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SPEEDSTER FIRST LOOK**
TUTHILL'S CRAZY 911K
SINGER PRESENTS ITS
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GUNTHER WERKS TURBO

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ISSUE 222
DigitalEdition

FUTURE

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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 dating from 2016 to 2021 totaling over \$6,000. A well-equipped 911 Carrera Coupe that is mechanically sound.

For \$49,950



1970 Porsche 911T Coupe-stock-15218

Presenting this 1970 Porsche 911T Coupe featured with matching numbers. This Karmann-built body Porsche is finished in its factory color Bahia Red (1313) with a black interior. Equipped with a 5-speed manual transmission, Flat 6-cylinder engine, 4-wheel disc brakes, Fuchs wheels wearing Michelin tires, Blaupunkt AM/FM radio, VDO Kienzle analog clock, and a spare tire. A highly desirable Longhood 911 that is currently not running, however this will make an exciting and fun project for any car enthusiast.

For \$52,500



1973.5 Porsche 911T CIS Targa Sportomatic-stock-15259

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

For \$86,500



1977 Porsche 911S Targa-stock-14898

This matching numbers 1977 Porsche 911S Targa is available in Peru Red with a sand beige interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 2.7-liter engine, air conditioning, power windows, Fuchs wheels, 4-wheel disc brakes, spare tire, and jack. A desirable color combination air-cooled 911S Targa that is mechanically sound.

For \$139,950



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



1980 Porsche 911SC Targa-stock-15048

The 1980 Porsche 911SC Targa is available in its factory color code #027 Guards Red with a sand beige interior. Equipped with a 5-speed manual transmission, Flat 6 Cylinder engine, air conditioning, automatic speed control, power windows, 4-wheel disc brakes, and Fuchs wheels. A well-priced original California car that is mechanically sound.

For \$47,500



1984 Porsche Carrera Coupe-stock-15129

Presenting this matching numbers 1984 Porsche Carrera Coupe that is available in its factory color code #908 Grand Prix White with a brown interior. The vehicle comes with a clean Carfax and is equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.2-liter engine, air conditioning, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, tool kit, and jack. Both the color code and options sticker are still in place under the hood. Also includes the original window sticker, original owner's manual, warranty/maintenance booklets as well as service documents and receipts copies dating from 1988 to 2020 totaling over \$26,000. A well-maintained and equipped air-cooled Porsche that is mechanically sound.

For \$54,500



1985 Porsche Carrera Targa-stock-14959

Presenting this 1985 Porsche Carrera Targa featured with matching numbers and is available in its factory color code #936 Silver Metallic with a blue interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.2-liter engine, automatic speed control, air conditioning, power windows, Fuchs wheels, 4-wheel disc brakes, spare tire, tool kit, and jack. Both the color code and options sticker are still in place under the hood. Also includes a receipt copy for a major service that was done in 2021 at a cost of \$10,216. A very clean and presentable Carrera Targa that is mechanically sound.

For \$54,500



1986 Porsche Carrera Coupe-stock-15411

Presenting this 1986 Porsche Carrera Coupe featured with matching numbers and finished in its factory color Garnet Red Metallic (822) combined with a burgundy interior. Equipped with a five-speed manual transmission, Flat 6 Cylinder 3.2-liter engine, 4-wheel disc brakes, air conditioning, sunroof, automatic speed control, power windows, power mirrors, five-spoke alloy wheels with Continental tires, and a VDO dashboard Quartz-Zeit clock. In addition to the equipment, this car also comes with the owner's manual booklet, clean Carfax report and receipt copies totaling over \$28,000 that has been invested into the vehicle dating from March 2011 through June 2022. An excellent and highly desirable air-cooled Porsche that is mechanically sound.

For \$49,950



1990 Porsche 964 Carrera 4 Targa-stock-14910

Presenting this exciting 1990 Porsche 964 Carrera 4 Targa featured with 73,428 miles on the odometer and is available in its factory color code #700 black with a black interior. The vehicle comes with a clean Carfax and is equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, automatic speed control, air conditioning, power windows, power steering, sports seats, Porsche D90 wheels, 4-wheel disc brakes, spare tire, and jack. Also includes paint meter reading photos. A very presentable and well-equipped sports car that is mechanically sound.

For \$94,500



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 #907 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



1994 Porsche 964 Carrera 4 Wide-Body Coupe-stock-14684

Presenting this amazing and highly collectible 1994 Porsche 964 Carrera 4 Wide-Body Coupe (1 of 267 ever produced). Available in Guards Red with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, automatic speed control, air conditioning, power windows, power steering, sunroof, 4-wheel disc brakes, and spare tire. Also includes the original owner's manual, maintenance booklet as well as service documents and receipts copies dating from 2000 to 2021 totaling over \$37,000. Do not miss your chance to jump into the ownership of this one-year limited-production factory Wide-Body air-cooled 964 that is mechanically sound.

For \$189,500



1996 Porsche 993 Carrera 4S-stock-15537

Porsche 993 Carrera 4S featured with 30,363 miles on the odometer and finished in its factory color Black (A1) combined with the same color interior. Equipped with a 6-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, Turbo-boost, four vented disc brakes, dual exhaust outlets, air conditioning, cruise control, power-adjustable seats, automatic speed control, power windows, power mirrors, sunroof, VDO dash gauge, Becker Porsche CDH-210 radio, lockable glove compartment, no-shock auto entry mirrors, bumper guards, four-spoke steering wheel, Traction alloy wheels, tool kit, jack, and a spare tire. CARFAX 1-owner vehicle per "Carfax" report. In addition to the equipment, this car comes with the owner's manual booklet, maintenance booklet, manufacturer's literature, and service receipt copies totaling over \$29,900 dating from June 1997 through June 2012. Both the color code and options sticker are still in place under the hood. An extremely sought-after black-on-black air-cooled 4S that is mechanically sound.

For \$118,500

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Welcome

If I were to insert a headline at the top of my Welcome page, this month it would simply say “There will never be another week like this”. It’s been a truly mad end to the summer with no less than SIX new Porsches released in the space of just a few days. What’s more, only one of these has come direct from Porsche itself, although it’s a mighty new addition that slots in right at the very top of the 992 generation.

The new GT3 RS is released exactly half a century after the first 911 Rennsport, which as you can see in the photograph above, Porsche has honoured with a 2.7 Carrera RS-inspired livery for the latest GT3 RS iteration. The 992 GT3 RS is a quantum leap over its 991.2 predecessor, and (pleasingly) puts a great deal of daylight between it and the GT3 that sits underneath it in the model lineup. Naturally, we’ve got the most in-depth first look of the new Rennsport with input from

the engineers who created it, including Andreas Preuninger, which begins on page 20.

The other cars released in those crazy final days of August have come from a variety of companies (two from the US, one in the UK and one in Germany), representing different factions of the Porsche enthusiast sphere. We’re delighted to present key information on all of these new vehicles from industry stalwarts such as Tuthill Porsche, Singer Vehicle Design, Gunther Werks and RUF, beginning on page eight.

In either regard, it’s great to see so much energy and creativity in the sector, particularly at a time when electrification and automation means automobiles generally are meant to be getting more dull and tedious for the masses. Many of these ‘remastered’ cars open up new possibilities for the enthusiast sphere where, in order to move forward, we must first look back.

“Many of these ‘remastered’ cars open up new possibilities for the enthusiast sphere”





Total 911 Opening Shot

Photograph by **Singer Vehicle Design**

Singer Vehicle Design has released its first-ever Cabriolet restoration of the Porsche 964. Singer's Turbo Study is a 964-based reimagining of the iconic Porsche 930 Turbo, with customers able to spec between rear- or all-wheel-drive and a range of turbocharged flat six power outputs, from 450hp to 510hp. Cabriolet restorations will, like the Coupe, feature carbon fibre bodywork, although some panels will be unique to the Cabriolet.

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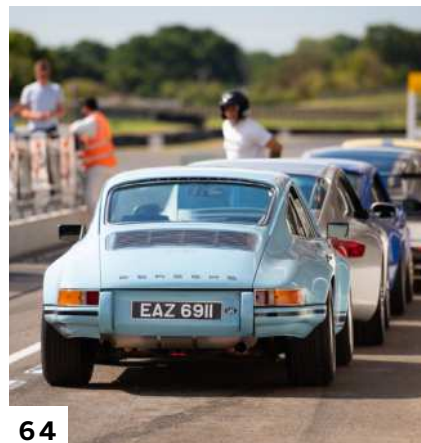
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Update SPECIAL

With six new cars revealed in the space of seven days, the summer of 2022 can be hailed as the most exciting period since the early 1970s for air-cooled Porsche 911 enthusiasts, such is the proliferation of remastered, reimagined and reworked cars being launched. Max Newman brings you an in-depth look at the projects revealed by the world's leading restomod companies during Monterey Car Week 2022



BELOW Gunther Werks' newest car, Project Tornado, is powered by a 4.0-litre twin-turbo engine that's been designed and built by Rothsport Racing





ABOVE The bespoke carbon-fibre steering wheel features controls for track days, while carbon-fibre bucket seats can make use of five-point harness and three-point belts



Gunther Werks Project Tornado

Gunther Werks unveiled its first remastering of the air-cooled Porsche 993 during Monterey Car Week in 2017. That car focused on functional performance and maximising the potential of the 993 platform, while seeking to retain the car's iconic attributes. Gunther Werks has since taken the concept to its logical conclusion with the announcement of Project Tornado at this year's Monterey Car Week event at The Quail, A Motorsports Gathering, held in California.

For the Project Tornado specification, Rothsport Racing built a 4.0-litre twin-turbo engine, which is a first for Gunther Werks but a direction that's been the plan since the inception of the firm. It features individual throttle bodies, a racing-inspired flat fan and a liquid-charged cooling platform controlled by the latest Motec engine management system. This produces 600hp in standard form and 700hp by selecting track mode. The engine is mated to a six-speed manual gearbox. The flat fan screams race-

car cool, but was chosen for its air-flow efficiency at high revs and the ability to cool all six cylinders evenly. The turbocharged 993-generation 911 GT2 could only achieve 444bhp.

The same is true of the new carbon-fibre body panels, which appear to be aping some of Porsche's greatest 911 motorsport hits from 934 to GT1, but are actually designed to optimise cooling and downforce that support the 700hp capabilities of the car, shaving 227kg from the original platform.

Project Tornado, much like previous 993s remastered by Gunther Werks, is based on the narrow Carrera body and intentionally retains the rain gutters that are part of the base car's rigidity. The suspension uses electronically controlled dampers from Dutch specialist JRZ, with three switchable levels of stiffness. The car is six inches wider than that on which it's based.

The interior features a bespoke carbon-fibre steering wheel with integrated controls for track

mode and a nose lift. The redesigned centre console features a magnetic-inductive charging base for integrated entertainment, supporting both smartphone and tablet connectivity. Additionally, the newly designed and engineered lightweight carbon-fibre bucket seats can utilise both a five-point harness and three-point belts.

A further tantalising prospect for prospective buyers will be the option to select a touring package. This version will feature a touring-specific hollow carbon-fibre seat, ducktail spoiler instead of the big wing, standard front carbon-fibre trunk for storage – which is sacrificed in favour of the downforce provided by the vented bonnet on the winged car – and a retuned engine for a more leisurely driving style.

Gunther Werks hasn't announced a price for the Project Tornado, but the previous cars cost around £700,000 including the donor car, so expect a similar price point.

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Singer Turbo Study Cabriolet

Founded in 2009, Los Angeles-based Singer Vehicle Design is credited with being the catalyst for the current trend for 'restomodding' classic cars, not just Porsche 911s, and it's taken the discipline to a level of detail and execution unmatched by many other firms. Singer could now be about to change perceptions around convertible 911s with the announcement of its latest Porsche 911 reimagined by Singer: the Turbo Study Cabriolet.

An ode to the iconic 930 Turbo, the Turbo Study debuted as a Coupe at this year's Goodwood Festival of Speed and showcases Singer Vehicle Design's continued exploration into forced induction. This latest development adds Cabriolet glamour and the thrill of open-air motoring.

As with all Singer studies to date, the base vehicle is a Type 964 Porsche 911, with the focus for reimagination being on grand touring and refinement as well as sports performance, which befits the Cabriolet and increases the pool of 964s in which Singer and its customers can fish for donor vehicles. Singer's continued use of advanced

materials to subtly reimagine the iconic 930 silhouette brings with it not only aesthetic gains but a reduction of mass and, of particular interest to Cabriolet drivers, potential gains in stiffness.

Singer has previously produced all-wheel-drive versions of its Classic Study and the intention is that this will be available for the Turbo Study Cabriolet, mated to a six-speed manual gearbox. As with the Coupe, the study features a new evolution of the "Mezger" air-cooled flat six. Now in 3.8-litre form, the engine features twin turbochargers with electric wastegates, and bespoke air-to-water intercoolers are mounted inside the intake plenums.

The signature Turbo 'shark fin' grit guard on the leading surface of the rear wheel arch is reimagined as an intake and supplies cold air to the engine bay to optimise combustion and cooling performance. In response to the collaborative approach taken with owners, power outputs starting at 450hp and rising to 510hp will be on the table. This is reflective of the highly bespoke nature of the journey taken

by Singer's customers and it's interesting to note the details of the Turbo Study Cabriolet presented at launch. They include Cadiz red paintwork, a 510hp motor, rear-wheel drive and touring-focused suspension, a carbon-ceramic braking system, electrically adjustable sports seats in black with tartan seat centres, interior wood accents in Black Forest – red, an automatic fabric hood, air-conditioning and inductive phone charging.

Singer's charismatic founder and executive chairman Rob Dickinson says of this latest car: "The first Porsche, the Sport 356/1 known as Number 1, was a Cabriolet, and high-performance, open-roof glamour has been part of the story ever since. I've long wanted to celebrate that part of Porsche heritage at Singer and doing so as part of our recently announced Turbo Study seems a perfect place to start. Our goal with the Turbo Study is to distil the awesome thrill of Porsche's first supercar while reimagining its performance and refinement. We're excited that owners can now choose to enjoy these traits with the roof down."



ABOVE Singer Vehicle Design has taken inspiration from the 930 Turbo, producing a Cabriolet that can turn its hand at refined grand touring as well as track performance



ABOVE Extensive use of carbon fibre, titanium and magnesium throughout Tuthill Porsche's 911K have resulted in a lightweight car with excellent road-going performance



Tuthill Porsche 911K

Oxfordshire-based marque specialist Tuthill Porsche has an enviable reputation for preparing and campaigning reliable and successful race and rally 911s, which stretches back to the 1990s. But its CV also includes London to Sydney rally success during the 1970s in a Volkswagen Beetle, and a partnership with Prodrive preparing bodysells for the famous Rothmans 911 SC/RS rally cars. The team won the inaugural 2015 FIA WRC R-GT championship in a 997 GT3 R-GT rally car that was built and prepared in-house.

The company could also be considered restomod pioneers, having worked with motoring journalist-turned-*Top Gear* presenter Chris Harris on a backdated ST style G-body 911 project that focused on NVH (noise, vibration, harshness), refinement and suspension sophistication, as well as engine performance and style.

Its latest project combines all this experience with the support of an enthusiastic friend and client, and turns it up to 11. The Tuthill 911K takes the familiar long-bonnet ST look and focuses on the pursuit of lightweight and engineering excellence. The idea, as Richard Tuthill explains, was "to build a simple, light car, beautifully presented but with the mechanical capability to take on anything that's currently out there – old or new."

Fifteen-inch Fuchs-style wheels produced in carbon fibre, sitting in front of carbon brake discs, support a body and rear bulkhead also formed of carbon fibre. The use of carbon continues with the bonnet, roof, doors, front wings, bumpers front and rear, seats, steering wheel, dash panel and door cards. Extensive use of titanium comes in the shape of the rear roll cage, torsion bars, anti-roll bars, gearknob and engine lid badge. A magnesium

six-speed 915K gearbox contributes to this quest for lightness, resulting in a final wet weight of just 850kg. The motor is equally enticing: a 3.1-litre short stroke, four-valve engine, with the rev limit set at a stratospheric 11,000rpm.

"Weight is always king," Richard says. "The fun of driving a lightweight car when combined with the most exciting engine I've ever experienced and a chassis that gives one unrivalled compliance on wonderfully diverse back-roads has redefined what I thought was possible."

Photos of the car's interior show the rally car-style carbon hydraulic 'wand' handbrake, which when viewed in the context of Richard's comments conjures thoughts of classic 911 looks, sophisticated modern suspension and an intoxicating drivetrain combining to create a British 911 restomod that we can't wait to sample.

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RUF Speedster and Bergmeister

RUF Automobile GmbH has been making Porsche 911s go faster since the 1970s and is rightly considered and respected as pioneers of the movement. During Monterey Car Week at The Quail it gave the SCR its North American debut, and presented two new open-top 993-based cars: the Bergmeister and the Speedster.

