camping in the Flinders Ranges, where the bitumen runs out after 400km, and it's gravel for the remaining 250km to Arkaroola. This includes many creek crossings with assorted ditches and rocks plus the constant risk of 'roos hopping on to the road. Combine this with the need to carry our camping equipment and a fridge with food and drink for a week, and it was clear that our Toyota SUV was the right tool for the job. Apart from a minor dust leak it performed flawlessly and demonstrated why we have these large and ugly cars in our lives. If only they stayed in the Outback!



James McGrath
Minneapolis, USA

@auto.amateur
Auto Amateur
Curb and Canyon

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



The more I drive my 996 the harder I'm finding it to think about moving on to my next 911. If this is the first time

you're reading one of my columns, mid-pandemic my friend Patrick and I picked up a beaten-up, silver 2002 C2 Coupe with a broken transmission and in need of a lot of tender, loving care. Flash forward to present day, and I've just completed a 2,000 mile tour of the Rocky Mountains in what felt like a long victory lap in the same 996 now that the restoration is complete – inside, out and under the decklid.

Initially, it was just a fun project to pass some time with a buddy while the modern world was falling apart around us. It then turned into a heartbreaker when it suffered a second transmission failure just days after what we thought was the completion of the project. Over the past year it's been a labour of love, slowly sourcing new parts and making moves to bring it back to life.



It was never supposed to be a long-term driver, though. Get it back on the road, enjoy a few road tours in it and then move on. Ex to the next, as the '90s tune goes. But now I'm at the point where the car is ready to move on to its next owner and I'm supposed to be looking for my next 911, but I'm finding myself stuck on this 20-year-old, 175,000 mile Carrera. Stuck as in hung up and stuck on, not as in stuck with. I just like it so much! The colour, the wheels, the 996's evolution of the classic 911 silhouette... and that's before I start talking on and on about how incredibly raw and utterly thrilling the driving experience is.

The funny thing is that not only have I had several offers for the 996 at this stage, my wife has even given me the green light to get my next 911 (on the

basis that I lose my gut, admittedly). Yet here I find myself, stuck on 'Bluey'... **#Bluey996** to be precise (yes, it has its own hashtag for InstaBookTokGram now).


So this week I find my mind spilt in two. One minute I'm in the garage gazing lovingly at Bluey. Next minute I'm eyeballing any number of higher mileage 997s and 993s, dreaming up all of the different mods I'd do to each of them. Suffice to say, I'm at a bit of an impasse. Admittedly, it's a nice problem I'm faced with, which I'm grateful to have, but it's a mind-boggler of a problem nonetheless.

What would you do? Hold on to the 996? Keep it and get another project car? Or trade it in and move on to something different, like a Turbo or GT car? Help! Answers on a postcard to @auto.amateur on Instagram please! Cheers.





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**



When it comes to 911s, sometimes I can be terribly fickle. At other times I can be overly loyal. This plays out in repeated

scenarios where I love a 911, only to sell it just a year or two later. Conversely, there are 911s that hang around for years and aren't leaving the garage any time soon.

I often ponder why some cars come and go, while others are long-term keepers. There's no way to quantify the disparity: it's clearly emotional and thus not particularly logical. The driving experience trumps every other attribute about a 911. It has to feel special going down a winding road. The steering feel, power delivery, stable braking on a bumpy surface and the sound are all elements of the special feel for me.

But even 911s that provide those special sensations don't always stick around. Part of the disloyalty comes from considering whether a particular 911 is easily replaced in the marketplace. Another part is the joy versus hassle balance. By that I mean balancing fun drives against time spent in the shop for repairs. For example, I accept that cars leak oil from time to time. And old parts wear out and need to be replaced. However, if most drives result in a car being in the shop for repairs shortly thereafter, I run out of patience. Conversely, with some 911s I enjoy the ownership and driving experience so much that I tolerate the relatively heavy maintenance and repair schedule.

A case in point is the 1997 993 Turbo. I've owned the car for going on eight years now, during which time I've added about 4,000 miles to the total 34,000 on the odometer. The car has had a lot of remedial work done during my ownership and comparatively very little in upgrades. The gearbox and the turbos have been

rebuilt, and the turbo oil return lines have been replaced with ones incorporating check valves to reduce oil pooling in the turbos, resulting in magnificent (!) cold start smoke from one or both sides.

Some subtle upgrades have included installing Bilstein PSS10 dampers along with H&R springs that lowered the car to a ride height I like. A short shifter was added to tighten the previously fairly long shift throws. Thin wheel spacers were added to get the stance where I wanted it. And that's been about it for mods.

So the car spends a decent amount of time in the shop for repairs and maintenance every year, and I accept that. Why? Well, while the 993TT isn't the most visceral 911 in the garage, it's one very smooth operator. The deep and wide torque delivery makes the car so versatile. If I want to go for a relaxing drive, it's good to go. If I want to attack apexes, it's equally adept. I love the small footprint of the car compared to the larger, water-cooled 911s. The steering is

a bit aloof and heavy with the all-wheel-drive compared to the rear-wheel-driven earlier 911s that I enjoy. The stock exhaust system is relatively quiet.

But I remain attached to the car. The 993 wide body styling and that curvaceous rear wing are gorgeous to my eye. I get a buzz with every drive. The interior in Rubicon grey (with subtle plum colouring in the all-leather interior) is both nice to sit in and remains in stellar condition. The body, at this point, is so nice it looks showroom-new.

As some other 911s come and go, this 25-year-old car feels more special for me as each year passes. What it represents as one of the last air-cooled 911s is important to me, but not paramount. The car just feels so solid, so pretty, with performance, handling and braking that remain superb. My love affair with it is renewed every time I get behind the wheel for an hour of back-road fun. Loyalty trumps fickleness with this one and I'm pleased to remain its caretaker.