Taking inspiration from legendary Porsche hillclimb racers such as the 906, 718 RS60 Spyder and crucially the 909 Bergspyder, the RUF Bergmeister was designed by famed Porsche designer Tony Hatter, whose credits include both the 993 generation 911 and the 911 GT1. The carbon-skinned Bergmeister is designed to offer a pure and visceral driving experience both on road and track, in a car that combines classic motorsport design heritage with up-to-date engineering excellence in a lightweight package.

The powertrain is rear mounted and dry sumped. Engineered in-house at RUF, it's an air-cooled, 3.6-litre single-turbocharged flat six

engine producing 450bhp and 600Nm of torque, connected to a six-speed manual transmission. The interior is clad in alcantara, creating a purposeful driving environment to enjoy a car that's set up to deliver precise handling and what Alois Ruf, owner of RUF Automobile GmbH, describes as, "The most elemental driving experience."

Referencing the 909 Bergspyder as a key part of the brief, and also taking inspiration from the famous 1968 Adamowicz 911 that conquered its class in the Trans Am series running without a rear valance or bumper, designer Tony was able to leave as much of the engine and suspension as he could on show beneath the rear light bar and classic aero addenda. I wonder if there will be any heat glow to see at night?

The front wheel openings take inspiration from Tony's own 1997 911 GT1 Evo design, but are cut 20mm higher than on a stock 993 to bring the car lower to the ground. The front and rear light units are new RUF lighting systems showcased for the

first time at Monterey. The entire car is a pursuit of lightness – as was the original 909 Bergspyder.

Also debuting at Monterey was the RUF Speedster. Built for a customer, and by no means the first attempt to create a Speedster version of the 993, it's surely one of the most successful. The colour is a paint to sample and as yet unnamed green. The Speedster's body is metal, but the bumpers, front wings and bonnet are carbon fibre. Transmission is six-speed manual and the car is rear-wheel-drive. RUF was able to achieve a weight of only 1,220kg, helped by centre lock 19-inch forged wheels and carbon ceramic brakes.

The engine is 993 Carrera-based, air-cooled and naturally aspirated. It's a dry sump, 4.0-litre with a special crankshaft, different cams, big bore cylinders, higher compression pistons, lightweight connection rods and a modern Bosch MS3 ECU. The engine revs to 8,000rpm, and produces 410hp with 415Nm of torque. The exhaust is a RUF item with long tube headers. **911**



ABOVE Built to a customer's individual specifications, RUF Automobile's Speedster features an engine that's based on a 993 Carrera and produces 410hp, with 415Nm of torque



ABOVE Famed Porsche designer Tony Hatter headed up the Bergmeister project at RUF, which features an air-cooled, 3.6-litre single-turbocharged flat six engine



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Car Week 2022: is this the future?

Dear Sir,

Thanks for your excellent YouTube video on
9WERKS TV assessing the six new cars released at
Monterey Car Week. It really was refreshing to see a
new GT3 RS usurped by the other incredible builds
put out by smaller companies compared to the
mighty Porsche name. It got me thinking.

In 10 years' time in the UK, new combustion
engined vehicles will be banned. The fact is, unless
Porsche can persuade governments both here and
abroad that its eFuel technology is environmentally
clean 'from wheel to wheel', the 911 will be no more.
By my book, the next-generation 911 will be the
last with an engine of any description, be it a GT-
department car or otherwise.

This is where the work of these third-party
companies such as Singer, Gunther Werks and
Tuthill becomes important. These guys don't build
new cars – they remaster old cars (even though 99

per cent of components are new). This is a practice
that will remain legal after the 2030 ban. Could this
approach be the future for us enthusiasts who wish
to drive such a car beyond the deadline of eight
short years' time? Further, could it be that with the
rapid rolling out of these delightful reimaginings
currently, these third-party companies are
effectively pitching their talents right now, not only
to the general public but to Porsche itself? Pitching
the viability of undertaking such a project, and
pitching to Porsche as to their capabilities to carry
out these painstaking tasks.

Regardless of the greater implications or even
the political slant, it's been awesome to see so
many new projects come to fruition, projects that
unlock a whole new realm of possibilities to us
petrolheads. The future may not be so 'doom and
gloom' after all.

Andy Selvadurai

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Louise Piëch

Dear Sir,

How I enjoyed reading issue 220's short biography of Louise Porsche (from the German Alps, pertinently). Perhaps her story has been told elsewhere before, but it's the first time I've read about her in a mainstream car magazine in decades of reading them voraciously.

Louise Porsche deserves more credit for the Porsche story than she receives. What an extraordinary woman she must have been. Saving the company when she was, as she put it, "the only one not in prison" takes uncommon courage, hard work and competence. It's not often that I read something genuinely new and important in any car magazine, so hats off to you and your team for publishing something so genuinely interesting.

Hywel Rees

It's our pleasure to deliver on quality content that you won't have come across anywhere else. This is where a magazine triumphs over the internet, the latter chasing clicks and views via sensationalist headlines and content that's driven by immediacy and not accuracy. Long live magazines!



GTS build numbers

Dear Sir,

As a long-time reader and also subscriber to **Total 911**, I eagerly check the Data File section of each new issue for production numbers of the first-generation 991 GTS. It's always listed as "unknown".

I happen to be the proud owner of one of these spectacular cars and I've always wondered how unique my specific vehicle is. My car was ordered with a manual transmission and the Sport Design Package, which includes a ducktail.

Earlier this year, issue 214 featured an article by Kieron Fennelly showcasing the 991.1. Again, I was hoping to see some build numbers, but no. I've asked many experts in Porsche dealerships over

the past few years and nobody has any idea how to get this information from Porsche. My question is how to get this info from the manufacturer?

Eric Mehlinger

Unfortunately, Porsche is extremely guarded about its build numbers, particularly in more recent times when the information isn't readily available to the wider public. It's therefore difficult to get hold of such information and, instead of speculating (something we never like to do), we prefer to mark these figures in our data file as "unknown". We hope this information will come to light before long.

Ask the expert

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



Scott Gardner

Job title

Technical director,
Bahnsport

Porsche experience
15 years

Dear Sir,

I've owned my 2014 911 991 Carrera S for coming up to four years now. However, I've covered very little mileage – only approximately 2,500 miles in that time. Its next big service is due soon, but I'm wondering whether it really needs this major maintenance session and additional schedule items, because of the low mileage and it being garaged? What are your thoughts?
Neil Gillingham

Hi Neil, it's a great question and one that's frequently mentioned by enthusiasts at point of service. The service intervals advised by Porsche are fairly clear and are dictated on either a time limit or mileage limit, whichever comes sooner. On the 991 generation, these are two years or 20,000 miles. Therefore even if that mileage limit isn't hit, then the service items are still advised regardless of how far you've travelled.

I'm an advocate for the annual oil and filter servicing as an additional measure regardless of mileage, too. The reason is that moisture or condensation can enter the engine if it's not used for extended periods of time during the colder weather, and this can reduce the oil's protective qualities. A quick oil change can eliminate that, ensuring your 911 is in top condition whenever it is called upon.

It's worth pointing out the majority of Porsche 911s rarely hit the mileage limit at point of service, but my best advice is to follow the schedules outlined by Porsche in any regard. It ensures that everything is as it should be, with all components checked and replaced as required.

Take the drive belt for example. This may have seen little mileage; however, over time the rubber can deteriorate, harden and in some cases perish. This can lead to squeaks, noises or, in the worst case, complete belt failure. It's better to stay on top of that scenario rather than have it let you down and leave you stranded at the side of the road. Additionally, you'll be surprised how dirty pollen filters can become even from little mileage.

Aside from the mechanical points of view, a full history at the correct schedules adds to the vehicle's value and saleability if you decided to ever part with your car, so there are multiple benefits to following those service schedules. I hope this helps.



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Spotted

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



It's all about 'GT' this month. Not the new GT3 RS, oh no, but the GT2, and specifically the 996 GT2. Turbo power, rear-wheel drive, low build numbers and, crucially, a car that's not really appreciated by the wider public. All of which means GT2s always seem like a good buy on either a money-to-power or money-to-fun ratio. Why the 996? Simply because we like the 996's relative stealth. Unlike the racetrack-refugee 993 before it or the 997 GT2/GT2 RS and 991 GT2 RS, the 996 GT2 isn't too overt. Indeed, it looks quite understated compared to everything else that's had 'GT' positioned on the engine cover above a flat six.

We're likely to be preaching to the converted here, of course, but in case you need a reminder or don't have a magnifying glass to hand to read the specs in this issue's Data File, the GT2 produced 462hp from a version of the Turbo's 3.6-litre flat six. That, and it's rear-wheel drive and manual, and is shifting around 150kg less than its four-wheel-drive relation. Even so, it'll put down that power to enable it to reach 62mph in 4.1 seconds and on to 195mph, so call it 200mph with a favourable wind on the Autobahn. Plenty fast, then.

Given the fact that a little under 1,300 were built, we're surprised to find a number for sale. There's a private car that's up for under £100,000 which caught our eye, but high mileage counts against it here – and the fact that Paragon has a beautiful example which has only covered 21,836 miles since it was delivered new in 2003. We reckon it needs a few more winding on it. It's a car we've had a proper look around too, and it's in incredible condition. There's no Clubsport option here, just the carbon interior pack and a sports exhaust, and sports as opposed to bucket seats. With Polar silver outside and black leather inside it's the very definition of restraint, which rather appeals to us and what we'd hope to do with it: simply to use it as intended, and enjoy every moment of it, too. For a fiver under £135,000 it looks like sensible money, particularly in the current marketplace.

If silver's not for you then you'll not be short of choice elsewhere – as long as you like black, in the UK at least. Here, we found no less than seven other 996 GT2s for sale in black, with a sole silver and blue car also in the classified ads. Indeed, a wider trawl of the internet revealed that, when

purchasing from new, GT2 buyers might have been considered a bit unhinged, but they were actually a conservative bunch when it came to colour selection, with all but a handful being either black or silver.

For a somewhat brighter choice on our round-up of interesting cars for sale we chanced upon the auction catalogue for the Gooding & Company event at Pebble Beach car week. There we spotted a whole host of interesting 911s, which in keeping with our GT2 theme are turbocharged, but in some more evocative colours. There's a sensational Caledonia green 930 Turbo and an incredible example of the car it helped homologate: a 934 in orange. Meanwhile, bringing it back to the 996 fold, there's a RUF R Turbo that was first owned and registered by Alois Ruf Jnr. He had his 520hp machine finished in Avus blue, which looks fantastic. All these US cars should have sold by the time you're reading this, but if you're anything like us you'll be having a look at the results, because Pebble Beach usually throws up some big surprises and big numbers, which can cause an adjustment in the wider marketplace. **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' with a truck icon. On the right, contact information for 'Sales & Support' is provided: '+1.408.297.2789'. Below the navigation bar, a series of dropdown menus for car models (911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, 356) and a 'Search' button are visible. The main heading is 'Package Builder'. To the right of the heading are 'ONLINE TOOLS' links: 'Brake Builder', 'Suspension Builder', and 'Suspension Navigator'. The interface is divided into three main sections: 1. 'Select Year & Model' with dropdowns for 'Year' (2004) and 'Model' (996/997/986/987 is selected). 2. 'Select Your Package' with a dropdown for 'Street Performance 2'. 3. 'Customize Package' with instructions to 'Add, update, or remove parts using the tables below' and an 'Add To Cart' button. Two tables of parts are shown: 'Suspension' and 'Brakes'. The 'Suspension' table includes items like coilovers, control arms, sway bars, and bushings. The 'Brakes' table includes brake pads, rotors, and brake lines. To the right of these tables is a 'PACKAGE CHARACTERISTICS' section with a 'RIDE COMFORT' bar at 41 and a 'PERFORMANCE' bar at 63.

1 Select Year & Model
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
Add To Cart

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Brakes

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GT3 RS

UNLEASHED



Porsche's new 911 Rennsport is here, offering a quantum leap in aerodynamics and adjustability over its predecessor. Total 911 examines every new detail of the 992 GT3 RS, with insights from the engineers who built it

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

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“**A**round 500hp is the sweet spot,” said Andreas Preuninger, director of GT Road Cars, Porsche. “Any more and you need more of everything, such as bigger brakes, and that all adds weight.” The GT3 RS has 525hp, just 15 more than the GT3 which, says the GT boss, is enough. There’s never been any doubt the GT3 RS would come, but now it’s here we can confirm the details and quash the rumours. The engine remains a 4.0-litre flat six. All the talk of a larger capacity, or even turbo or hybrid-assisted GT3 RS was just that: talk. The power bump over the GT3 might be marginal, but Andreas claims it’s how the GT3 RS produces its power that’s significant.

The 4.0-litre’s 525hp is developed at 8,500rpm, just 500rpm before its 9,000rpm red line. Peak torque of 465Nm arrives at 6,300rpm. That’s 200rpm higher than the GT3’s 470Nm peak. To achieve that it’s got a bespoke intake system and differing cylinder heads for improved lubrication under the high G-loads that the RS will subject its engine to. Hotter cams with bigger overlap also feature, while the exhaust is RS-specific, too.

That flat six is attached to the familiar seven-speed PDK paddle-shifted transmission. This is pretty much unchanged from the GT3, although there’s a shorter final drive to compensate for the bigger wheels. The engine is cooled by a single radiator, instead of the

three that usually feature at the front of a 911. The radiator is a motorsport part that’s 30 per cent more efficient, despite having a smaller overall area than the three it replaces.

The radiator’s positioning in the centre of the car defines not just the RS’s look, but its entire concept. Luggage space has been sacrificed in the pursuit of pace, with the aerodynamics defining how the GT3 RS looks and drives. Andreas reveals his team spent more time than ever before in the wind tunnel to identify efficiency and speed opportunities.

Aerodynamics engineer Mathias Roll qualifies that, saying: “The new GT3 RS takes road car aerodynamics into a completely new sphere. We’ve never put so much effort into the development of a GT sports car. With over 1,500 simulations and 250 hours in the wind tunnel we’ve been able to achieve a new level of performance. We’ve doubled the downforce in relation to its predecessor, and in comparison to the GT3 it’s even been tripled.”

Those results are incredible, with the RS producing 860kg of downforce at 176mph, which is the speed Andreas says it’ll manage down the Döttinger Höhe straight at the Nürburgring. That’s just 8mph off its top speed, which at 184mph is 14mph less than the GT3, underlining just how big a role the aerodynamics play with the RS. Andreas even admits that, “We don’t care about top speed.”

The GT3 RS produces 410kg of downforce at 124mph. The key to achieving that lap-time-improving downforce is the 6ft-wide rear wing

supported by swan-neck uprights. It sits higher than any Porsche road car before it. When going for v-max you’ll need to press the DRS (Drag Reduction System) button, which reduces drag by up to 30 per cent.

That DRS is only possible because while the main lower blade on the rear wing is fixed, the one above is fully active. It’s operated by an electrohydraulic system that works in conjunction with front active aero to maintain a 30/70 per cent aero balance. The active elements of the front aerodynamics are housed in front of the wheels, where the pair of radiators were removed to enable them.

Mathias explains: “This radical change in downforce is due to a new packaging of the front of the car. The three radiator layout is now a mono radiator concept. For the first time in our road car history we have a proper high-performance front wing that’s also fully active and infinitely adjustable. The front flaps rotate by over 80 degrees and do so in just three-tenths of a second. By rotating the flap on the front to high downforce position, the load on the front is raised to the maximum.” Such is the attention to aero, the front suspension elements – which come as standard in forged aluminium – are tear-dropped in their profile. It’s this, reveals Andreas, which is responsible for producing as much as 40kg of the downforce at the RS’s nose.

Naturally, what the air is doing at the front of the car impacts everything. Air that’s fore of the front axle is expelled into the wheel well, with the vents to reduce pressure there having been re-designed ➤



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to be more effective. Similarly, the bodywork behind the front wheel has been altered to direct the air down the side of the car. Elsewhere, the upright blade is instrumental in smoothing that exiting air down the side of the car without it swirling and increasing drag. It's not just the front wing that's been reshaped to allow this, but the doors, too. These have a pronounced recess in them for nearly half their length; these GT3 RS-specific doors have been constructed entirely from carbon fibre.

The intake fore of the rear wheel is no longer used as an intake for engine air, but instead accelerates air along from the RS's flanks. This is then expelled via a similar setup to the front wheel, but behind the rear wheel. Andreas says, "The air should be frightened of this car," such is its ability to shape and exploit it. Underneath, there's a largely flat bottom, although 14 guide vanes direct air where it's needed, while there's a NACA duct to help cool the transmission.

Cooling is crucial. The mono radiator mounting created its own challenges, particularly in relation to the expelled hot air. The hot air exits through the top of the bonnet and is directed outwards by vanes and a 'boomerang' element on the bonnet. This pushes the hot air up and around the glasshouse. Once there, that fast, hot air naturally wants to pull around over the roof and down the back. To prevent that, the roof vanes have been fitted. These ensure that hot air isn't pulled into the engine – if that happened, Andreas reveals it'd knock around 20hp off the output.

With downforce in the region of a GT3 race car, the RS's downforce is higher than cars like the McLaren Senna. The result of that, says Andreas, is that the GT3 RS can – in some high-speed cornering situations – be faster than a 911 GT3 Cup car on slick tyres. That's using the Cup specification, albeit with road legal 'R' compound Michelin tyres.