Max Newman
Aylesbury, UK

@maxripcor
9WERKS Radio

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



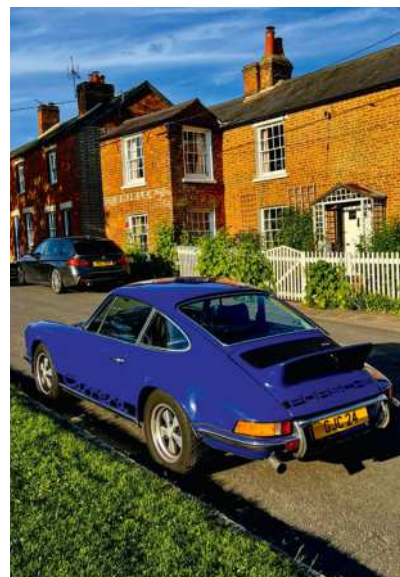
I was making my way home on one of the warm, pleasant evenings we've been enjoying between the rains recently. I was travelling in our family BMW wagon, but bear with me because there's Porsche context afoot. In the distance I spotted what I thought was the elegant rump of an early 911, and got my toe down to try and catch up, thinking I could make out a ducktail spoiler, too. Whatever 911 it was, the driver was travelling in convoy with a modern Boxster and we all ended heading in the same direction towards the village in which I live.

Having decided I was going to pursue them wherever they went, I was relieved when they parked on the village green outside my local pub, so I pulled up and jumped out for a chat. Fortunately the owner – David – looked at me as if I were only slightly odd instead of totally mad, and revealed that what looked to me like a 1973 2.7RS Touring in RHD was exactly that! David's owned the car for 18 months and is enjoying it to the full, including a recent trip to France for the RS 50th anniversary celebrations at Le Mans. It's an encounter to be repeated because David is a local and has offered to take me for a spin.

The 991 love-in from my last column continued with an invitation to the second annual (I hope) Make Specs Great Again, Sunday Morning Specs meet at RPM Technik. Make Specs Great Again is, as you may know, an Instagram account run by enthusiasts Joe Allard and Chris Newton that focuses on rare

and creative factory-built car specs, from all brands. My car isn't PTS, but the Anthracite brown metallic paint – a £1,808 option in MY2013 – is rarely seen, and forms part of a well-thought out overall spec. It's responsible for me getting to know the guys. Interestingly, my colour is one of a handful of browns on the current PTS list, so hopefully it'll see a bit of a renaissance.

I was among friends but in some fairly exalted 911 company at what was again a really nice meet. Credit to Joe, Chris and the team at RPM. Yet, on the drive home I found myself again thinking how happy I am with my car. It really is a superb 911, and while my fantasy garage is full of other 911s, many of which I'd seen that morning, in that moment I didn't long for any of them. It was a good feeling.





Anthony Coyne
Fort Lauderdale, USA

@mr_coyne

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



What is a sports car and how does this term apply to the 997? This one never goes near a racetrack.

The closest interpretation I see is as a marathon runner, given the huge distances it covers. Of my sporting heroes it's more Paula Radcliffe than Nigel Mansell.

This sports car regularly travels between Florida and Minnesota, stopping both directions in Tennessee. On the previous trip I did the last part alone, leaving Renée and Alfred in the Tennessee mountains. Today I'm returning for them, eager to improve the previous effort of 11.5 hours. No stopwatch record exists so let's assume within 10 minutes either side and put the marker at 11:20. I wasn't hanging about on that drive so I know it won't be easy. Traffic and weather often have an impact – once it took me 15 hours!

The alarm goes off at 4:30am. The car's already loaded and so I set off just before 5am with two coffees in the cup holders. I cruise at a decent lick, keeping RPMs low in 7th. I'm happy to see the estimated arrival time on Waze revise down by 15 minutes. You can't rely on Waze ETAs over 800 miles because stops aren't factored in, and the math uses real-time traffic. But it's a good start... until I miss my exit and the ETA adds more than I'd saved.

The upside of this navigational fluff is the long, empty straight it delivers as daylight appears. I push the car close to the manufacturer's numbers on a few occasions, before backing off when solitary cars appear in the distance. It's a reminder of what incredible machines



911s are. There's some fun with a sports bike, too – slowing down and shooting off on the rider's three-two-one finger count. Soon the ETA is back where it began and the PCM is reporting 98 after two-and-a-half hours, with an impressive 19mpg.

On average neighbouring Georgia is five hours of driving. The chance of being pulled over by law enforcement increases once the state line is crossed. South Florida is wild, and the freeways around Miami justify the 'sports' in sports car from what I witness daily. But once in Georgia this will be a Porsche wearing Florida plates – I expect little mercy. Waze is a good tool for this, but it's not 100 per cent accurate so you need to exercise caution. A fellow motorist kindly acts as a decoy by driving with his leg out of the window, trying to keep cool.

The ETA looks good, suggesting not just triumph, but an hour-to-spare grand slam. The oppressive heat produces thunder, and a Southern-style storm opens up. I love the drama of American weather, but remain cautious driving a car with 305 section rear tyres in heavy rain, so my speed drops to 50/60mph. It soon passes, the excitement pulling my brain from the tiredness trying to creep in. I feel good. With just three fuel stops (and one additional toilet break), there's enough fuel in the tank to see me to the end, so I can afford an extra pit-stop. The green mermaid of Starbucks is calling my name and whispering, "Come get a short flat white and a chocolate cake pop." The slight detour off the Interstate is a welcome break. Sure, it costs some time, but I'm killing this.

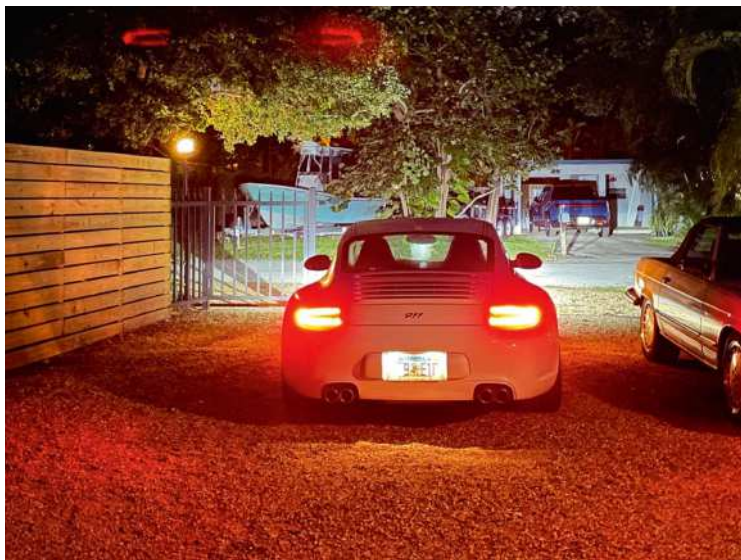
BANG! High on cake pop, I'd taken my eyes off the road, only for them to return too late to avoid the remains of some animal. The Ford F-150 in front of me simply passed over it, but that's not an option in this Porsche. I clip the

carcass. I pull up the tyre pressure screen – everything remains stable and the car is still tracking straight, but there's a whistling noise. Pulling over to the hard shoulder to investigate reveals the plastic stone protector on the leading edge of the rear wheel arch has become dislodged. I force it back in. The noise stops. I got lucky.

Moving again, it now looks close. The Mermaid, my irresistible nemesis, dealt her blow: I have to pee, yet with 90 minutes left I'm not sure I can wait. Thoughts of what Nigel and Paula would do flash through my mind. I know what they'd say, but how much does winning mean to me? The empty, short Starbucks cup wouldn't be enough to hold it, and I don't fancy explaining my wet trousers to Renée and her parents (the dog wouldn't care). I pull into the next Rest Area for a splash and dash. Relieved but now under pressure, I push on with renewed determination.

I turn off the I-75 on to the final section and disregard the navigation, gambling on personal knowledge. It's a bold move choosing longer main roads over shorter, but narrower, back roads that demand a slower pace. And it's the wrong call. Cars ahead dawdle and the passing opportunities don't present. After over 11 hours there are now fewer than 10 minutes between success and failure. Then I miss my turning! Is it all over?

I spin the car around at the first safe opportunity, Sport mode flattering with a bit of slip. Fortunately, the opposite direction is clear and I give it everything, tyres chirping on the hot road surface. Three corners remain and a tricky, sweaty palm S-curve that begins downhill and ends uphill. My eyes can't look at the time until I pull up at the finish line (driveway). Eleven hours, 18 minutes. Dry pants. A dignified victory.



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Lee Sibley
Poole, UK

@9werks_lee

9WERKS TV

9WERKS Radio

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



I've just returned from a brilliant outing at Goodwood for the inaugural FlatSix show, and what a superb

event it was! Set in the idyllic grounds of Goodwood Motor Circuit (and let's face it, anything looks good at Goodwood), FlatSix served up an eclectic mix of cars from right around Porschedom, from the modified scene all the way through to the GT PTS brigade, and absolutely everything in between. This melting pot of Porsche sports cars brought with it a slightly different crowd to the norm, and the event – organised by Players Shows and RennEleven – was all the better for it.

9WERKS was delighted to support the event, with Goodwood circuit's famous Rolex tower by the start/finish line transformed into the 9WERKS Radio tower for one day only, where we recorded a podcast from the event featuring special guests (check it out via your preferred podcast platform). Co-host Andy and I also had our cars on display within the grounds of Goodwood, and it was great to connect with so many



who listen to the show, or who watch my 9WERKS TV YouTube channel.

With a Porsche track day running alongside the FlatSix show, I took the opportunity to get Little Irish out on track for the first time this year, thanks to Goodwood's generous 105Db noise limit. Although I've managed to step into the world of racing this year (it's in the Porsche Boxster Cup, so you'll have to check my YouTube channel for my video diary of that!), I was slightly nervous about the track day because it was the first time I'd tracked my 996.1 Carrera in nine months.

I needn't have worried, however, and soon got into the swing of things. It was

a baking hot day at Goodwood, so I let out a good 12PSI of pressure from the tyres and, within a couple of laps, with pressure built back up, my 996 was handling superbly and punching well above its weight. Sure, my 300bhp 996 was soon dusted off by PDK-clad 991s on Goodwood's fast straights, but I was mightily chuffed to be able to keep those same cars honest by clawing that gap right back in the corners. I'd also argue I was having more fun hustling Little Irish with its manual 'box over the tech-laden 991s, but I'm also happy to concede that view is entirely subjective.

Goodwood is a tricky but utterly wonderful circuit, and I revelled in being back out on its blacktop in my delightful little 996. On the way home, I got the call from my wife that we needed a few bits from our local supermarket, and so less than two hours after pounding the circuit at Goodwood, I was loading three bags worth of shopping into the 996's front boot, and couldn't help but laugh at the sheer dexterity of its capabilities.

FlatSix will be back next year for its second take, and we can't wait for it already – without doubt the best UK show of the year, for me.



Nick Jeffery
Surrey, UK

@npjeffery

@npjeffery

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

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



Regular readers may recall the GTS' rear reflector unit had to be replaced due to water ingress and the new replacement

unit subsequently failing within hours of it being fitted. Well, the bad news is that Porsche still can't source a replacement unit, with no stock available anywhere.

On a more positive note, the creaking sound coming from the rear of the car, which was initially thought to be one of the new shock absorbers, seems to be getting quieter. The GTS is booked into Paragon early next month to investigate. More on this to follow.

Karen and I had the pleasure of visiting The Race Works at its base in Dorking, Surrey. Ed and the team gave us a warm welcome and tour. The Race Works is the official supplier of the majority of the current F1 teams in addition to other motorsport brands like Porsche, Pirelli and BMW. It can supply a huge range of T-shirts, mugs, key rings, baseball caps alongside other clothing, with many designs inspired by Porsche cars and their classic interior fabrics.