You'll be able to monitor the individual temperatures of each tyre via the instrument panel. The RS's wheels are 10-inches wide, and 20-inches in diameter on the front axle and 13-inches wide and 21-inches on the rear, with 275/30 ZR20 front and 335/30 ZR21 tyres on the rear. Three wheel choices are offered. The standard wheels are forged aluminium. Then there's the option of a lightweight forged aluminium wheel that reduces the weight by around 1.3kg. If you're after the lightest possible setup then you can, when opting for the Weissach Package, plump for forged magnesium wheels. These are around 8.7kg lighter than the standard wheels.

The standard brake setup behind those wheels is a steel disc, which is 408mm wide on the front axle. The disc is slightly thicker (up from 34mm to 36mm) than that on the GT3, to increase the longevity on track. They're grasped by new compound pads. The front calipers are six-piston, with the rear brake caliper pistons growing in diameter to achieve more stopping power from those wider rear tyres. There's the possibility to option to switch out those standard brakes for PCCB items; these discs are 410mm on the front and 390mm at the rear. Under heavy braking, regardless of whether the calipers are clutching steel or ceramic carbon discs, the rear wing pops up to act as an airbrake, contributing to a stopping distance that's 2.5 metres less from 124mph than it would be without it. If you've ticked the

box for Weissach, that airbrake appears to reveal a Porsche decal on the wing's underside, just in case you can't identify the car that's just passed you...

The Weissach pack, a £22,500 option in the UK, adds visible carbon fibre to the GT3 RS's bodywork, with the roof, bonnet and moveable portion of the rear wing, as well as the door mirror upper shells gaining the black weave. These are all carbon-fibre panels with the standard car (along with the wings, doors and rear ducktail), although when in standard guise they're painted. All come with lightweight glass, lightweight carpeting and fixed carbon bucket seats, too. Inside with the Weissach Pack there's visible carbon-fibre door handles, while the PDK paddles are bigger, are made of magnesium and feature a magnetic operation that gives a more pronounced click when shifting over the standard paddles.

The lightweight magnesium wheels with the Weissach specification are linked by anti-roll bars in carbon fibre. It's the same story with the coupling rods – these suspension carbon-fibre elements ➡



“The new GT3 RS takes road car aerodynamics into a completely new sphere. We’ve never put so much effort in the development of a GT sports car”



accounting for 5kg of weight reductions. All come with rear-wheel steering that's been calibrated for the new car, while the front axle control arms and knuckle feature a very low pivot point. This creates a passive anti-dive system that ensures the aero balance remains the same even under heavy braking.

All 992 GT3 RS come as standard with the Clubsport package, which brings a half-cage in the rear. If you pay more you can, as part of the Weissach option, have a carbon-fibre rear cage that saves around 6kg. Overall, the Weissach reductions add up to 19.4kg over the RS in standard guise. The weight Porsche is quoting is 1,450kg "in its lowest possible spec", which is 15kg heavier than a GT3, but Andreas highlights that it's all about balancing the performance to the aero, in combination with the wider body and track (29mm over the GT3), the bigger wheel and tyre specifications as well as details like those front aero elements adding 4kg either side, compared to the 7kg saving achieved by removing the radiators. He also points to the enhancements

from the technology offerings with the new car, too. You're unlikely to have missed the four dials on the steering wheel, these signalling the ability to be, as Andreas says, "the driver and race engineer in one." There are three driving modes of Normal, Sport and Track, and when in Track mode the settings can be configured to your preferred setup.

PASM makes an appearance, although the GT3 RS's spring rates are some 50 per cent greater than the GT3. However, the new adjustability enables the driver to change the rebound and compression damper settings on the move. Pressing the button makes it possible for you to rotate to your desired settings on the front and rear axle. Similarly, you can change the characteristics of the e-diff, whether it be on overrun (coast) or under power. This is useful when the track is damp, or as Porsche's test driver, Jörg Bergmeister states: "To compensate for tyre degradation." You can also switch between the Traction Control modes, with a seven-step choice, with it being fully on to fully off. Likewise, the ESP

choices of Normal, Dynamic or ESP off are selectable via knobs on the steering wheel.

The interior, like the GT3, isn't offered with air-con or infotainment. However, even over the possibilities available via the configurator, you can further personalise your GT3 RS: the car Porsche revealed at Quail, California, the day after the official unveil in Germany, featured a number of Exclusive options.

And the laptime that defines every RS, around the Nürburgring? Andreas admits they've not set out to achieve it yet because track temperatures have been too high recently and they were short of completed cars. As he says, though: "It's as close to a race car as you can get, being what we can do within the confines of the current regulations. We'll have a time for you when we launch it in September, but I can say it'll be substantially quicker."

We'll find out soon, because Porsche has chosen Silverstone for the international launch. A big track for a big car, and you'll be able to read our thoughts on the new GT3 RS in the next issue. **911**



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A Different Slant

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

When your dream 911 seems out of reach, sometimes the universe steps in to lend a helping hand. Paul Cowland tells the story of a special slantnose Cabriolet...



“With Porsche’s full blessing, AJR would order in many of the factory parts to fit alongside its own, creating a wonderful evocation of the factory cars that made them hard to tell apart”

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We're pretty sure that many **Total 911** readers had at least one Porsche photo or poster on their walls as kids. I know I did. There, against the woodchip paper of my 1980s bedroom, in pride of place next to various scantily clad ladies and band posters, was a stunning image of a Guards red Flatnose Cabriolet sitting on top of a cloud of dry ice. Could it have been any more right for the time?

It was the stuff of mere fantasy to 10-year-old me. The sensually sloping visage of these Stuttgart exotics represented everything wonderful about the period. The additional wing vents, the pop-up headlamps, the deep rear-quarter intakes. It was almost a roofless 935 for posing, and if you're old enough to remember the 1980s, you'll already know that there was a great deal of that going on at the time.

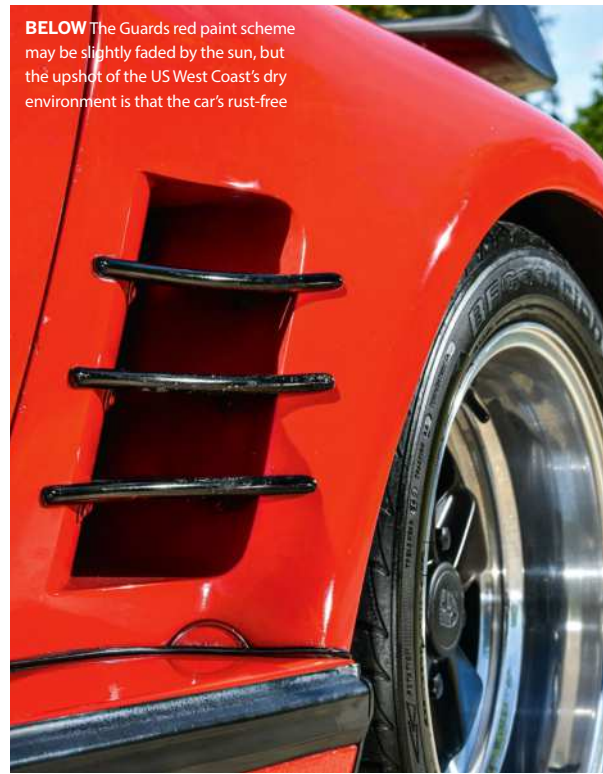
Fast forward to the present day, and despite several scale-models cluttering my desk, I'd pretty much given up on the idea of ever owning one for real. A quick analysis of auction results and sale prices had taught me that a minty RHD drive Turbo car was going to be the thick end of a quarter of a

million quid, or worse. Even if I sold a load of other metal to pay for it, that was a huge amount of money to put into one motor, even if it had taunted me from its poster frame for all those years.

Thankfully, the universe had other ideas – and was clearly attuned to the state of my bank balance, which was more the calibre of 'entry-level G-Series' than 'Athena poster material'. One fine morning, when arriving at a location to film the purchase of an old Jaguar for our TV show, *Salvage Hunters: Classic Cars* I spotted the car you see here, languishing in the corner of a California E-type import specialist's showroom. As the filming day progressed, I found myself besotted with it, poring over every detail between filming breaks. It looked like a genuine car, with all the key panels being steel, the correct side skirts and intakes, and that amazing front bumper. But was it a genuine factory converted car?

Closer inspection revealed it to be based on a humble '82 SC; a very early Cabriolet indeed. The vendor, Clayton, didn't have any of the answers with regards to the conversion, but was able to present a truly impressive history file, almost from day one, with a stack of invoices and a service book full of stamps – many of which were with the supplying dealer in California: Max Dial. "I can't provenance ➡

BELOW The Guards red paint scheme may be slightly faded by the sun, but the upshot of the US West Coast's dry environment is that the car's rust-free



ABOVE A little sun-cracked leather here and there is the result of the US West Coast sunshine



RIGHT The 911 Flatnose Cabriolet produces over 200bhp, with a top speed of 145mph



ABOVE The original US Federal-spec rear bumper has been replaced for a UK-approved equivalent

911 SC Cabriolet
Model – AJR Slantnose conversion

Year 1982

Engine

Capacity 2,994cc

Compression ratio 9.8:1

Maximum power 204bhp

Maximum torque 285Nm

Transmission Five-speed manual

Suspension

Front Torsion bar

Rear Torsion bar, trailing arm

Wheels & tyres

Front 8x17-inches; 225/45/17

Rear 10.5x17-inches; 275/40/17

Dimensions

Length 4,291mm

Width 1,775mm

Weight 1,160kg

Performance

0-62mph 6.5 seconds

Top speed 145mph

BELOW The wheels are an ingenious creation made by combining 16-inch Fuchs with 17-inch Corvette modular race wheels



the conversion,” Clayton openly admitted to me, “So I bought appropriately...”

A cursory test drive revealed a little work to do, and more than a few aesthetic touches to correct, but the price? Well, not far off a tenth of those immaculate RHD Turbo cars. Provenanced or not, and even with a fairly lengthy ‘to-do’ list before I’d left the premises, it simply had to come home.

And then the fun began. A single Thai surname appeared frequently among the invoices, so I wondered if the gentleman concerned might still be on social media. Cue a two-minute search to arrive at the very same chap! A quick DM or two later and we had the story, complete with wonderful period pictures. He’d bought the car new from Max Dial, run it around for a little while, and then a couple of years later, he’d visited Alan Johnson Racing (AJR) to have it converted to the wonderful spec it was now, including the later addition of a five-speed ‘box.

This was fantastic news, making the car the next best thing to a factory-converted ‘505’ model code car. With Porsche’s full blessing, AJR would order in many of the factory parts, to fit alongside its own, creating a wonderful evocation of the factory cars

that made them hard to tell apart. My Flatnose was unprovenanced no more – particularly as I now had some lovely photographs of the car during its early life in the West Coast sunshine.

The car has always been special to me, but now appearing to be almost the real deal, I steamed into the essential jobs with a new-found enthusiasm. It’s fair to point out that this car is far from perfect. Photographer Chris Wallbank has captured its best side, but close scrutiny shows I’ve still got a little way to go with regards to paint and trim. The flipside of all that sun damage, however, is a rust-free shell that everyone who’s worked on the car agrees is the best that they’ve seen. I’ll take that trade-off any day!

Early engine inspections revealed a couple of broken studs, so I took the decision to tear the engine down for a full rebuild, complete with lighter clutch, sports exhaust, stronger race studs and a great deal of detailing and zinc plating throughout to make sure that it would propel itself through the next 40 years in a similar fashion. Thankfully, the pistons, rods and bores were all in perfect fettle, making for a relatively cheap rebuild in the grand scheme of things. A decision was made early on to lose the air

conditioning and its associated paraphernalia. Not only did this save around 18kg and a whole load of parasitic drag from the belt, but it also knocked a considerable four-figure sum off the estimate. My thinking was that if the weather got really hot, I could always put the roof down...

A set of new BILSTEIN dampers have freshened up the ride and handling considerably, allied to a smattering of the softer, purple Powerflex bushes and a little time spent fettling ride heights and alignments. No early 911 Cab is ever going to have the B-road dynamics of its stiffer Coupe brethren, but this one now does a pretty passable job on most surfaces, despite the ageing rubber that will soon need to be replaced.

But as the eagle-eyed among you will have spotted from the simply ridiculous rear dish, these Fuchs wheels are not the usual fayre. They’re the result of a fabulous Frankenstein creation that was popular in the US during the ‘90s. Simply cut out the forged centre of a 16-inch Fuchs and precision-weld it into the considerably larger outer of a 17-inch Corvette modular race wheel. The result is a rim that looks factory-ish upon first glance, but manages to take ➡

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ABOVE Future upgrades include improving the gearchange, perhaps by installing a G50 gearbox

the considerable tyres of the Corvette C4 – which at the time, were a lot less than the appropriately sized 16-inch equivalents. While I have no doubt that the car will ride and work better on either the correctly sized rims, or even the utterly fabulous Gottis that it left AJR with, the sheer rareness – and width – of these fabulous rims means they'll be staying on for the foreseeable future.

Other 'Phase One' jobs thus far have included rectifying the tweaked front bumper and oil cooler, which had been damaged in a minor fender bender at some point in America. Copious glass mat, filler work and paint soon got the front spoiler looking factory fresh once again, with Gloucestershire-based Forge Motorsport doing a sterling job of custom fabbing a new, larger oil cooler and bespoke lines to protect that newly assembled engine.

The rear US bumper was also swapped out for a UK version, with the Federal-spec bumper rubbers proving to be one chapter of American life that didn't translate quite as well over the water. The rest of the paint is very far from perfect, being what we call in the trade a 'five yarder'. But then I always feel that cars with a few imperfections in the paint are ones to use and enjoy... and there's a huge amount of that going on with this old thing.

The AJR conversions differ slightly in a few key areas from the factory cars, but the main visual difference comes from those iconic pop-up headlamps. Almost all of the Stuttgart-prepped machines feature a central actuator from the 928 and full height circular headlights. AJR was happy to offer that, but also hit upon the idea of using the lighter, lower-profile lights from the contemporary RX7, which as well as saving a few pounds and offering a neater luggage area, just look so much cooler and meaner in my eyes. If you're ever looking at a Flatnose to buy, and aren't sure what you've got,

checking the origin of these key components is an easy indicator to see if it's a converted or factory car.

Nobody buys a 911 drop-top for its chassis integrity – particularly a very early car like this one – but it genuinely is an entertaining package out on all but the most rutted of country lanes. The newly assembled motor pulls cleanly with the sports exhaust providing a wonderful soundtrack. While this may not have the traction-breaking torque of the more desirable Turbo cars, it does deliver its 200-odd horses with a crisply ascending throttle thanks to that lighter clutch and deleted air-con system. The gearchange is acceptable at best, with either a cable upgrade or perhaps the fabled G50 being a great future enhancement. But for now? A matched throttle input with a little double de-clutching works wonders. It's sometimes easy to forget as you look down that futuristic bonnet that this is a largely original car that no longer requires an MoT!

You buy certain cars to scratch an itch, some you buy to flip – and others, you buy to fulfil a life-long desire. This car is the latter for me, and while it'll never be one of those house-money auction show-stoppers, it's a car that will get used, thrashed and enjoyed. And there's an awful lot to be said for that.

This car really is a case of a seemingly unattainable dream becoming a driveway reality. If you're reading this – at any age – and have a similar Porsche lust object on your wall or desk, my advice is to focus very hard on it from time to time. If you're a believer in manifestation, or perhaps just very lucky, maybe the Porsche universe will deliver for you, too. If you can live with a few stone chips and the odd bit of sun-cracked leather, I can heartily recommend it. **911**

Thanks

With thanks to Fast 'n' Funded (www.fastnfunded.co.uk) for its help with this article.

HISTORY OF THE FLATNOSE PORSCHEs

The legend is often thought to have begun in the early 1980s with one of Porsche Exclusive's first projects; a street-legal, 'softened' 935/934 hybrid road car build for Mansour Ojeh, the CEO and co-owner of race team sponsor, TAG Heuer. Looking every inch the de-stickered race car it was, and packing a not-insubstantial 375bhp, it created a style that clearly many others wanted to follow.

However, this appears to have actually been preceded by other, more mundane customer orders. The Sonderwunschen or Special Wishes department was born with the sole intention of creating the express wishes of well-heeled clientele and to begin with, anybody wishing to order their own Slantnose conversion could either have it applied to a factory fresh car, or indeed, bring in their own road car for a retrofit upgrade. Each one was entirely hand-finished by the Repair and Restoration workshop in Werk 1, Zuffenhausen, and within reason, almost any upgrade to the client's wishes was possible.

Turbos, SCs and Carreras were all eligible, and while debate rages as to when the first car was converted (it's either 1980 or '81) there was always a great mix of models. Record keeping in those early days was sporadic, making it harder to ascertain whether your car was genuinely factory converted or not. Many that are don't even show on the heritage certificate, having been taken off the line or lot, in some cases.