The business was established in 2020 during the pandemic. The Race Works team found themselves with lots of stock that would usually be sold to the circuits and trackside businesses. This large quantity of stock provided Ed and the team with the perfect opportunity to sell direct to customers, and the rest is history. Use the discount code **9Werks11** for 11 per cent off all merchandise on its website (www.theraceworks.com).

It's been another busy month with events in full swing, starting with the GT World Challenge and Masters Historic Festival at Brands Hatch with R25 Kent Region Porsche Club GB. I've been on an epic south west tour organised by fellow members of CSC (Craig's Spyder Club) where the Boxster Spyder did nothing to dispel the myth that it's a fabulous piece

of kit! A few of us also made a return visit in the GTS to Simply Porsche at the National Motor Museum in Beaulieu.

The following weekend it was all about the GT3, with South East Supercar Club (@sesupercarclub) holding a fabulous Cars & Coffee event at Octane Collection (@octanecollection) in Rudgwick, West Sussex. Octane always seems to have an amazing collection of exotic cars for sale including many rare Porsches, such as Carrera GTs, 993 GT2s, 993 RSs and 997.2 GT3RS 4.0s. I even spotted one such example in PTS Meteor grey.

The next day, I made the trip up to RPM Technik (@rpmtechnik), again in the GT3, to attend the charity Cars & Coffee morning organised by MSGA (@makespecsgreatagain) raising funds and mental health awareness on behalf of CALM (@calmzone). We were treated to a stunning array of Stuttgart's finest including a 918 Hybrid, numerous 992 GT3s, plenty of PTS and Rennsport models, plus the new GT4RS with the Weissach package in Rubystar.

Finally, Lauren and I attended the Summer Scramble at Bicester Heritage for Fathers Day, which turned out to be another brilliant, chilled-out day in glorious sunshine. Friends, family and cars... what more could you want?





Natalie Stratos
London, UK

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



It's always a treat to go into a field in the English weather and watch a film outdoors in the privacy of your own

car, but it's fabulous to take the Targa roof off when the sun decides to shine.

The Targa seats are just so comfortable to watch a movie from, it'll be hard to go to a normal cinema again. My bestie Caroline loved the whole experience and I now have a great idea of how to treat friends.

My first born is back from university for the summer so it was a great time to get him driving the Targa around the park for starters. He was a natural Porsche driver, handling her tough clutch control with ease and didn't stall once. I can't wait to be driven by him on a road trip to Aix-en-Provence, in the south of France. I have to wait a while though because the Targa won't make it there without a huge service being done.

When I first had the Targa I took a road trip to Munich with my brother driving the whole way with the roof off. Driving her on the autobahn was one of the best drives I have ever had. For now



we'll have to make do with Richmond Park and its surrounding streets.

The problem is that most streets in London are now set at a 20mph speed limit and my Targa doesn't enjoy or do well at that level. I can hardly come out of 2nd gear, so it's definitely not an enjoyable drive. I think she'll be driven either to the country, taken abroad or I have to plan routes into London on



only 30mph streets. I drove back from Hampstead, London early in the morning last weekend with no traffic and what with the various speed limit changes it made the whole experience just so painful. My poor Porsche was frustrated at not being able to cruise. I need to take her down the motorway to get the balance right of city life merged with the cruising life of a 1982 Porsche Targa.



Ben Przekop
Mercer Island, USA

 @benjaminprzekop

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



"The numbers don't lie" they say in racing, so my odometer's 5,000 mile count must mean I really enjoy driving this 992,

and I absolutely do! And with all those miles have come several discoveries about how things actually work on this eighth-generation 911, and I thought I should pass them on.

Comfort access: you know how I love the way the doors unlock and the flush handles flip up as you approach the locked car, but it took me a bit longer to figure out how to unlock the front boot lid

without using the key. The manual says "wave your hand near the Porsche Crest" and so I would stand there waving away, looking to any onlooker like I was slightly bonkers, and since it only rarely worked, I would often wind up using the key before worried onlookers could call the men in the white coats.

But I finally figured out the secret. You just have to run the back of your hand lightly across the top of the bumper just below the Porsche crest, and it works every time. Since "touching" various areas on the car locks and unlocks things, you should leave your key inside the car when washing it, otherwise the boot lid will keep popping open and the doors will keep locking and unlocking as you wash and dry. And while we are on the subject of the boot lid, make sure the wiper arms aren't in the raised position if you decide to open the boot lid, as it will slam the wiper arms back on the windscreen, which will scrape the top edge of the boot lid as it does so (ask me how I know this).

Under the category of "electronic quirks" I found that you have to store separate Bose audio settings for each source (for example, FM radio, satellite radio or *Apple Car Play*), and it seems that every once in a while these settings, along with your "favourites list" get erased

somehow, so you have to reset them all over again. Might this be the downside of the new cloud-based PCM software and its frequent data updates and downloads? And you should definitely use those enhanced settings for Bose (such as surround sound) because they make a huge improvement in sound quality. Also, make sure you use the two "diamond" buttons that can be set to various functions to get "one-touch" capability for things that might otherwise take multiple clicks on the PCM screen. In my case, I use the one on the steering wheel to turn on "recirculate" for the air con, which is very handy when the lorry in front of you suddenly belches a huge cloud of diesel smoke, and I use the one on the dash to turn on the surround view cameras when parking or entering tight spaces.

Lastly, I've found that the automatic high beam setting works fantastically! It turns on the high beam when required, and immediately switches it off when it sees an approaching car's lights.

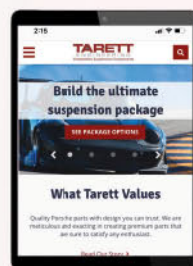
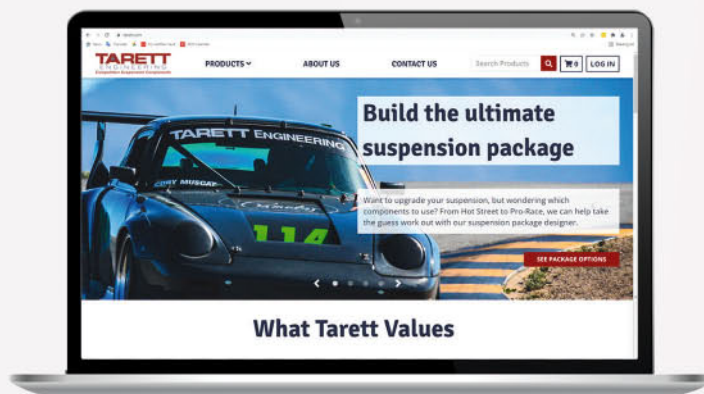
The only thing it doesn't do well is handle foggy conditions. Porsche evidently hasn't figured out how to "see" fog and keep the high beams off, so when driving in heavy fog you'll have to turn the auto high beam function off. I hope you find these tips helpful. **911**



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Data file

Full specs, ratings and market values of every Porsche 911 model from 1963 to 2022, including the early short wheelbase models, can be found beginning on page 76

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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.



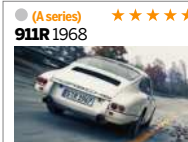
Ratings

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 secs
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	125hp @ 5,800rpm
Maximum torque	169Nm @ 4,200rpm
0-62mph	7.0 sec (est)
Top speed	127mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	F 5.5x15-inch; 165HR R 5.5x15-inch; 165HR



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

Production numbers	16,933
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



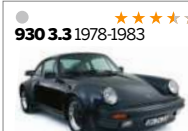
● (G series) ★★★★★
Carrera 3.0 RS 1974
Updated version of the 1973 2.7 RS, complete with impact bumpers and Turbo-spec wheelarch rear wing. Steel arches added by hand at the factory, with 917 brakes.

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



● (H series) ★★★★★
930 3.0 1975-1977
Fitted with a KKK turbo, this was the world's first production Porsche to be turbocharged. Flared arches, wheelarch 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



● (I 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 Cali 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 carburetors.

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 @ 4,500rpm
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



● (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	2,195cc
Engine capacity	2,195cc
Compression ratio	9.1:1
Maximum power	155hp @ 6,200rpm
Maximum torque	196Nm @ 4,500rpm
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 @ 4,500rpm
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 carburetors led to the relatively low power output of 130bhp despite the new 2,341cc engine size.

Production numbers	16,933
Issue featured	107
Engine capacity	2,341cc
Compression ratio	8.5:1
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

● (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	137mph
Length	4,163mm
Width	1,622mm
Weight	975kg (Sport)
Wheels & tyres	F 6x15-inch; 185/70/R15 R 7x15-inch; 215/60/R15



● (F series) ★★★★★
911E 1973

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

Production numbers	4,406
Issue featured	144
Engine capacity	2,341cc
Compression ratio	8.0:1
Maximum power	165hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
0-62mph	7.5 sec
Top speed	137mph
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) ★★★★★
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	1,077kg
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) 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 @ 4,200rpm
0-62mph	6.3 sec
Top speed	145mph
Length	4,291mm
Width	1,610mm
Weight	1,093kg
Wheels & tyres	F 6x15-inch; 185/70/R15 R 7x15-inch; 215/60/R15



● (K 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 @ 4,000rpm
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

● (L 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

● (M 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 upgraded from 917 racer.

Production numbers	5,807 (plus 78 to 79 Call cars)
Issue featured	116
Engine capacity	3,299cc
Compression ratio	10.3:1
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

● (N series) ★★★★★
Carrera 3.2 1984-1989



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

Production numbers	70,044
Issue featured	148
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.6 sec
Top speed	152mph
Length	4,291mm
Width	1,652mm
Weight	1,210kg
Wheels & tyres	F 7x15-inch; 195/65/VR15 R 8x15-inch; 215/60/VR15 (16" for '89)

● (O series) ★★★★★
930 SE 1986-1989



Slantnosed and based on 935 race cars, with pop-up headlamps. Front spoiler made deeper to accommodate extra oil cooler, rear intakes fed air to brakes.

Production numbers	50 (UK only)
Issue featured	146
Engine capacity	3,299cc
Compression ratio	70:1
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	1,335kg
Wheels & tyres	F 7x16-inch; 205/55/VR16 R 9x16-inch; 245/45/VR16

● (P series) ★★★★★
959 1986-1988



Had tech later used on 911s including 4WD, ABS and twin turbos. A 959S was also available, featuring lighter cloth Sport seats, five-point harnesses and a roll cage.

Production numbers	337
Issue featured	142
Engine capacity	2,850cc
Compression ratio	8.3:1
Max power	450hp @ 6,500rpm
Max torque	500Nm @ 5,000rpm
0-60mph	3.9 sec
Top speed	182mph
Length	4,260mm
Width	1,840mm
Weight	1,450kg
Wheels & tyres	F 8x17-inch; 235/45/2R17 R 9x17-inch; 255/40/2R17



★★★★★
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/VR16
R	8x16-inch; 245/50/VR16



★★★★★
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 updated 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/VR16
R	7x16-inch; 225/55/VR16



★★★★★
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	110
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	1,335kg
Wheels & tyres	
F	7x16-inch; 205/55/VR16
R	9x16-inch; 245/45/VR16



★★★★★
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/VR16
R	8x16-inch; 225/50/VR16



★★★★★
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/VR16
R	8x16-inch; 225/50/VR16



★★★★★
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	1,75mm
Weight	1,210kg
Wheels & tyres	
F	6x18-inch; 235/40/VR18
R	11x18-inch; 285/35/VR18



★★★★★
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/VR17
R	9x17-inch; 255/40/VR17



★★★★★
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	7x16-inch; 205/50/VR17
R	8x17-inch; 255/40/VR17



★★★★★
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/VR17
R	9x17-inch; 255/40/VR17



★★★★★
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/VR18
R	10x18-inch; 265/35/VR18



★★★★★
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/VR18
R	10x18-inch; 285/30/VR18



★★★★★
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 @ 5,700rpm
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/VR18
R	10x18-inch; 285/30/VR18