Rather than continuing with this artisanal approach to converting the cars, the factory eventually introduced the 505/506 options codes in the mid-1980s to make the Flatnose conversion a simpler line build. Despite this, fewer than 1,000 factory-converted cars were ever produced in total.



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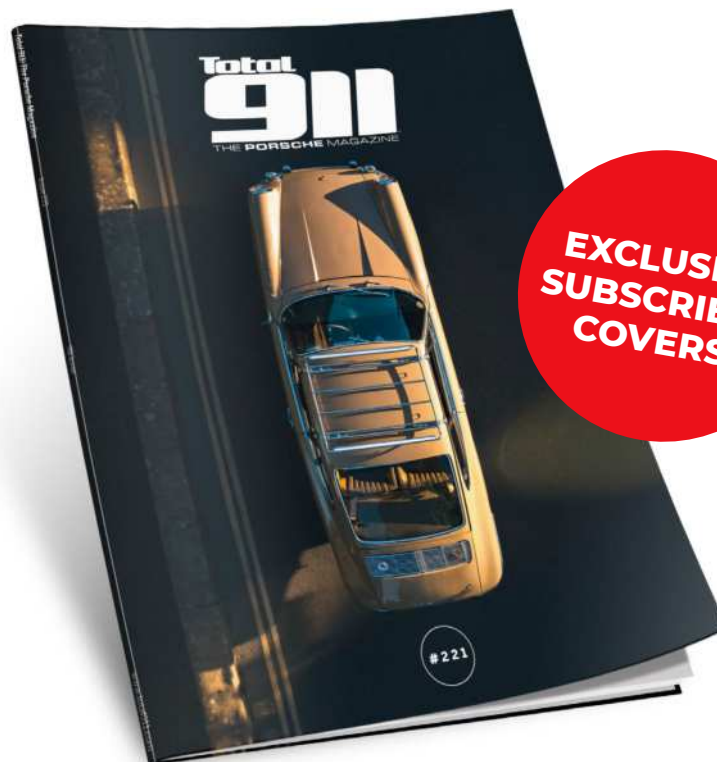
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AN INTERVIEW WITH

Richard Tuthill

Written by **Kyle Fortune** Photography by **Tuthill Porsche**

Tuthill Porsche has a world-renowned reputation for the work it carries out on classics.

In a rare interview, owner Richard Tuthill sits down with Total 911 to discuss rallying, restorations and relationships

“I’m not a car guy,” says Richard Tuthill. That’s difficult to take on board, because we’re sitting in Tuthill Porsche HQ looking out over a workshop full of cars. As is his admission: “I know a very small amount about 911s. I absolutely mean that. I have a building full of people who are great. I can sort a problem, help with a problem. I can do all of that, but I know very little about very little. My knowledge is super-narrow. I’m not actually scared to say that.”

Richard continues: “I love buildings,” and that much is obvious. Tuthill Porsche’s “shed” – he’s doing it a real disservice calling it that – is a beautiful place, entirely fit for purpose and filled with some of the most incredible 911s you could possibly imagine, along with the occasional interloper. “I like the people involved in cars, I like driving cars but, really, I’m not a car guy,” Richard reaffirms.

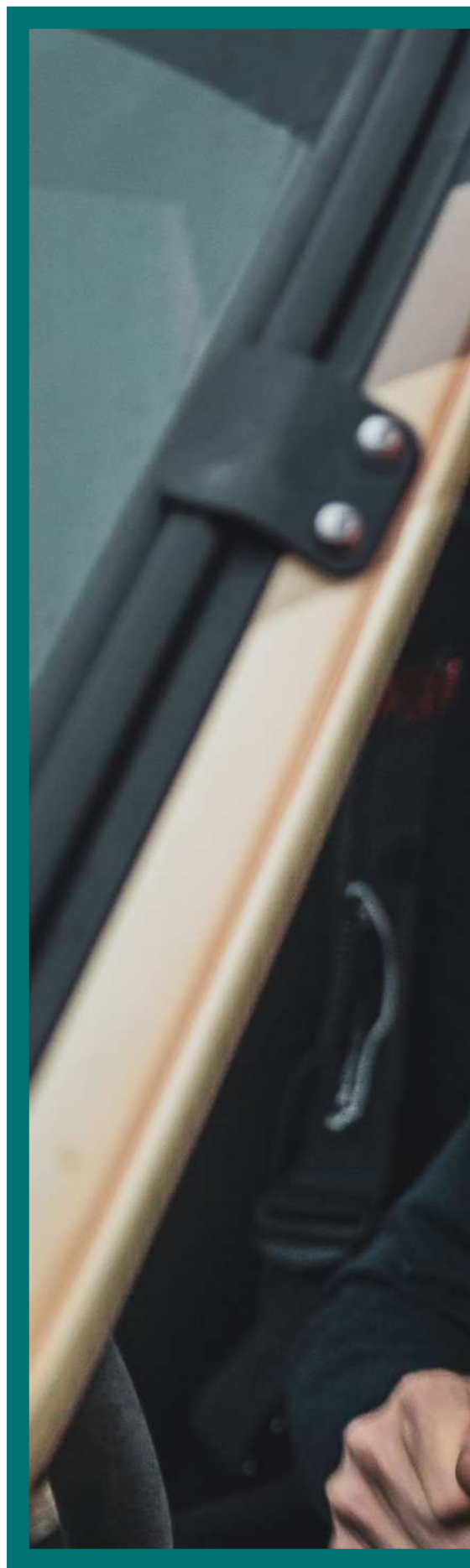
We’re chatting in a mezzanine area above the main workshop. “What you see here every day is a different set of cars, different set of colours in the building. Cars for different purposes, cars for different people and different price points. At the moment we don’t

say no to anything. Well, we do say no to a few things, but very little,” explains Richard. “What hair I’ve got left is grey because there are 145 cars on site today,” he says, and looking out we can see several rally cars that Richard reveals are being prepped before being packed in a container, destined to take part in the Lima to Cape Horn rally.

There are race cars, too. Tuthill Porsche runs a good portion of the grid at the 2.0-litre Cup events, as well as building and preparing countless other classic race and rally cars for customers all over the world. Today there’s a ’74 RSR in for a rebuild after running at Classic Le Mans, and a 904, among others.

It’s not all race or rally cars, either: there are regular cars simply in for fettling or servicing, as well as cars in various stages of build and restoration. These encompass everything from one-offs to, increasingly, series of cars that Tuthill Porsche builds to its own specifications.

“There’s no master plan, there’s no board meeting that says ‘what are we going to do?’ If there’s a good idea, or I think it’s a good idea – be it running 17 cars in the Safari Rally, building an R-GT [from a 997 Cup car] and going out on the WRC [World Rally Championship] with it, building a carbon-clad car, ➔



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BELOW Ken Block and Alex Gelsomino on their debut appearance at The East African Safari Classic Rally, held in Kenya in February 2022. They're racing in a Tuthill Porsche-built Safari 911



BELOW Tuthill Porsche's workshop, where special projects, general servicing, road car and race cars builds, and restoration all take place under one roof



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ABOVE Tuthill's engine shop can do anything from general maintenance to full engine rebuilds

or productionising a limited series of cars – we'll do it," Richard says. That keeps Tuthill Porsche busy enough to require a staff of around 70 people. Indeed, the company is so entrenched in the world of 911s that while it's well-known and revered by some, at the same time there's also something of an air of mystery about it.

The company was started by Richard's father, Francis Tuthill who, among other things, in 1977 raced a VW Beetle in the London to Sydney Rally. Tuthill Porsche soon moved on to preparing 356s and 911s for rallying, which remains one of its many areas of expertise to this day. Richard initially worked at Prodrive, employed first as a gardener before working with the team on its cars, then as a rally driver with some notable successes. He collaborated with his dad on a job in 2003 and then didn't really leave the building. Things have come full circle and he now employs quite a lot of ex-Prodrive staff, while there are also people from Mercedes F1, among others. Tuthill Porsche is perfectly positioned within the UK's so-called 'motorsport valley' to have the pick of the talent when recruiting.

The new building has helped here, with Richard saying: "I wanted every single person here to want to come here on a Saturday morning – not to work, but to come in with their girlfriend, boyfriend, wife, husband, mates, family, whatever, and have a coffee. I wanted them to be proud to say, 'Hey, I work here.' By default, you end up with the situation where people want to work with you, because we all want to work in a nice place."

Four years ago, things were different. Tuthill Porsche didn't have the main building and the company was working out of the old sheds. Now, those original buildings are being re-purposed exclusively for the motorsport cars and rally preparation. Within them are the stores, where parts are all properly catalogued and shelved, making possible the sort of quick turnaround, preparation and delivery that's required when there's the possibility of you needing a part when you're at the side of the road in Kenya.



There are other marques taking part in classic rallying in Africa, but Porsche 911s make up a significant portion of the runners, with people coming from all over the world to drive Tuthill Porsche-prepared cars. When Ken Block, of Gymkhana video fame, wanted to rally in Africa, it was Tuthill Porsche he approached. Richard remembers Ken, saying: "What a guy, what an absolute gentleman, a great driver, amazingly experienced." Similarly, the company's expertise in taking 911s off-road meant when Singer wanted to do so it got in touch, with Richard admitting that he loves working with the "brilliant guys" there. Again, it's all about the people. "We just work with great people," says Richard. "The most critical thing here is that there's an amazing bunch of people who have enthusiasm. They're like family. That might sound bullshit, but it's true."

With such high-profile customers and collaborations, it's surprising that Tuthill Porsche remains slightly enigmatic, except to those in the know. Richard says he doesn't look at social media, explaining that, "I appreciate people have to look at it for lots of good reasons, but it's a worry because if I look at it for too long, I would just conclude, very quickly, that we're not good enough." That insecurity might be completely misplaced, but it's real. However, Richard's clearly too busy juggling the various elements of the business to think too much about it. He has, though, conceded that some presence might not be such a bad thing, employing digital marketing manager Laura Harris to deal with social media. Yet he admits that, "Laura came on to just generally spread the word a bit and bring us up to speed to a certain extent. Inevitably she's frustrated with me, but we're trying to fix that."

That's perhaps a manifestation of the motorsport mentality that runs through the company, not just in the can-do attitude that's evident everywhere in the building, but also the idea where you don't necessarily want rivals to see what you're up to. Certainly, Richard admits he used to be very conscious of other companies in the same sphere ➔



BELOW Tuthill Porsche's bespoke 914/6 build, powered by a genuine 2.7 RS engine



– other builders/restorers and teams that Tuthill Porsche raced and rallied against. He says: “I used to not want to sell anything to them, thinking, ‘It’s ours, we’re going to keep it’, but then I worked out – and it took me a while – that the world’s a really big place and we can’t look after everyone, and we don’t want to look after everyone. The point is it comes back to not really looking at what other people are doing, just look at what you’re doing.

“In this business we inevitably meet incredibly wealthy individuals. But as I say, if I’m doing an MOT on your Beetle, or I’m building 17 safari cars, it’s exactly the same. I never Google anyone, I’m not actually that bothered if you’ve got the biggest car collection in the world, or whether you drive that Beetle. I have these amazing clients, but it’s nothing to do with cars, it’s the people,” admits Richard.

Naturally, rallying and racing all around the world means he’s not short of experiences with them, either. Similarly, Tuthill Porsche’s Below Zero ice driving in Sweden means he’s busy all year round, although he admits he’s been trying to find the time to step back from things. Covid forced his hand. Indeed, it flattened him. Even though he lives just 100 metres away from where we’re chatting, he couldn’t make it in to work. “I was really ill; I couldn’t come to work for three months and before that I’d never missed a day. It was actually a good thing. These guys can get on with it and, you know what, without me here there’s a business, there’s a culture, there’s a brand,” he explains. That might be the case, but as one client stated so beautifully when Richard didn’t attend the Morocco rally, “When you’re not at an event the music is the same, but it sounds different.”

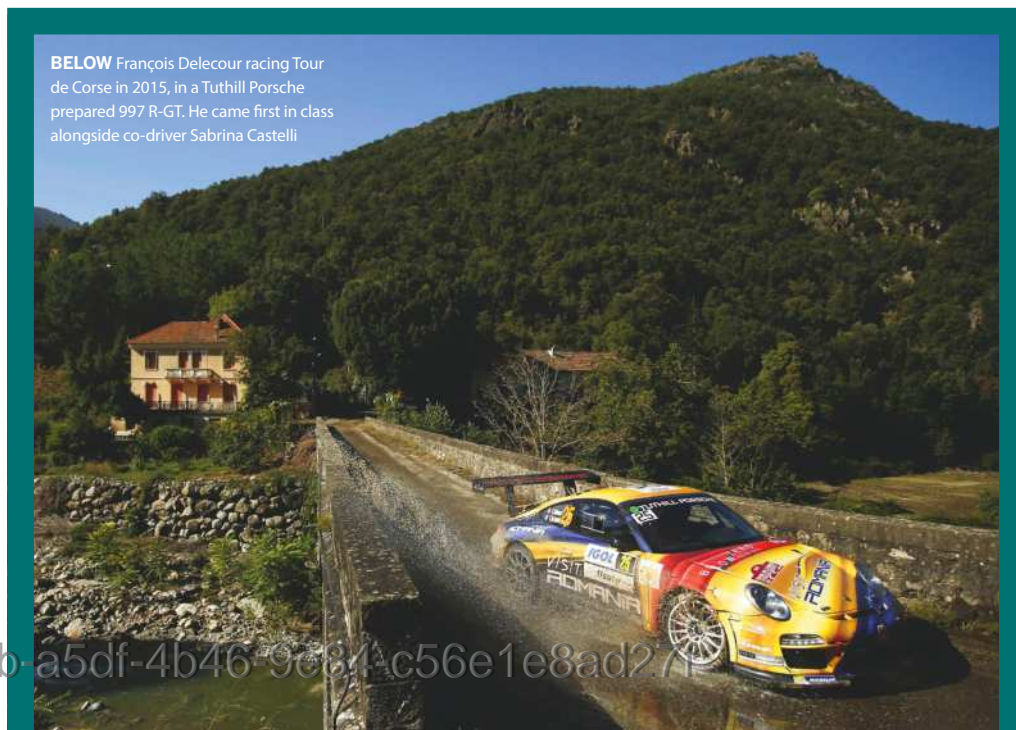
“I guess that means I’m the conductor. It was a very nice thing to say about me,” says Richard.

It’s true, too, because he’s inextricably linked to every element of the business. Even during our conversation Richard’s fielding messages from clients, trying to make sure a part they need to complete a build will arrive on time. “It’s a safari thing. I’m going to ring everyone in the world until I know that part is coming and if I have to get on a plane tonight, because for some reason no one else can, it’s going to happen. That’s what separates us from everyone else. I wish that part was here. I wish I didn’t have this problem. But when we’ve got a problem we know how to fix it,” he explains. A plane trip’s a breeze, too, for someone who’s undertaken an eight-hour drive down the one of the most dangerous roads in the

world to pick up an engine to allow Stig Blomqvist to continue in a rally.

That engine was fitted in Stig’s car within 13 minutes of arriving back, and while the builds in the workshop aren’t under quite that kind of time pressure, the same attitude prevails. There are several different cars in various states of construction underway in Tuthill Porsche’s workshops. One has just been revealed in the US, and others are part of series of cars built off 993s that have all pre-sold simply by clients hearing about them. It’s marketing, effectively, by word of mouth. Individual builds remain a sizeable part of the business, but Richard explains that they’re an inefficient way of

BELOW François Delecour racing Tour de Corse in 2015, in a Tuthill Porsche prepared 997 R-GT. He came first in class alongside co-driver Sabrina Castelli



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BELOW Richard working on Tuthill Porsche's next road car product, which is set to be revealed to the public in September 2022




 A large photograph showing two men in a workshop. On the left, Richard Tuthill, wearing a red sweater, is gesturing while talking to another man in a dark vest. In the background, there are yellow sports cars with their hoods open.

“One of my favourite sayings is that the 911 is the most mentally stimulating car in the world to drive”

constructing cars. He's keen to productionise build processes, creating series of cars, building cars he wants to drive, then finding like-minded people to buy them. “I love the individual builds, I love the interaction with the client, but it ties you up so much and there's so much pressure, so the idea is to build them efficiently: build them for half the price, but twice as quickly,” he says. That's one of the motivators in moving the entire motorsport operation into the other building, to enable that vision to happen.

Asked why Porsches, and 911s in particular, and Richard's quick to answer. “One of my favourite sayings is that the 911 is the most mentally stimulating car in the world to drive. I'm a reasonable driver and recently I got in a Cobra at a circuit and was on the pace within five laps. That tells me front-engined, rear-wheel drive cars are relatively straightforward. Now, take someone who's never driven a 911 and ask them to do that and it'll take them five races, not five laps. Not everyone's quick in a 911, and that's because there's a little bit of something to understand. That's cool, and long may it continue. Thank goodness for 911s, and Porsche.”