★★★★★
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 @ 5,250rpm
0-62mph	5.4 sec
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,450kg
Wheels & tyres	
F	8x18-inch; 225/40/VR18
R	10x18-inch; 285/30/VR18



★★★★★
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. PCCB 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 Lightweight 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 @ 5,700rpm
Maximum torque	304Nm @ 6,200rpm
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	70:1
Maximum power	320hp @ 5,700rpm
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	7x17-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	70:1
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	7.5:1
Maximum power	360hp @ 5,500rpm
Maximum torque	520Nm @ 4,200rpm
0-62mph	4.8 sec
Top speed	174mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F	7x16-inch; 205/55/ZR16
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 @ 5,700rpm
Maximum torque	540Nm @ 5,000rpm
0-62mph	3.9 sec
Top speed	189mph
Length	4,245mm
Width	1,855mm
Weight	1,290kg
Wheels & tyres	
F	8x18-inch; 225/40/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/ZR18
R	10x18-inch; 285/30/ZR18



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/ZR17
R	9x17-inch; 255/40/ZR17



996.1 Carrera 4 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/ZR17
R	9x17-inch; 255/40/ZR17



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/ZR18
R	10x18-inch; 285/30/ZR18



996.2 Carrera 4 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/ZR17
R	9x17-inch; 255/40/ZR17



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 @ 4,250rpm
0-62mph	4.9 sec
Top speed	175mph
Length	4,430mm
Width	1,770mm
Weight	1,370kg
Wheels & tyres	
F	8x18-inch; 225/40/ZR18
R	10x18-inch; 285/30/ZR18



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/ZR18
R	11x18-inch; 295/30/ZR18



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/ZR18
R	11x18-inch; 295/30/ZR18

Sales debate

Is demand for modified Porsche 911s high, or does originality rule?



There are seemingly endless models and factory options to choose from along the timeline of 911 production. Yet that variety only just begins on the dealer spec list. What of cars that have been altered over the years since they left the showroom? From rat rods to restomods, 'Big Reds' to RSR wings... you name it, someone will have done it over 50 years of fashions. Is there a market for a modified 911 today, or is originality best?

Paragon sales manager Jamie Tyler says yes and no. "I personally think that originality is the way ahead," he prefaces his answer, before going on to say that, "we don't really get involved with modified cars. There obviously is a market for them and there's a lot of people out there who modify cars."

Garage Sportique's Adam Dawson makes a good point following on from that. "The interchangeable nature of Porsche parts and the gradual evolution of the look gives opportunities to follow your own path," he points out. "However, what you start with, the quality and cohesiveness of what you add has a strong impact on residual value."

Modification perhaps needs defining. A J-pipe, a set of aftermarket coilovers, a wood dash, or a 996 to 997 body conversion (it has been done) are all modifications, but the question in a market debate is, would any hold appeal in the car sales marketplace?

Paragon's Jamie suggests treading carefully. "It certainly narrows down the window of people who would buy a modified car," he says. "It wouldn't necessarily be something that would be liked by everyone." For a car to command a strong price, desirability is always key.

Adam concurs. "Sympathetic aftermarket options such as heated seats, Bluetooth, or retro interiors to '80s and '70s G50 cars add value and useability," he points out, but don't go totally mad. Mods are best when staying true to the car underneath. "Choose wisely on a cohesive and balanced build, and enjoy what you've built," Adam suggests, adding the crucial point to "ensure it works aesthetically and still drives like a 911 should. Then you can enjoy it and not worry too much about the market."

Beauty, to butcher the saying, is in the eye of the seller – not always the buyer. That said, which **Total 911** reader wouldn't like a reimagined car by Singer in their stable...



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 8.5x18-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 8.5x18-inch; 235/40/R18
	R 10x18-inch; 265/40/R18



997.1 GT3 RS 2006-2007

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

Production numbers	1,106
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 8.5x19-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/R19
	R 12x19-inch; 325/30/R19



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

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 9x19-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



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 @ 4,600rpm
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	1,395kg
Wheels & tyres	
F 8.5x19-inch; 235/35/R19	
R 12x19-inch; 305/30/R19	



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 8x18-inch; 235/35/R18	
R 11x18-inch; 295/35/R18	



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	



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; 235/35/R18	
R 10.5x18-inch; 265/40/R18	



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/R19	
R 11x19-inch; 295/30/R19	



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/R19	
R 11x19-inch; 305/30/R19	



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/R19	
R 12x19-inch; 305/30/R19	



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/R19	
R 11x19-inch; 305/30/R19	



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	4,435mm
Width	1,852mm
Weight	1,360kg
Wheels & tyres	
F 9x19-inch; 245/35/R19	
R 12x19-inch; 295/30/R19	



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 8.5x19-inch; 235/35/R19	
R 11x19-inch; 305/30/R19	



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/R19	
R 12x19-inch; 325/30/R19	



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
0-62mph	4.6 sec
Top speed	190mph
Length	4,435mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	
F 8.5x19-inch; 245/35/R19	
R 11x19-inch; 305/30/R19	



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; 245/35/R19	
R 11x19-inch; 305/30/R19	



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	



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/R19	
R 11x19-inch; 305/35/R19	



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

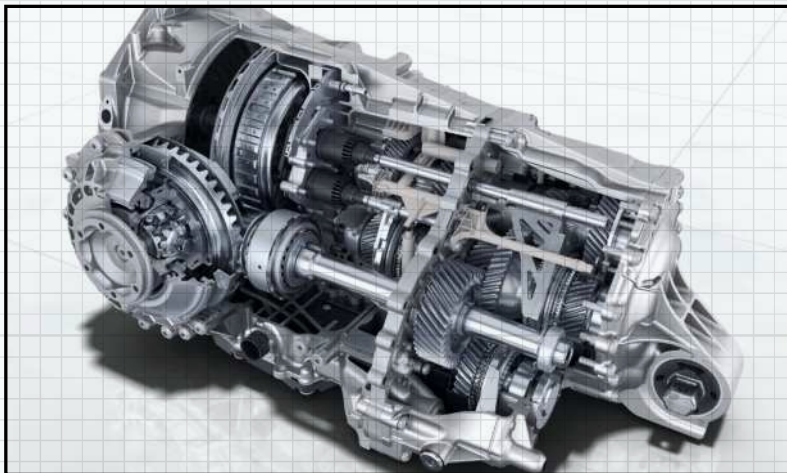
Wide body from 991 Carrera 4 was used for the first time. Mezger engine from previous GT3s replaced with revamped DFI version of Carrera S engine. PDK only.