Richard continues: “It's genuinely staggering what Porsche has managed to do with the 911. It's always marginal gains. If you look at the new GT3 with its double wishbone suspension then yes, it's really sharp at the front end, but the 904's got double wishbone suspension on it, so it's not rocket science. I imagine

Porsche has a drawer in the corner of the office that's got every single thing for the 911 in it for the next 10 years or so. And they'd better not release it all at once, because if they do it'll come to a grinding halt.”

As a long-time rally driver he's a recent convert to circuit racing, admitting that he enjoys it enormously. He's particularly taken by the 2.0-litre Cup, saying: “It's just a different thing. It's a different atmosphere and yes, we are running 10 cars. From a bunch of guys who were a rally team five years ago and now we're the biggest race team in that series. Why? Because we

just say yes and crack on and it'll be alright. And I've loved it. I really have loved it and it's become a big part of our world. It's a wonderful thing.

“I was at Goodwood the other day and I spent all day overtaking everyone in a 2.0-litre Cup car. That was the only car I wanted to drive. Put yourself in a new GT3 Touring – how quickly can you drive a Touring? There's only so fast we can go. My fun is extracting the most from a small engine,” he explains.

Fun elsewhere, outside work, is obviously centred around his family. Although recently he's had the opportunity to take the children with him, to safari, ice driving and more, which he explains is an incredible thing, adding: “It's important to go places, do stuff.”

That, he admits, is as important as the cars themselves, saying: “We'll not be able to drive these things forever. So the only time we're gonna be able to drive them is at organised events, organised experiences, whatever they are. And that experience could be three days in the Cotswolds through to three weeks in Kenya. We're going to build cars for people to go and do stuff with. Don't tell me you want to buy a car that's just going to sit at the house.

“Nothing we do is very clever. Yes, there's a massive amount of diligence going into the engineering, but at the end of the day what's going to happen is we'll build a car and hope a few other people want them.” **911**



ABOVE Richard tests and signs off each car that's built by Tuthill. Here he's behind the wheel of a 2.0-litre Cup car that's testing at Donington Circuit



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THE ROAD TO RACE



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Porsche Carrera Cup GB uses a 992 GTS as its circuit Safety Car. Total 911 drives it 1,000 miles to celebrate 20 years of the UK's fastest one-make championship

The key in my hand belongs to a unique 911. It won't unlock the doors to a reimagined classic, nor a prototype RS. Rather, this Porsche handset belongs to a road-going 992 GTS – one like no other. Out the back of Porsche GB's headquarters sits a garage brimming with interesting Porsche Motorsport metal. Among the curios we're politely asked not to photograph sits the car that I'm here to collect: the Carrera Cup GB Safety Car. On race weekends this road-going 911 is driven to circuits all over the country. Once on-site it's stripped of its

number plates, fitted with a flashing light beacon and driven at great speed at the head of a roaring pack of 911 GT3 Cup cars, or at times, buzzing British Touring Car Championship (BTCC) racers.

Essentially identical to any common-or-garden 992 GTS, this car is unique for the Jekyll and Hyde professional life it leads between munching motorway miles and tearing up tarmac at British racetracks. Adorned with championship graphics and usually strictly reserved for official use, on this occasion **Total 911** has been tasked with driving it to the most northerly circuit on the championship calendar: Knockhill in Fife. It means taking in some

of the most scenic road routes in northern England and Scotland, exploring the nature of this model while ensuring that the car arrives at its destination on time, in one piece and ready to hit the track for its weekend's work.

This year marks a Porsche motorsport milestone: 30 years of Porsche Supercup. But closer to home, Porsche Motorsport GB's own one-make championship celebrates its anniversary, too: 20 years of providing close and exciting racing to the nation. Since its inception in 2003, the UK's fastest one-make championship has become a mainstay on the TOCA package, running in support of the popular ➔

Written by **Simon Jackson** Photography by **Adam Piggot**



BTCC, thrilling audiences trackside and at home with live coverage that's broadcast on TV channel ITV. Over eight weekends every season, drivers in three different categories – Pro, Pro-Am and Am – battle it out to grab their share of the spoils, a tasty championship prize pot totalling £35,000, and to spray the podium with champagne. Together, they navigate a mix of UK circuits stretching from Brands Hatch in Kent, via Silverstone and Donington Park, up to Knockhill – more than 400 miles from the championship's base in Reading.

It's difficult to miss this 911. Finished in striking Shark blue and adorned with contrasting black details, it successfully achieves its primary task of grabbing the attention of anyone in its vicinity. Perfect as a rolling advert for the brand on race weekends, it's conspicuous to say the least out on the road. That's a point immediately highlighted as soon as we fire it up and trundle out of the Porsche compound. Every set of eyes flick our way as we hit the M4 and point the nose north. This is not a car for the shy and retiring.

It's been a while since I drove a 911 GTS and there's been something of a repositioning of the model in that time. For a long while the GTS was the sweet spot in the 911 range, the 997 in particular, and the 991 version too, were cars you bought if you wanted a 911 that could walk the line between fiery and focused yet comfortable and practical. As 911s have become bigger, better and faster, in some instances the nuances between them have narrowed. No longer is the GTS a Carrera S with added bells

and whistles. Now it sits closer to the GT3, closer still to the Turbo, in its genetic makeup. In fact, it largely borrows its chassis setup from the Turbo, sitting lower than its Carrera relative and shod with staggered 20- and 21-inch Turbo rolling stock – it borrows bits of both.

The engine is the same 3.0-litre, twin turbo flat six that we know well, this time developing 480hp and 570Nm – an increase of 30hp and 20Nm over its forebear. This car is equipped with the lightning quick eight-speed PDK gearbox and there's not much wrong with that. In combination it's good for a 0-62mph time of 3.4 seconds and a top speed of 193mph. Of course, there are the usual GTS exterior signifiers; this car stands out even more for its optional (£2,517) lightweight carbon roof courtesy of Porsche Exclusive Manufaktur. But to be brutally honest, I'm less concerned with how it looks and more intrigued to discover how it drives.

We quickly dispatch the M4, A34 and M1 combination before heading across country to pick up the A1 pointing north. This particular car spends much of its time on the motorway driving to racetracks and in that, like all modern 911s, it largely impresses. The partly digital dash displays an average mpg consumption in the mid-30s when we're sitting at 70mph. That's impressive for a car with nearly 500bhp, even when you're merely tickling the throttle in top gear. However, even on smooth motorways it's immediately apparent that this is a stiffer, more focused GTS than those models that came before it.

With the less-than-inspiring part of the journey complete, we arrive at Scotch Corner and pick up the A68. Time to hit a far more exciting road. This undulating route snakes its way towards historic Corbridge before turning north and straightening out. You can thank the Romans for that – they built pretty much every major road around here. I link up with photographer Adam at Derwent Reservoir, on the border between County Durham and Northumberland. When full this reservoir holds 11,000 million gallons of water, but in the scorching summer of 2022... well, it isn't even close I'd guess.

The Scottish border beckons, and here we can open this GTS up. Like all 911s, the faster and harder you drive the better it becomes. That's never truer than with this latest GTS. While its ride might be firmer than before it's eminently more capable when you push on. On the fast, winding A-roads of Northumberland its engine note rises in unison with our corner entry and exit speeds, with the steering as beautifully weighted and communicative as you'd expect. The whole package begs to be driven at ten-tenths and it gets ever more granular the closer you get to that limit. The Adaptive Sports seats that I found a little too firm at times on the motorway now hug and support in just the right fashion as we make rapid progress through increasingly twisty, and desperately scenic, terrain.

Shortly after passing the Camien Cafe – the “last café in England” – we arrive at the Scottish border. It's always a special moment crossing into what my Scottish pal emphatically terms “God's country”. ➡

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



“This car is unique for the Jekyll and Hyde professional life it leads between munching motorway miles and tearing up tarmac at British racetracks”



ABOVE The 992 GT3 can achieve 0-62mph in 3.4 seconds and has a top speed of 193mph – perfect for track work

LEFT Once at the racetrack the car has to be adapted for its motorsport role, including replacing its registration plates with vanity plaques

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We stop for a quick picture, give a nod to the chap in a kilt selling tourist tat and return to our route. The Borders continue to deliver, not least of which as the A68 slows through historic Jedburgh, with its magnificent ruined 12th century abbey. It's now a somewhat tortuous 20mph zone, as are many Scottish towns and villages, but that does provide time to take it all in. The 911 gets a quick drink and soon enough Edinburgh appears on our horizon – 10 hours and some 440 miles since we departed Reading. It's time for a rest before we head about 25 miles north to Knockhill circuit the next morning.

The car is required at the track early, where its weekend transformation begins. Once washed, off come its number plates, replaced with "Safety Car" and "911 Carrera GTS" vanity plaques. On goes a light bar; this attaches via the Porsche roof transport system – a £418 option that Porsche Motorsport GB specifies on all of its Safety Cars for this very reason. The bar is controlled via a wired box of switches trailed inside, providing the option for amber and green illumination. Now it waits for action, with TOCA Safety Car driver Scott Stringfellow (yes, Peter Stringfellow's son) poised and ready to drive.

The Knockhill weekend is dramatic to say the least. At a track where the 510bhp Cup cars get

airborne at least three times on each tour of the 1.2-mile lap, there are guaranteed thrills and spills. Friday practice sees one driver end up on his roof, which underlines just how hard everyone is pushing. Make no mistake, these drivers are exceptionally skilful in piloting their identical cars with no traction control or ABS. In qualifying, just one second flat covers the top 20 on the grid. The first of Sunday's two races sees a start-line incident that eliminates five cars on the spot, scrambling our 911 Safety Car into action. But Carrera Cup GB isn't about the crashes, it's about close and exciting racing. That's what this championship has delivered for 20 years solid, and it continues to do just that in 2022. There's an enduring and infectious appeal to racing a Porsche 911 in one-make competition. Spend any time in the Porsche paddock and that quickly becomes obvious.

Come Sunday night it's time to pack down. The Safety Car is returned to its road-going form, its tyres still sticky from the track, and the fuel tank needs topping straight after the racing paraphernalia is removed. Aside from a few dead flies on the front bumper though, there are few clues that this GTS has just spent a weekend at work.

On Monday morning it's time to head south. We decide to take another scenic route, south-west

with Penrith as a rough target. Once we're out of Edinburgh the road opens up and the weather turns glorious. The 911 doesn't miss a beat, blasting by slow-moving farm traffic, firing up hillsides and hustling down winding roads cut through breathtaking valleys. It's a shame to get back on the motorway for the jaunt back to Reading, but that we must. It's another long day at the wheel but over 500 miles later, via the long way home, the GTS is tucked away awaiting its next job.

We've covered 1,000 miles over the duration of the weekend, travelling on every type of road imaginable. We've asked this 911 to return decent economy on the motorway stretches, and to deliver its blistering levels of performance and trademark driving thrills on fast A-roads. And, in between, to conduct itself impeccably during its stint as a Safety Car on the UK's biggest motorsport package – watched by thousands.

If there were a test designed to underline exactly why the 911 is such a capable bit of kit, the perfect all-rounder both on road and track, a car that few others can match, then this might be it. Next time you flick on your television on a lazy Sunday afternoon to watch some Porsche racing, keep an eye out for the 911 Safety Car – the road car with racing at its heart. ➡



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ABOVE The 992 GT3 leads the racing pack in its role as Safety Car at the Knockhill circuit in Fife

LEFT The light bar is a key element of the Safety Car, which is attached using Porsche's Roof transport system and controlled from inside the cabin

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The First Porsche Carrera Cup GB Champion

Based just a few miles from the fabulous Knockhill circuit is local hero, Barry Horne, Porsche Carrera Cup GB's first-ever champion. The Scotsman remains a regular in the Porsche paddock, and these days he's a successful team manager for reigning champions, Team Parker Racing, and a passionate Porsche advocate with his eye on the forthcoming GT3 RS road car. All this makes Barry the ideal man to talk to in this special anniversary year...

Total 911: Does it feel like 20 years since you were crowned the inaugural Porsche Carrera Cup GB Champion?

Barry Horne: Not at all – it's quite scary actually! It's amazing how the cars have evolved. Back then we were racing the 996 with an H-pattern gearbox. You still had three pedals like you do now, but you had to use that left one all the time. You had to be so accurate while taking your hand off the wheel to change gear. It was a lot more involved than today and the cars didn't handle half as well.

I remember, about five years after I'd won the Carrera Cup GB championship, I'd been racing a 997 in the Nürburgring 24-hours. The owner of the 997 brought his 996 out, I got in, drove one lap and pulled straight into the pits. I said, "Is that what it was like back in the day? Or is this thing broken?" I couldn't believe the difference!

What initially drew you to Porsche racing, and specifically, Carrera Cup GB? Back then it wasn't an established championship.

I'd won the Caterham Championship with Stuart Parker (of Team Parker Racing). We had a lot of

faith in one another. Porsche getting involved in the championship as a manufacturer was really a big thing. Stuart had never run a Porsche before and I'd never raced one, but we wanted to do it together.

It was a close fight with Richard Westbrook, but we ended up winning the championship. Richard was very good. He went on to become a Porsche factory driver – he kept me on my toes. I didn't have the benefit of a team mate. Now you can get your team mate's data, overlay it and see what everybody is doing – I couldn't do that. We had a converted fruit and veg truck and we were racing some big, established, teams.

How did you transition from being a driver to team manager, as you are today for Team Parker Racing?

I was racing a lot at the Nürburgring, but I found myself wondering what I was doing it all for. I was always looking forward to coming home. Glynn Geddie wanted to race Carrera Cup GB with Team Parker – he wanted me to coach and look after him. I packed in my driving and took Glynn under my wing. He became Pro-Am champion. After that I started to look after all the Team Parker drivers, helping them do what I had: win the championship.

For the past four years I've managed the Porsche Carrera Cup GB side of Team Parker. I'm involved with the team on a number of levels, which gives you an understanding of how it all works. I've seen the team grow. I remember when Stuart had one Porsche. Now he's the biggest Porsche team in the UK.

I think one of the most important things I know, as a former driver myself, is what the driver wants

and needs out of it all. That showed the first year we came back with Josh Webster. We got pipped to the championship by Dan Harper (now a factory BMW driver), but we won the Pro-Am, Am and Teams championship – everything apart from Pro! The following year with Harry King we won everything – that's the first time that's ever been done.

Who is the stand-out Porsche driver you've worked with in recent times?

Harry King. He's dynamite in a car – he's up there with the best of them. We're still very involved with Harry, alongside his Supercup campaign this year he races with Team Parker in the Porsche Carrera Cup Benelux. He's a mate now, we're in touch after every event.

His race here at Knockhill in 2020, when he started 10th and came through the pack to win the race, was fantastic. He was up on one wheel, he was on the grass – his grit and determination that day is a great example of what Harry is all about. People still talk about that as being one of the best races of all time! Harry is destined for great things.

One last thing, Barry. Do you enjoy the championship's annual visit to Knockhill?

I do. It's great to see so many Porsche fans. Aside from winning the championship, I've been involved with Porsche for a long time, and so I've built up a lot of relationships with Porsche customers, owners and dealership staff – it's always great to be back and to see everyone. This track always encourages close racing, and when you get good weather there's no better place to be racing. **911**

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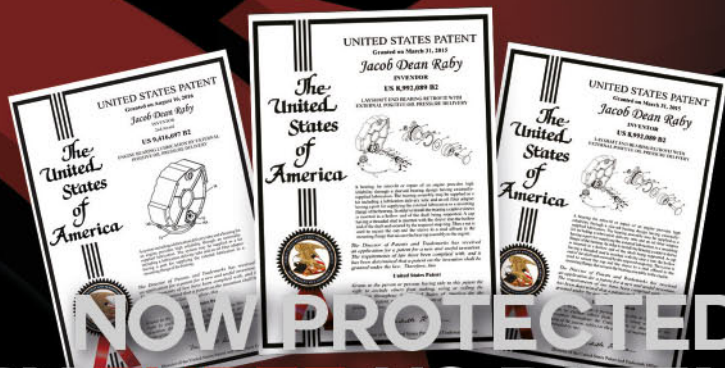


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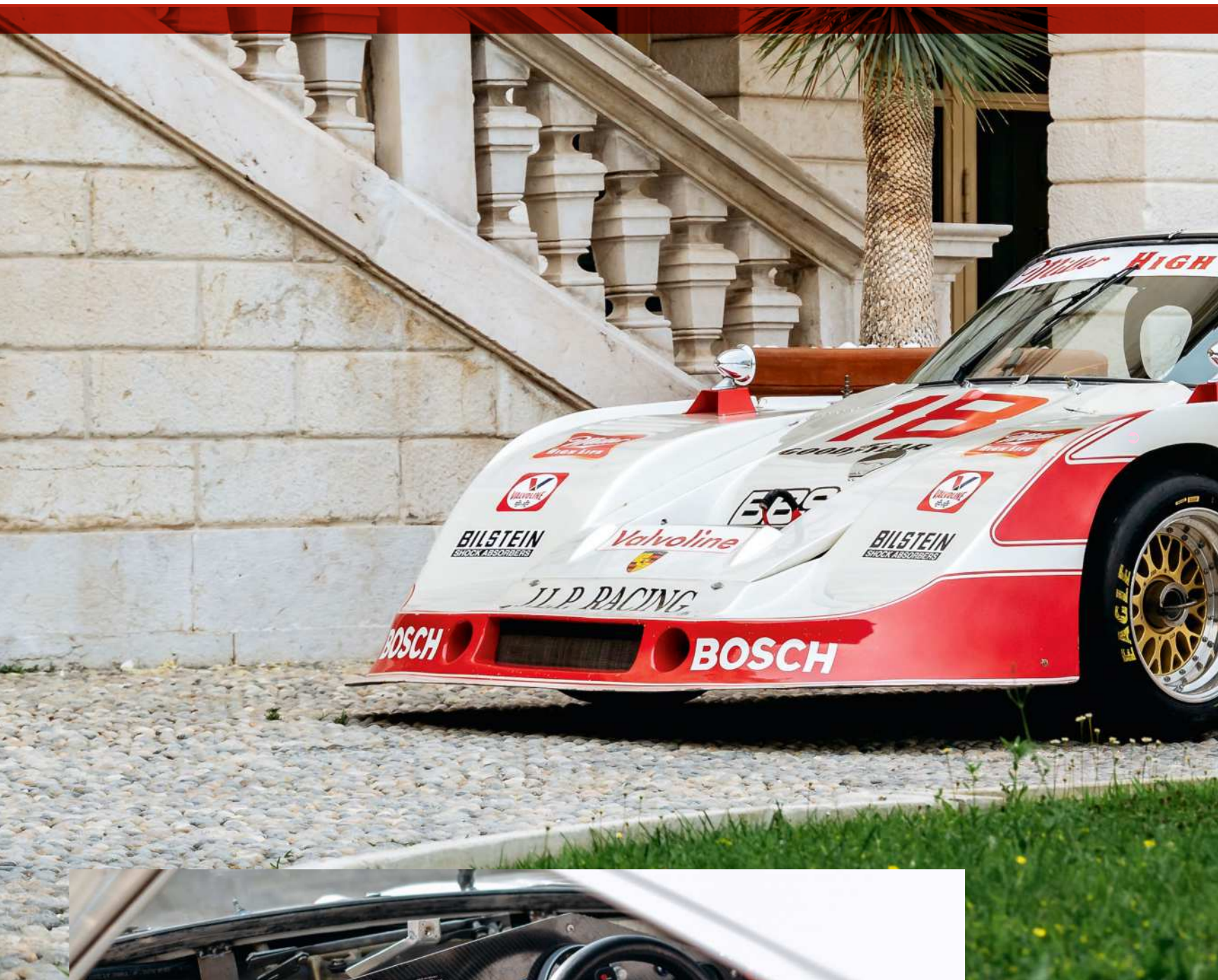
Written by **Wilhelm Lutjeharms** Photography by **Andrea Luzardi** for **Girardo & Co.**



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JLP Racing built four 935 'Specials', but it's this last one, chassis JLP-4, which is undoubtedly the most extreme. Total 911 looks at the story behind the final, fastest and most technologically advanced of all the JLP-built 935s





ABOVE Weeks spent in aircraft manufacturer Lockheed's wind tunnel helped to perfect the car's ground effect performance

LEFT It might have a Porsche badge on its nose and feature a wealth of 935 parts, but this JLP-4 is a completely bespoke build



When it comes to classic motorsport 911s, there are few more visually inviting cars than the range of Porsche 935s. Here you have a 911-derived race car where the boost has been turned up to the highest level, the body kits scream speed and the wide tyres fill the arches to offer the maximum amount of grip.

'Moby Dick' might be one of the best-known and loved examples of the 935, but there have been several others, including those developed by privateers. Overall, the 935's period competition belt include an outright 24 Hours of Le Mans victory in 1979, no less than six Daytona 24 Hours and 12 Hours of Sebring wins, and three consecutive FIA World

Championships for Makes. Then, in the Deutsche Rennsport-Meisterschaft, a Porsche 935 won every single race in 1977, 1978 and 1979.

The late-1970s and 1980s was a free-thinking era in endurance racing, when privateer outfits had the confidence to enhance and build their own cars with which to take on the factory teams – and often win. Porsche enthusiasts will be well aware of respected names such as Kremer and Joest in Europe, and Andial and JLP Racing in the United States, which all embodied that David versus Goliath mentality.

In 1979, when Porsche called time on the 935, the father-and-son duo behind JLP Racing – John Paul Sr. and John Paul Jr. – started building their own Porsche 935 'Specials' to extend the model's longevity and maintain its competitiveness against purpose-built prototypes in the fiercely popular IMSA GT Championship in the United States. Maintaining the

935's competitiveness the Pauls most certainly did. They bolstered their remarkable driving talent with cars that were designed and built by skilled people, utilising the newest and most exciting technology. Second overall in the 24 Hours of Le Mans, a win in the 12 Hours of Sebring and victory in the Daytona 24 Hours... these standout results showed what a formidable partnership the Pauls and their skunkworks' self-built Porsches achieved.

This 1982 Porsche 935 JLP-4 is arguably one of the most interesting versions to have been developed outside the factory. Consigned by Davide de Giorgi from UK-based specialists Girardo & Co., he eagerly explains to **Total 911** the history of this car and how it crossed his path.

"The car belongs to a good friend of ours who is an Italian collector," says Davide. "He has what I would define as a healthy collection. By that I ➔

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mean he buys cars, he enjoys them and gets to know them intimately. Then he passes them on, to experience something new, which I think is a great way to look at classic car ownership.” This car has been seen in public on a few occasions, including a few years ago when it was taken out and enjoyed at Monza during a track day.

Two people were instrumental in realising what is today the zenith of the Porsche 935: Dave Klym, whose Georgia-based FABCAR outfit specialised in building Porsche racing cars; and Lee Dykstra, the talented engineer who would go on to design Jaguar’s IMSA GTP prototypes. The starting point was a bespoke central monocoque chassis, which was reinforced at the front and the rear with lightweight tubular arrangements, akin to how Porsche had built its famous 935 Moby Dick in 1978. Standard double-wishbone suspension could be found at the front, while at the rear a complex rocker arm system was implemented to facilitate airflow around the engine as part of the wildly complicated ground-effect floor.

Ground effect was JLP-4’s party piece. Lee went to great lengths to perfectly synchronise the ducts, dams and tunnels beneath the surface with the slab-sided, soap bar-shaped bodywork – again, a design influenced by Moby Dick, but improved in almost every way. Somehow, Lee and FABCAR managed to gain access to the aircraft manufacturer Lockheed’s state-of-the-art wind tunnel and spent weeks perfecting the art of ground effect. The result was impressive, not only in terms of the technical side, but visually as well.

The team went to town when it came to the technical aspects of the car. All the latest and greatest 935 parts from Porsche were fitted: the 930/80 air-cooled, twin-plug, 3.2-litre flat six; two KKK turbochargers; an advanced Kugelfischer fuel injection system; the famous ‘upside-down’ four-speed gearbox; and finally titanium axles. Power was rated at 840hp while running at 1.2 bar of boost – a pressure the car could withstand because it was designed specifically for shorter sprint races (JLP-3 had the long-distance events pretty well covered). This 935 didn’t even have lights.

Around \$750,000, plus 3,600-man hours and a slick Miller Beer livery later, JLP-4 was finally ready for its maiden competitive outing: the IMSA Championship round at Brainerd Raceway in Minnesota. Lo and behold, in front of a sell-out crowd that had been hotly anticipating the debut of JLP Racing’s newest weapon, John Paul Jr. won the race – fending off Danny Onglais in a Lola T600 GTP prototype and John Fitzpatrick in a Kremer-built 935.

Between July of 1982 and April of 1983, JLP Racing entered JLP-4 in six further races, including the Toyota Grand Prix 100 Miles at Portland International Raceway, which it won, and the 1983 Daytona 24 Hours. While the car was predominantly piloted by John Paul Jr., in the Pabst 500 Miles at Road America the three-times 24 Hours of Le Mans winner and five-times Daytona 24 Hours victor, Hurley Haywood, strapped in and tamed the beast.

John Paul Jr. was crowned the IMSA Camel GT Drivers’ Champion at the end of 1982, a feat he



THANKS

With thanks to Girardo & Co. for its assistance with our feature on the magnificent JLP-4 935, which is for sale. Interested parties should visit www.girardo.com or telephone **+44 20 3621 2923** for more information.



**“Today, JLP-4 is the
final, fastest and most
technologically sophisticated
Porsche 935 of them all”**



couldn't have accomplished without the precious two wins driving JLP-4. The celebrations would be short-lived, however. Both Paul Sr. and Paul Jr. were embroiled in their own respective legal battles and criminal downfalls (cigarette boats and an industrial volume of marijuana) and JLP Racing folded.

JLP-4 was given to Paul Sr.'s lawyer in lieu of an outstanding payment. It was subsequently displayed in the world-famous Petersen Museum in Los Angeles – the place it called home for over 15 years.

The American collector and keen historic racer Robert Tornello acquired JLP-4 in 1998 and recommissioned the car with a view to racing it in the popular HSR series. In addition to taking it to Sebring, Robert returned JLP-4 to the history-steeped banking of the Daytona International Speedway – and on a number of occasions.

Following a further comprehensive rebuild, this Porsche 935 'Special' travelled to Italy, where it's

remained ever since. During its recent tenure in Europe, JLP-4 has made appearances at the popular Vernasca Silver Flag hill-climb in Italy and, in 2014, the world-famous Goodwood Festival of Speed, where it was driven by the US road-racing legend John Fitzpatrick.

Around this time, the car was also featured in an extensive article in *Motorsport* magazine. JLP-4's current owner acquired the car in 2017, along with a wealth of technical drawings, build sheets, race programmes and even the original body moulds. There's also a rare scale-model of the car, which JLP Racing commissioned to celebrate John Paul Jr.'s title win in 1982.

Today, JLP-4 is the final, fastest and most technologically sophisticated Porsche 935 of them all – from the time when the curtain was finally dropping on one of motorsport history's most dominant sports-racing models.

For the keen historic racer, getting to grips with this 840hp ground-effect Goliath – essentially a GTP prototype in a 935 dress – would be an exhilarating experience to say the least. And there are a host of events for which JLP-4 would be eligible, including the Masters Endurance Legends USA series, HSR Post-Historic GT, Classic Daytona 24 Hours and Classic Sebring 12 Hours. This most special of Porsche competition cars is waiting for its legacy to be continued.

“There are two reasons that makes this car attractive,” Davide says. “Apart from the interesting history, it's cheaper than a standard 935 as well as the fact that it's faster than a K3. That's what allowed John Paul Jr., who was a good driver but not the best, to stay ahead of Fitzpatrick. It's a very, very quick car. It is a really quick jump from a standard 935.” It's a great synopsis of a halo car from a time when privateers really could hold a candle to big manufacturers. **911**



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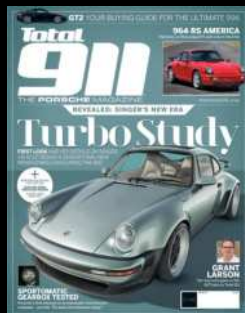
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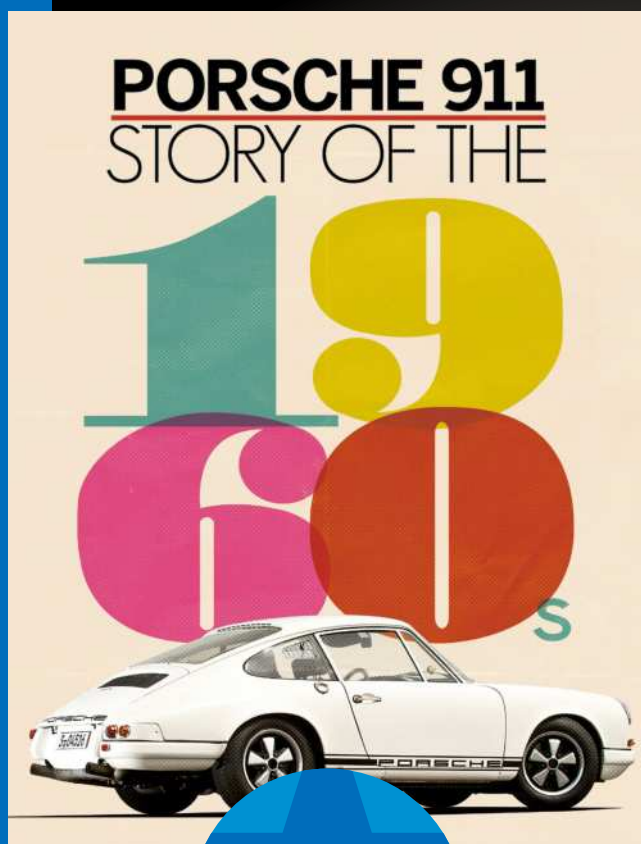


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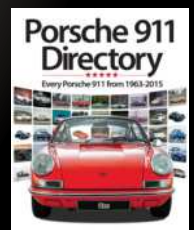
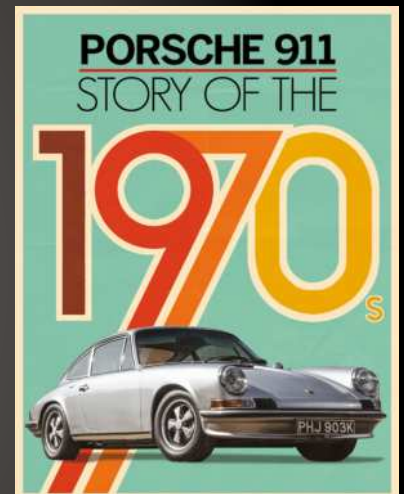
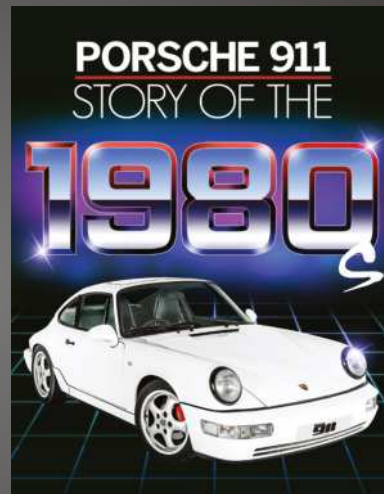
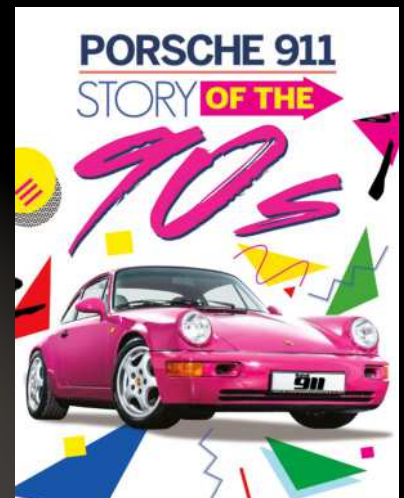
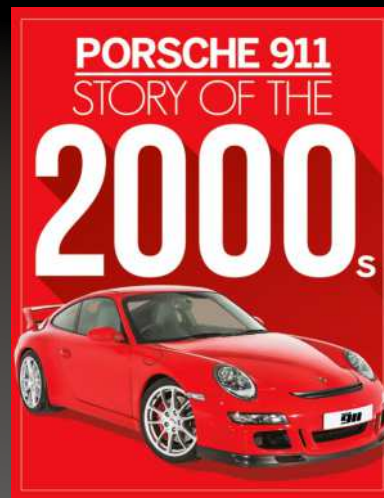
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Model **996.1 CARRERA**
Year **1998**
Acquired **JANUARY 2019**



I've just got back from an awesome road trip through Europe to Zuffenhausen with two friends, travelling

some 1,600 miles in four days! I took my 996 while my friends, Nigel and Paul, drove their 964 Turbo 3.6 and 993 Turbo S, respectively. It meant my water-cooled and naturally aspirated Carrera was the odd one out from our Porsche trilogy, but I loved the opportunity to explore Europe in my 996 and pit it against what was, let's face it, rather superior metal!

The purpose of the trip was to recce a route I've devised to take a load of Porsche 996s back 'home' to Zuffenhausen to celebrate 25 years of the fifth-generation 911. I won't reveal

the route here, but if you're interested in joining us on this trip or any 9WERKS road trip in future, make sure you're signed up to email comms via **9werks.co.uk**, as we've got lots planned.

Our trip took in everything from mountain passes to the Autobahn, and the Carrera more than held its own against the Turbo heavyweights in convoy. Its comparatively lightweight and nimble nature meant it was the perfect tool for twisty mountain roads and again on the Autobahn, it didn't disappoint, comfortably powering up to 150mph. In fact, when studying the power-to-weight ratio of the three cars in attendance, only the 993 Turbo S showed vastly superior figures with a figure of 288bhp per tonne, compared to the 964 Turbo 3.6's 244bhp per tonne and 996's 224bhp per tonne.

Either way, it was great to study the silhouettes of those classic Turbos over the four days. Their low, wide profiles served up a menacing look, even though the cars themselves are small in terms of footprint compared to today's cars.