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

062 PDK

Porsche Doppelkupplungsgetriebe has outsold the manual gearbox in 911s for the past 10 years...



The use of automatic gearboxes in cars predates Porsche by almost 50 years – an unkind person might say that many automatic gearboxes drove like they did. Not so with Porsche's Doppelkupplungsgetriebe, or PDK for short. The double compound German name means Porsche double-clutch gearbox, and to many people – this writer included – it was the first automatic gearbox that drove as you'd expect one to.

Porsche's idea for one stretches back over 40 years, when technical manager Rainer Wüst was given the challenge to manufacture an automatic gearbox. His idea was "to combine the best of two worlds: the advantages in the degree of efficiency of a manual transmission; and the potential for performance of full automation, which still had many weaknesses at the time," Rainer recalls today. His solution involved returning to a previous dual-clutch gearbox idea, tested by Imre Szodfridt. At the end of the 1960s Imre pitched the idea of a dual-clutch gearbox to Ferndand Piëch, Porsche's head of development. It was those original gearboxes that Rainer dug out of the backrooms, then fashioned pneumatic valves to work hydraulically, in striving to push the concept further.

The end result went into a 944 Turbo in the 1980s, and combined two gearboxes in one, each with its own clutch so that when one gear was selected, the next gear is already engaged. Closing the clutch in use and opening the next gave instantaneous gear changes. Racing use beckoned, and PDK was first used in the 962 at Monza in 1986.

The 911 had to wait until 2008 for PDK, after sister company VW had been the first to offer it on the market. Now, the same 'two gearboxes in one' idea works by two concentric wet clutches: one 202mm and a smaller, inner one measuring 153mm, each operating its own shaft. The outer shaft operates 2nd, 4th and 6th gears, the inner operates the odd number gears, and reverse. With one gear selected on one shaft, the next gear is pre-selected on the other shaft. ECU-controlled electro-hydraulic actuators shift between clutches in less than 100 milliseconds, when accelerating or decelerating, based on various metrics measured around the car and if the car is in Sport Chrono or Sport Chrono Plus mode, where more aggressive changes occur.

It's a devastatingly effective system, and the fascinating 40-year development is one that's rich both in Porsche history and names.



★ ★ ★ ★ ★	Production numbers	Unknown
991.1 Turbo	Issue featured	109
2013-2014	Engine capacity	3,800cc
New Turbo marks	Compression ratio	9.8:1
introduction of rear axle	Maximum power	520hp @ 6,500rpm
steering, plus PDK-only	Maximum torque	660Nm @ 1,950rpm
transmission to forced-	0-62mph	3.4 sec
induction 991 models.	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



★ ★ ★ ★ ★	Production numbers	Unknown
991.1 Turbo S	Issue featured	115
2013-2015	Engine capacity	3,800cc
Same dimensions as the 991	Compression ratio	9.8:1
Turbo, but with a tweaked map	Maximum power	560hp @ 6,500rpm
to provide extra 40bhp. Turbo	Maximum torque	700Nm @ 2,100-4,250
options standard, including	0-62mph	3.1 sec
centre-lock wheels and PCCB.	Top speed	197mph
	Length	4,506mm
	Width	1,880mm
	Weight	1,605kg
	Wheels & tyres	
	F	8.5x20-inch; 245/35/ZR20
	R	11x20-inch; 305/30/ZR20



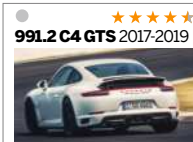
★ ★ ★ ★ ★	Production numbers	Unknown
991.2 Carrera S	Issue featured	132
2015-2018	Engine capacity	2,981cc
Shares Carrera's	Compression ratio	10.0:1
3.0-litre turbocharged	Maximum power	420hp @ 6,500rpm
9A2 engine, and	Maximum torque	500Nm @ 1,700-
features revised turbos,	0-62mph	5,000rpm
exhaust and engine	Top speed	3.9 sec
management to produce	Length	191mph
an additional 50hp.	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



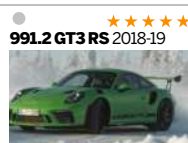
★ ★ ★ ★ ★	Production numbers	Unknown
991.2 Carrera 4	Issue featured	133
2016-08	Engine capacity	2,981cc
New 9A2 turbocharged engine	Compression ratio	10.0:1
fused with all-wheel-drive	Maximum power	370hp @ 6,500rpm
running gear, now electro-	Maximum torque	450Nm @ 1,700-
hydraulically controlled.	0-62mph	5,000rpm
Distinguishable by wider body	Top speed	4.1 sec
and full-width rear brake light.	Length	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



★ ★ ★ ★ ★	Production numbers	Unknown
991.2 C2 GTS	Issue featured	150
2017-2019	Engine capacity	2,981cc
Similar specification and	Compression ratio	10.0:1
'black accent' styling as	Maximum power	450hp @ 6,500rpm
per 991.1, available in both	Maximum torque	550Nm @ 2,150-
rear-wheel and all-wheel	0-62mph	5,000rpm
drive form. C4 GTS	Top speed	4.1 sec
quicker than C2 GTS.	Length	194mph
	Length	4,528mm
	Width	1,852mm
	Weight	1,450kg
	Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20