The trip was excellent in enabling all three of us to bond further with our 911s, these fine sports cars giving us memories to last us a lifetime. On top of that, the trip helped fortify our own friendships, and so this really was the most enjoyable experience and the sort of thing I absolutely relish.

On the third day we reached Porscheplatz and, after popping inside for a meeting with staff (held in the workshop next to a super-rare GT1 Strassenversion!), we were given permission to park our Porsches on the

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concourse right outside the Porsche Museum. This gave us some stunning pictures, but the cars became a real point of interest for those going in or coming out of the Museum. It was most amusing watching a group get a selfie with my car, ignoring the two Turbos worth quite literally ten times as much as my 996! A proud moment for me, without doubt.

In the evening, we were joined by Tony Hatter, who turned up in his stunning 993 Cabriolet. After hearing so much about it, it was great to see Tony's 993 in the flesh, and a fun evening was had catching up and talking all things Porsche.

To Paul and Nigel, thanks for a top week in your company, and to the kind staff at the Porsche Museum, thanks as always for being as passionate about these cars as we are.



Peter Wilson
Adelaide, Australia

@peterwilson_oz

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



My sill cover rust repair project still lies forlornly on the workbench with no progress to show over the past month.

An initial patch has been fabricated and tacked into place, but the main patch is still nothing more than a cunning plan in my head as to how I'll section and reshape parts of my donor SC sill cover.

My main excuse is Covid. I've had quite a bad dose of it, necessitating almost two weeks in isolation. I'm back on deck now but not in the right frame of mind for a tricky automotive challenge.

The downtime has, however, provided plenty of thinking time for future projects and so I'd like to pick the brains of **Total 911** readers with some of the questions running through my head. If you have real or personal knowledge and experience with any of the following, please feel free to contact me via Instagram. I'm on several forums and I know the traps of well-meaning advice along the lines of "I've heard that..." and "I know a guy who..." and I'm keen to avoid propagating any more urban myths, so please only get in touch if you have real knowledge on these!

The window frames of my 1980 930 were originally black, finished stainless



steel, unlike earlier cars that had chrome frames, and the finish has worn away in places. What was this finish, and can it be recreated? I know that many people just replace it with satin black powder coat.

I've had some parts of the car repainted over the years and modern paint finishes are hard and shiny. However, most refinishers apply a sandable "spray filler" as a base coat to ensure a smooth surface. This is much softer than the top coat and makes the entire finish vulnerable to stone chips, which penetrate through the hard top coat to the soft base coat. Is there a refinishing technique or base coat product that avoids this problem?

My car has option 261 (electric mirror passengers side) as well as the heated wing mirror option. Does this mean that both mirrors are heated, and how do I turn on the heating to see if it's functional?

I'm almost due for rear tyres again and I've previously written about the challenge of finding staggered tyres for the 16-inch G-Series fitment. Michelin no longer makes any Pilot Sport tyres in the 225/50-16 rear size, although the front 205/55-16 is still produced in Pilot Sport 4. Its Primacy range is a comfort rather than performance tyre. Has anyone had success with other European brands such as Pirelli or Conti? I see that Pirelli is remanufacturing Cinturato P7 tyres with the original 70s tread pattern as part of its historic "Collezione" range, but do they perform as well as modern tyres and are they worth the significant price?

I'm still trying to get to the bottom of my Turbo's "whooshing" noise and suspect that it may be caused by worn bearings and seals in the turbo because I'm starting to experience some oil leaks and burning oil under boost. Have others experienced similar symptoms with an original (KKK 3LDZ) turbo and was the solution a rebuild or an aftermarket replacement?

My car was originally delivered in the UK and has a full leather interior including dash top. Apparently, this option wasn't delivered new to Australia because of heat effects, and mine has predictably shrunk and curled at the edges. Are new RHD dash tops available, or has anyone had one successfully recovered with leather? I'd really be interested in responses from Australia, because the cost of shipping this item around the world would quickly make the restoration not viable.

As you can see, my mind has been working overtime while my body has been in forced downtime. Hopefully, the collective wisdom of **Total 911** readers can save me some false starts on these future projects!

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Andy Brookes
Poole, UK

@993andy

9WERKS Radio

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



My first real drive out in the refreshed 993 was to the Flat Six Show at Goodwood. The event was my enforced deadline

to get Gustavo back on the road, so I was pleased to make it by the skin of my teeth.

And what a great show it was, too. The Players Crew and Sean Matthews from RennEleven collaborated to organise and promote the show, which featured a relaxed vibe and many great cars. The breadth of Porsche model attendance was fantastic, with all types parked up as they came in under Goodwood's tin canopies. This made for a great sight of a range of models in varying states of modification.

I heard many reports of many drivers having a wonderful time on track – so much so that they didn't get a chance to see the rest of the show. If you fancy hearing some of the great atmosphere, have a listen to the 9WERKS Radio podcast episode. Pictures of the day here are supplied by Steven O'Gorman.



I also attended a couple of Porsche Club events this month. The Dorset region held its Porsches on the Prom event in Weymouth. It's always a little amusing seeing the reaction of Weymouth tourists to the sight of a few hundred Porsches appearing on a Friday evening, parking on the promenade for a couple of hours and then disappearing as if nothing had happened. It must be quite surreal! I had some really nice comments about the car that evening – maybe the orange stripes worked well as the sun set over the beach.

Meanwhile, the Cotswold region held a Rally around the Cotswolds. Editor-at-Large Lee Sibley invited me along to navigate while he drove his 996 and we had a great time navigating around the countryside, only missing a couple of turns along the way! Check out the

9WERKS TV episode to see us blaming each other. The destination for lunch was the Classic Motor Hub near Bibury. It's a great place for a stop if you're passing.


I'm in the process of fine-tuning the KW suspension that's fitted to Gustavo. I'm trying a few different settings on the shocks, playing with rebound and bump. I'm hoping that lots of playing around will help me understand what can be achieved with this setup. I do wonder how many people fit fully adjustable suspension, but then never have a play with the settings due to fear of screwing up.

I've been trying to find some good resources to help, either video or written articles, but with little success. Please shout if you can recommend anything. Maybe I'll make a video once I've built up some knowledge on the subject...





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



Is there anything quite as satisfying for the car nut as an early summer morning on a quiet rural road in your 911? I don't think so. Those drives are motoring heaven for me and no doubt for most of you as well. Every time I contemplate the 911s in the garage, the itch to get one of them out on the road is powerful and I'm thankful to be able to scratch that itch frequently.

I equally enjoy reading and hearing about the driving experiences of other 911 owners. This is a large and very committed group of enthusiasts and I'm so pleased to be one of them. One of the things I like about the 911 community is that it's not exclusive. There's a 911 out there for almost every taste and budget. So the community continues to grow.

With that growth comes even more diversity of taste and interests. For example, there's the 911 Safari crowd, seeking off-road experiences for their machines. I tried it for three years or so, but it didn't enthrall as I had hoped. I'm back to being a devoted tarmac-only driver and that's okay.

Perhaps the best of the 911 experience is the long road trip, maybe 2,500 miles and 10 days of adventure. I'm preparing for one of those trips now, headed for the mountain passes of Idaho

and Montana. There will be a lot of quiet rural roads on that trip. I'm enjoying the process of deciding which 911 in the garage will be the right choice this time.

Somewhat to my surprise I've leaning toward the 2019 991.2 GT3 touring. Why a surprise? Well, because as I've written before, other than the wingless 911 silhouette and the 18-way comfort seats instead of the carbon buckets more common in GT3s, there's little that's touring-oriented about this car. That said, the interior is a lovely place for a tour. The cloth seat centres are cool and comfortable while still providing plenty of support. And it's nice to be swathed in all the leather with yellow stitching, including even the centre tunnel sides and the backs of the seats.

This GT3 is quite loud all the time, with the relatively modest low-end torque requiring revs above 4,000 when one is pressing on. Of course, keeping up the revs requires plenty of clutch and manual shifting work, which thankfully is a marvellous task.

But therein also lies the appeal of using this machine for a long trip. It requires driver attention all the time and the car talks to the driver continuously through the steering and suspension. There are some 100-mile stretches of mountain roads that are deserted along the way. I can't wait to push along them and then stop at some lovely tree-lined


river bank for a refreshment and a rest, before doing the same again and again, two or three times a day. And instead of my usual process of enjoying the drive with either a small group of fellow 911 drivers in their cars or a companion, I'm thinking of doing this trip solo. I think it'll be more of a meditative and free-flowing trip as a result.

One other topic I wanted to mention: Singer Vehicle Design has just announced it's discontinuing building its "classic" reimaged 964s. It states it'll stop at 450 cars. Mine is the 107th one built, which I collected in April 2018. Singer states it'll now focus on its new turbo-engined design, which looks quite fabulous to me. I remain in love with my car, named the Oregon Commission. I'm only a little saddened that more 911 aficionados won't be able to order one of the classics. It'll be interesting to watch Singer Vehicle Design evolve to the next stage of its "love song to the 911".



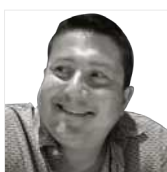


Nick Jeffery
Surrey, UK

 @npjeffery
 @npjeffery

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

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



First off, an update on the GTS rear reflector stripe. I decided to request a refund from Porsche Tonbridge as there's still no sign of a replacement unit. I kept the original unit in our airing cupboard at home and it's dried out completely. So, following consultation with Paragon Porsche, we decided to remove the failed replacement unit and refit a modified version of the original unit, having glued down the top mounted rubber seal and applying a line of sealant around the inside edges of the rear of the unit. That seems to have done the trick: having washed the car a few days later, no water or moisture has re-entered the unit. Meanwhile, the noise that had been emanating from the rear suspension continues to stay away so I've asked Paragon to defer any investigation until the service and MOT are due.

Readers may recall I switched both 997s over to Michelin Pilot Sport 4S tyres earlier this year. They're an excellent, all-round tyre and perform well in the wet, but I've been experiencing some handling issues during the summer months. So, following some advice from Ollie at RPM Technik I decided to check my tyre pressures not just when cold, but also when they're fully up to temperature. Here I found each tyre on both cars to be approximately 4-6PSI higher than they should be according to Porsche,

so I adjusted them back down when hot and the results have been extremely positive! I'm guessing the softer PS4S compound is far more sensitive to surface temperature and/or ambient temperature than the Michelin Pilot Sport N2 and Bridgestone Potenza that I previously ran on the cars.

Both the GTS and GT3 coped well with the extreme heat we've been experiencing lately. While the outside temperature was over 40 degrees I was more concerned with the water and oil temperature gauges. Both cars' water temperatures remained normal, but the oil temperatures rose alarmingly: I saw 110 degrees in the GT3 under normal driving conditions at one point! When I parked the GT3 in the garage the engine fans stayed on for a considerable period after the engine was switched off and the car was making a weird buzzing sound that eventually went away. Thankfully, I experienced no such issues with the GTS.

In other news, I've been considering what I might replace the GTS with, because I'll have owned the car for four years this autumn. I spotted a Gentian blue 718 Cayman GT4 at RPM Technik, so Karen and I arranged to take it for a test drive to establish if it could be the one to replace the GTS as our new "go to" car?

I suggested Karen went out first and she was impressed, saying how it was much more civilised on the road than she expected compared to our 997 GT3, quoting it was less bumpy, with less



cabin noise than either of the 997s. We both thought the engine induction noise was better than expected, but there's no doubt the exhaust note is muted by the particulate filters. We both liked the interior and practicality too, but we weren't sure about the exterior colour and lack of heated seats.

My test drive revealed the 718 GT4 has a sharp front end, with great turn in, a superb driving position and the 4.0-litre flat six has plenty of power and torque. And yet it failed to stir my soul in the same way that my GT3 and Spyder does. Regardless of how fast you're travelling, both those cars feel special and that's what I'm looking for. That feeling you get when you turn the key in the ignition. The way the car goes down a road and the noise it makes while doing so! So, we've decided to keep looking for a GTS replacement. More on that next month!





Ben Przekop
Mercer Island, USA

 @benjaminprzekop

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



"You're going to do what to the 911?" my ever-patient wife Debbie asked with a look of incredulity. "I have to take out

all the lug nuts one at a time so I can clean the bolt holes properly – there's lots of dirt in there." "Er, right" she said, in the guarded tone one expresses when dealing with drunks or crazy people.

In my defence I must tell you that I wasn't born with this automotive OCD condition. It only manifested once I started competing in Concours D'Elegance events a few years ago in the Porsche Club. I'd always kept my cars quite clean (I thought), but it was only after I decided to enter a PCA Concours "just for fun" that the trouble began, because what I thought was a "very clean" car finished dead last in its class.

Since I hate losing, I resolved to find out how to prepare my car so that it would win. I was blessed – or cursed, depending on your point of view – to have a very good friend who was a Concours expert and PCA judge. David Wilhide schooled me in the finer points of what judges look for, and what differentiates a simply "very clean" car from "Concours Clean". David told me it was basically simple, but arduous: I had to spend 40 to 50 hours cleaning, polishing and buffing every surface



on, in or under the car – including all compartments and "nooks and crannies" – until there were literally no imperfections of any kind for the judges to find and assess point penalties.

The first time I used this "total warfare" approach was with my son Geoff in preparation for our PCA region's annual "Rennfest" weekend competition. Geoff had agreed to help me as long as I agreed with his motto: "We do not

compete to participate, we compete to win." After spending well over 40 hours on the car, a white 997.1 GT3 that had seen serious track use so clearly not a "garage queen", we had David "pre-judge" the car. Instead of saying, "It's perfect" as we had hoped, he gave us two pages of more things that still needed to be fixed!

Thankfully, to our great satisfaction we did indeed win the First Place trophy in the full Concours class with the best score out of all 50 cars, plus the weekend's "Overall Championship" trophy for our combined scores in Concours, Autocross and TSD Rally. It remains one of the highlights of my life because I did it with my son, and we had shared both the many hours of sweaty labour, as well as the exhilarating moments of triumph.

However, the downside is that the experience left me with "Concours Brain Damage": I can no longer look at my cars the same way again. They're never clean enough, I see dirt everywhere and I devote near-Concours level effort to simple weekly cleaning.



You'll be glad to hear that I'm in recovery, however, in that I no longer regularly compete in "Full Concours" competitions, but I still enjoy showing my 992 at more casual non-judged events, such as our recent Mercer Island Summer Car Show this past week. So, no trophies then, but I do get rewarded when folks look at my car with that mixture of amazement and puzzlement and say, "Wow, your car is beautiful!" To which I smile, say a simple "Thanks" and pop another couple of aspirin...



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Max Newman
Aylesbury, UK

 @maxripcor
 9WERKS Radio

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



What are the chances of seeing another brown 911 on the road? Potentially greater in the future because

there are quite a few browns on the current PTS list and it feels like there could be something of a renaissance. It could even be the new green!

Until now the 1970's 911 hot-rod belonging to my good friend Mark Stow (@911lvr) was the only other one I saw with any regularity. Attending a Porsche event is another possibility, and so it came to pass as I ended up in convoy with a Macadamia brown 997.2 Turbo on my way to the first Flat Six Show held at Goodwood Motor Circuit. The event was excellent and I hope it becomes an annual fixture.

Because we arrived in convoy we were able to park together, giving me the chance to compare Macadamia and Anthracite. The names give a reasonable clue of what to expect from each hue, but I thought my Anthracite brown metallic looked a bit grey and washed-out next to



the intensely chocolatey Macadamia. I'm probably being unduly harsh, because the way my car flips subtly from being quite brown to quite grey is usually one of the things I like most about it. The 997's owner James told me it's recently

benefited from some fresh paint, helping it look particularly resplendent and unmistakably brown!


I'm submitting my column early this month to avoid having to write it on holiday. We're holidaying in the UK so doing some motoring, which raises the question of which car to take? Two adults, three miniature dachshunds, and 10 dogs. The Macan is the obvious choice, but I think the 991 could swallow everything we need, and would be a lot more fun; although I always take it steady when the dogs are with us. And we'll be hitting the beach frequently and so whatever we take will fill up with sand, and if the heatwave deserts us it could get pretty sloppy. Accidents do happen even when you line the rear seats and shelf with a matching bed sheet you bought especially!

I've been driving the 991 at every opportunity of late, in anticipation of an enforced period of separation, but it's actually made me want to take it even more. I don't need to decide until tomorrow, and I'll let you know next month.

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Anthony Coyne
Fort Lauderdale, USA

 @mr_coyne

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



All good things come to an end. And owning this 997.2 has without question been a good thing.

I bought it before we moved to the US, back when Alfred the Boston Terrier was diagnosed with a brain tumour and his only hope was treatment here. Originally, we thought he would have surgery in Minnesota and follow on with immunotherapy locally in Florida where we planned to live, with MRI scans and check-ups back in Minnesota every four months – a 4,000 mile round trip, but achievable.