★ ★ ★ ★ ★	Production numbers	Unknown
991.2 C4 GTS	Issue featured	151
2017-2019	Engine capacity	2,981cc
As 991.2 Carrera GTS but with	Compression ratio	10.0:1
PTM four-wheel drive electrically	Maximum power	450hp @ 6,500rpm
controlling drive between both	Maximum torque	550Nm @ 2,150-
axles (rear always driven). Red	0-62mph	5,000rpm
connecting strip on rear.	Top speed	3.8 sec
	Length	193mph
	Length	4,528mm
	Width	1,852mm
	Weight	1,515kg
	Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20



★ ★ ★ ★ ★	Production numbers	100 UK cars (est)
991.2 GT3 RS	Issue featured	164
2018-19	Engine capacity	4,000cc
Latest GT3 RS gets GT3 facelift	Compression ratio	Unknown
but with NACA ducts and	Maximum power	520hp
suspension from GT2 RS. 20hp	Maximum torque	480Nm
increase over Gen1, with chassis	0-62mph	3.2 sec
and aerodynamic revisions.	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



★ ★ ★ ★ ★	Production numbers	1,948
991 Speedster	Issue featured	172
2019	Engine capacity	3,996cc
Limited-edition special from	Compression ratio	13.3:1
Flacht to mark 70 years of	Maximum power	500hp @ 8,250rpm
Porsche. Engine taken directly	Maximum torque	460Nm @ 6,000rpm
from 991.2 GT3 with its six-	0-62mph	3.9 sec
speed manual compulsory.	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



★ ★ ★ ★ ★	Production numbers	In production
992 Carrera S	Issue featured	174
2019-	Engine capacity	2,981cc
All-new eighth generation of	Compression ratio	10.5:1
911 carries over 9A2 engine	Maximum power	450hp @ 6,500rpm
from 991.2, though all cars are	Maximum torque	530Nm @ 2-5,000rpm
now wide bodied with subtle	0-62mph	3.5 sec
visual tweaks.	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	125
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	1,425kg
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	188mph
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	4,546mm
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	10.0:1
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 9.5x19-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 9x20-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 9.5x20-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 9.5x19-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 @ 2,500-5,000rpm
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 PTM 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	1,559kg
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 @ 2,500-5,000rpm
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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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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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 Ferrared@sbcglobal.net. **911**

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COMMISSION YOUR PORSCHE 911 AS FINE ART

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

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

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

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

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

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





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



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911 GT2 (996)

Polar Silver • Black Leather Sports Seats
18" GT2 Wheels • Porsche Ceramic
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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)

£69,995



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 &
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2010 (59)

£46,995



911 Carrera 2 (997)

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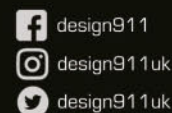
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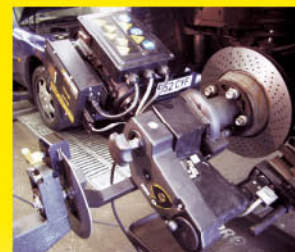
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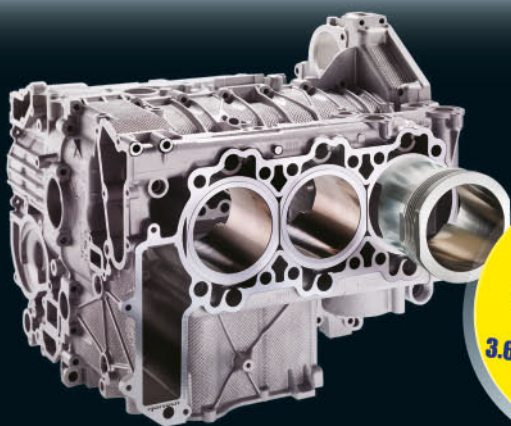
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NEW GT3 RS BREAKS COVER

Every detail revealed on Flach's outrageous 992 Rennsport



RICHARD TUTHILL

Head of the legendary rally specialist company talks to Total 911



WAREHOUSE WONDERS

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STORY OF THE 935 JLP-4

An in-depth look at the final and fastest of all JLP-built Porsche 935s



Porsche Moment

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

The 30th anniversary of the 911 was its first real landmark and the car was feted in Stuttgart with due ceremony. Its 25th had passed almost unnoticed, but given the uncertainty and managerial turmoil at Zuffenhausen in autumn 1988, few would have been in the mood.

Five years on, however, the outlook was improving. Porsche had managed to retain its independence without incurring debts; having returned in 1991 as spokesman for the board, Wendelin Wiedeking was now in charge. Redundancies had followed, but his campaign to streamline manufacturing practice and reduce inventories was having an effect. Porsche was still loss-making in September 1993, but at least the deficit was steadily shrinking.

Sharing production with the 964 – which in its final year was far from filling the lines – was

the Mercedes-Benz 500E. This was a profitable subcontract job from Porsche's large neighbour, which was also keen to see Porsche stay out of foreign hands. Insiders could see positive signs: the Boxster concept that was displayed earlier had stunned everyone; while the new 911, the striking 993, was about to be launched.

It was an appropriate moment to look back on a sports car that had already become an automotive icon to rival its now-deceased cousin, the VW Beetle. At the ceremony in Stuttgart, the noble square in front of the Rathaus was filled with serried ranks of 911s, and among the VIPs were most of the old guard who'd accompanied the 911 over those 30 years, and in the case of the trio in the photograph, the 356 before that. Ferry Porsche, now looking his 84 years, is seen with his sister Louise

Piéch (five years older, but as alert as ever) and Huschke von Hanstein (centre), Ferry's former racing manager and general fixer who for many years was the face of Porsche PR. Helmuth Bott, returning to see old colleagues, was also there, although not in shot. It was the last time these Porsche notables would all convene in a public setting; by 1999, they had all passed away.

One senior figure of the original 911 generation is Horst Marchart, seen here in profile behind Huschke. A self-effacing Austrian who joined Porsche from Steyr in 1960, he suggested the heresy of the shared 986/996 platform. Promoted to engineering director, he would push through the programme that rescued Porsche. He retired in 2001 after a Porsche career as memorable as his successor's would be forgettable. **911**

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