Reading this, you may be thinking any 911 is the wrong car for the job – and you'd be right – but often purchases are more emotional than logical, and this Porsche is perhaps a comfort blanket of sorts in saying goodbye to the 3.8 993 Carrera S in the UK. I felt we could make it work, and it has worked. However, when Alfred's tumour returned in September he enrolled in a new clinical trial – one that would see us travel north at six-week intervals. It's gruelling. The novelty of doing this trip in a 911 has long gone. When Renée is driving I often need to work, sleeping in the bucket seats isn't great, when it rains (it rains hard in America) the threat of aquaplaning on those 305 section rears is ever-present, and when it snows we borrow another car.

Alfred's recurrent brain tumour was removed last October. Eight months later it started to regrow, which is scientifically a significant milestone



because dogs that have recurrent glioblastomas removed usually only another live four to eight weeks. Diagnosed at three years old, he's now five and his work has paved the way for human trials to begin. If this treatment now works for humans it could translate into years of extra life.

Apologies for going back and forth between car and dog, but the two are linked. Alfred is currently undergoing radiotherapy to shrink his tumour, and it most likely will shrink, before rejoining his clinical trial with a ramped-up plan – a plan that will likely see even more frequent trips. When I reached the Canopy Hotel after one 17-hour endurance session I soiled myself in the lift, and another time I threw up.

Recovery once home again takes a week. I'm calling it a day. Going forward I need to use something else. Something comfortable and full of driver assistance aids. My 50-year-old body can't take it.

With that said, my mega-mile munching 911 is listed on the Bring-A-Trailer auction site this month (\$45,500 if you're into numbers), and with it this chapter of Living the Legend is closing as the baton passes to another storyteller. I've always enjoyed reading the experiences and thoughts of new contributors back here, and they usually do a better job than me. When Lee, our Editor-at-Large, asked me to contribute to this section in early 2021, I only intended to do a year because I really didn't think I'd have much to say after that, and was aware many people would like one of the slots. There was also concern that Lee might fire me. Luckily, the team at **Total 911** have edited out everything that may have offended anyone. Like Alfred, I've managed to go on longer than expected.

Why didn't I keep the 911 and buy something else to run alongside it? It comes back to Alfred again, my wife's dog who bonded with me as a puppy and became an inseparable best friend is not done for just yet – we got some livin' to do. Despite being on a clinical trial, his cancer journey has cost a small fortune, and continues to do so. He has already had Renée's new kitchen, and this month alone he's racked up almost \$10,000 in specialist vet bills for treatment outside of his trial. He can have the car if it helps him.

Glioblastomas are truly awful things. Survival rates are dismal (on average 15 months for humans eligible for surgery and chemotherapy, and much less for dogs), and quality of life is poor. They're one of the most aggressive tumours and sadly their incidence in humans is on the rise.

The University of Minnesota Veterinary Medical Center and Alpheus Medical have been so very kind and generous to us. Their expertise and determination is inspiring to witness. I'm hopeful the work they're doing with Alfred and other dogs will clear the way for better treatment of this terrible disease in the future – be that someone's dog, or human loved-one. F*ck cancer (something tells me the team will leave this one in).

Cheerio my fellow nerds. Enjoy those Porsches. Love and take care of those close to you – Anthony, Renée and Alfred x. **911**



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PREMIER PORSCHÉ

EVERYTHING YOU NEED FOR YOUR 911

Data file

Full specs, ratings and market values of every Porsche 911 model from 1963 to 2022, including the 964 Carrera models, can be found beginning on page 74



Plus

■ Showroom

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

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Data file

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



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



General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 2022 Q4 will be September. The review for 2022 Q3 was July.



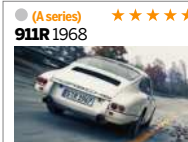
Ratings

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



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

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



● (A series) ★★★★★
911R 1968
The lightest 911 of all time, the R was essentially a prototype racer fitted with a 906 flat six engine producing 210hp. Of the 19 produced, four would stay at the factory as works cars.

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



● (C & D series) ★★★★★
911S 1970-1971
An upgrade in engine size gave the 911S 180bhp. Unlike the 911E, the S didn't gain improved low-down power and torque, so you had to keep the revs up for good power.

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



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

Production numbers	15,082
Issue featured	107
Engine capacity	2,195cc
Compression ratio	8.6:1
Maximum power	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



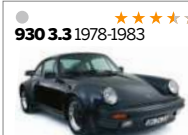
● (G series) ★★★★★
Carrera 3.0 RS 1974
Updated version of the 1973 2.7 RS, complete with impact bumpers and Turbo-spec whaletail rear wing. Steel arches added by hand at the factory, with 917 brakes.

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



● (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, whaletail rear wing and four-speed gearbox were standard.

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



● (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	158
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	107
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 TIN triple-choke carburetors led to the relatively lower power output of 130bhp despite the new 2,341cc engine size.

Production numbers	16,933
Issue featured	107
Engine capacity	2,341cc
Compression ratio	7.5:1
Maximum power	130hp @ 5,600rpm
Maximum torque	192Nm @ 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	142mph
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	1,075kg
Wheels & tyres	F 6x15-inch; 185/70/R15 R 6x15-inch; 185/70/R15



(G, H, I, J series) ★★★★★
911 1974-1977
'911' was now the entry level. Bumpers were added to conform to US regs. From 1976, all 911s were hot-dip coated and fitted with 'elephant ear' mirrors.

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



(G, H, I, J series) ★★★★★
911S 1974-1977
911S was now a mid-range model comparable to the previous 911E. It had the same body changes as the base model, and came as standard with 'Cookie Cutter' rims.

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

(G & H series) ★★★★★
911 Carrera 2.7 1974-1976

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

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

(G & H 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

★★★★★
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	196mph
Length	4.260mm
Width	1.840mm
Weight	1,450kg
Wheels & tyres	F 8x17-inch; 205/45/ZR17 R 9x17-inch; 255/45/ZR17



(I & J series) ★★★★★
911 SC 1978-1983
From 1978, the SC was the only normally aspirated 911. Developed from the Carrera 3.0, but produced less power. Upgraded Sport options.

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



(I & J 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

★★★★★
930 3.3 1978-1983

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

Production numbers	5,807 (plus 78 to 79 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



(I & J series) ★★★★★
911 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)

★★★★★
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; 205/45/VR16 R 9x16-inch; 245/45/VR16



★★★★★
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	239hp @ 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



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

Production numbers	55
Issue featured	12
Engine capacity	3,746cc
Compression ratio	11.6:1
Maximum power	300hp @ 6,500rpm
Maximum torque	359Nm @ 5,250rpm
0-62mph	4.9 sec
Top speed	169mph
Length	4,250mm
Width	1,75mm
Weight	1,210kg
Wheels & tyres	
F	6x16-inch; 205/40/VR18
R	11x18-inch; 285/35/VR18



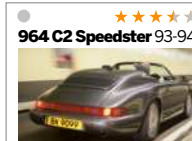
★★★★★
964 Anniversary 1993-94
'30 Jahre' anniversary 964 utilised a 'Turbo' wide body melded to the four-wheel-drive Carrera running gear. Available in Viola metallic, Polar silver or Amethyst.

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/VR18
R	11x18-inch; 295/30/VR18



★★★★★
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/VR18
R	11x18-inch; 295/30/VR18



★★★★★
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/VR18
R	12x18-inch; 315/30/VR18



★★★★★
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/VR17
R	9x17-inch; 255/40/VR17



964 C4 Lightweight 1991

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

Production numbers	22
Issue featured	131
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	265hp @ 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 @ 5,750rpm
Maximum torque	450Nm @ 4,500rpm
0-62mph	5.4 sec
Top speed	168mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F	7x17-inch; 205/50/ZR17
R	9x17-inch; 255/40/ZR17



964 RS 1991-1992

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

Production numbers	2,405
Issue featured	131
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	260hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.4 sec
Top speed	162mph
Length	4,250mm
Width	1,650mm
Weight	1,230kg (Sport)
Wheels & tyres	
F	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 @ 5,750rpm
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 C4 1998-2001

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

Production numbers	22,054
Issue featured	111
Engine capacity	3,387cc
Compression ratio	11.3:1
Maximum power	300hp @ 6,800rpm
Maximum torque	350Nm @ 4,600rpm
0-62mph	5.2 sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,375kg
Wheels & tyres	
F	7x17-inch; 205/50/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 C4 2002-2004

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

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

What are the common entry points to 911 ownership in 2022?



It might be easy to forget that each year, new members join the 911 owners club. But what models are first-time buyers plumping for in 2022?

It should be pointed out that the cheapest way into a 911 is probably the 996 through a private sale, and that will likely remain so. But there are as many types of buyers as there are types of 911, and a dealer purchase is always the safest and best way to find both the right car for each situation, while using their experience to assure the quality of the vehicle. To assess the market **Total 911** asked Paragon and Avantgarde Classics, covering everything from air-cooled to nearly new.

Jason Shepherd of Paragon is clear about the buyer wanting the modern end of the market. "The 997 Gen2 is the go-to, really," he says. "The Gen1 will be cheaper, but the Gen2 is the clear favourite." Jason points out that the process usually involves lots of talking to the buyer about what they're expecting from the car. "That guides us to which model might suit them," he says. "The right 911 for them may be a more affordable version, rather than a higher-spec car like a GTS."

But not every first 911 is driven by budget or modernity concerns. "Many first 911s are bought around achieving the lifetime goal," says Jonathan Aucott of Avantgarde Classics. "You definitely get people wanting an old 911 as a first purchase." In that, the first 911 remains the SC and the 3.2, he says. Until recently the 964 would have been in that group, but their values have edged even over 993s of late. "Budget will dictate the model for some, but buyers tend to know the model they want, from research or the 'poster car' effect from their youth," Jonathan says. "The 3.2 is nimble, the 993 easier to live with every day, but the 964 is the perfect mix of everything, as the market is probably realising," he adds. "Buyers are more knowledgeable than ever," Jason agrees. "In the air-cooled end of the market, that's definitely the case."

A first 911 is always a special car. There's huge joy to be had in the whole process of learning, looking and asking for advice to find that right car for you. A knowledgeable dealer doesn't just enable you to compare cars back to back, but the fact they have a car in stock means you've benefitted from their experience already. Enjoy the process, take your time, then enjoy your first 911.



996 Turbo S 2004-2005

A 911 Turbo with the previously optional 300bhp power upgrade, with larger turbochargers, uprated intercoolers and a revised ECU. PCCB are standard.

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



997.1 Carrera 2004-2008

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

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



997.1 GT3 RS 2006-2007

Similar to GT3, with wider rear 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

997.2 GT3 RS 2009-2012



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

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

997 Sport Classic 2010



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

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



997 Turbo S 2011-2013

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

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



991.1 Carrera 2011-2015

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

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



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★★★★★ **1997.1 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



★★★★★ **1997.1 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



★★★★★ **1997.1 Carrera 4 2005-08**
 Like the 997 Carrera, but with drive to all four wheels via a multi-disc viscous coupling, transferring between five and 40 per cent of traction to the front. 44mm wider at rear.

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



★★★★★ **1997.1 C4S 2005-2008**
 The same 3.8 litre, 355bhp engine as the Carrera S, with four-wheel-drive system on C4. 44mm wider than Carrera S to accommodate for wider rear wheels and tyres.

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



★★★★★ **1997.1 Turbo 2005-2008**
 Similar to 997 C4S body, but with extra intakes at the front and sides. Essentially the 996 Turbo engine, but with all-new twin turbos. VTG gave best of small/large turbos.

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



★★★★★ **1997.2 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/ZR18



★★★★★ **1997.2 Carrera S 2008-12**
 Altered as per the Carrera, but with larger 3.8-litre engine – again using fewer components and Direct Fuel Injection. Had seven-speed PDK optional, like the Carrera.

Production numbers	15,000
Issue featured	61
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	385hp @ 6,500rpm
Maximum torque	420Nm @ 4,400rpm
0-62mph	4.7 sec
Top speed	187mph
Length	4,435mm
Width	1,808mm
Weight	1,425kg
Wheels & tyres	F 8x19-inch; 235/35/R19 R 11x19-inch; 295/30/ZR19



★★★★★ **1997.2 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/ZR19



★★★★★ **1997.2 GT3 2009-2012**
 Updated as per the Carrera, but with a unique front and rear wing, revised PASM, centre-lock wheels and better brakes. 2010 MY GT3s recalled to fix rear hubs.

Production numbers	2,200
Issue featured	117
Engine capacity	3,797cc
Compression ratio	12.2:1
Maximum power	435hp @ 7,900rpm
Maximum torque	430Nm @ 6,250rpm
0-62mph	4.1 sec
Top speed	194mph
Length	4,460mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	F 8.5x19-inch; 235/35/R19 R 12x19-inch; 305/30/ZR19



★★★★★ **1997.2 Turbo 2009-2013**
 Same as the original 997 Turbo but with new LED tail-lights and front driver lights. Larger tailpipes and DFI engine, with fuel consumption cut by 16 per cent.

Production numbers	3,800
Issue featured	152
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	500hp @ 6,000rpm
Maximum torque	650Nm @ 1,950-5,000rpm
0-62mph	3.4 sec
Top speed	194mph
Length	4,450mm
Width	1,852mm
Weight	1,570kg
Wheels & tyres	F 8.5x19-inch; 235/35/R19 R 11x19-inch; 305/30/ZR19



★★★★★ **1997 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; 305/30/ZR19



★★★★★ **1997 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/ZR19



★★★★★ **1997 GT2 RS 2010-2011**
 GT2 went back to its roots with lightweight body and interior, plus extra power. Recognisable thanks to carbon fibre bonnet, air intake and mirrors.

Production numbers	500
Issue featured	155
Engine capacity	3,600cc
Compression ratio	9.0:1
Maximum power	620hp @ 6,500rpm
Maximum torque	700Nm @ 2,500-5,500rpm
0-62mph	3.5 sec
Top speed	205mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	F 8x19-inch; 235/35/R19 R 12x19-inch; 305/30/ZR19



★★★★★ **1997 C2 GTS 2010-2012**
 C4's wider rear body, and powered by the 3.8-litre Carrera S engine, with a Powerkit producing extra 25bhp. GTS is laden with Porsche options.

Production numbers	Unknown
Issue featured	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-60mph	4.6 sec
Top speed	190mph
Length	4,435mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	F 8.5x19-inch; 245/35/R19 R 11x19-inch; 305/30/R19



★★★★★ **1997 C4 GTS 2011-2012**
 Like C2 997 GTS but slightly heavier and with 4WD. In either C2 or C4 form, it represented a great saving over optioning up a 997 Carrera counter part.

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/ZR19



★★★★★ **1991.1 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



★★★★★ **1991.1 Carrera 4 2012-2015**
 22mm wider body than C2, with 10mm wider tyres and connecting rear tail light as standard. Also features a torque distribution indicator on the digital dash clock.

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



★★★★★ **1991.1 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



★★★★★ **1991.1 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

063 DUCKTAIL SPOILER

The first aerodynamic aid on a road-based sports car, Total 911 reveals how the Bürzel aids stability



Much of the technology you read about in this column is hidden from view. We may have to point out the difference between Varioram and VarioCam, but not so this month. Here, we look at something very much in every 911 enthusiast's lexicon: the Ducktail spoiler, which was first used on the 1973 Carrera 2.7 RS.

911s and rear spoilers are almost synonymous, but that wasn't always the way. The svelte 911 body was always intended to slice through the air as neatly as possible, and the original, clean-bodied 911 did this superbly well. A little too well, it turned out. The same iconic curves and low back-end that reduced aerodynamic drag – giving a drag coefficient of 0.38 on the 1963 model – also meant there was little to press it down on to the road at high speed. It wasn't exactly taking off, but there was a noticeable lack of stability at speed. Porsche's head of vehicle design, Helmuth Bott, was tasked with reducing lift, both front and rear. Whatever the solution, it was decreed that existing production 911s needed to take advantage of it, too.

Inspiration appeared after a design team member, Tilman Brodbeck, noticed his new Fiat 850 felt quicker than a 5bhp increase should, and pondered the small flick on the car's engine cover. Using basic materials, Tilman fashioned three similar spoilers for a 911 and tested them in the wind tunnel. Test mules drew comedic responses from colleagues, but not when the test drivers reported higher speeds and greater stability compared to a standard 911 around Weissach.

Increasing the spoiler height and measuring drag and top speed identified the ideal spoiler height... and a problem. Authorities raised concerns about rear crash safety, meaning the final design was a balance of safety and effectiveness, before being patented (no. 2238704) and nicknamed the Entenbürzel, or ducktail. Fitting it alongside the recently designed fibreglass front air dam reduced lift, but engine cooling improved and drag was lower, too. At 150mph, rear end lift dropped from 145 to just 45kg, while at the same time improving rear wheel grip by 20 per cent.

The Carrera RS was the first sports car to feature a rear spoiler in the ducktail. But the real-world verification and lessons learnt led the way for later aerodynamic solutions of equal iconic status and effectiveness, such as the whaletail and teatray. As iconic as the ducktail is, it didn't appear on another production 911 after the 1973 RS until 2010's 997 Sport Classic.



★ ★ ★ ★ ★	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 2013-2015	Issue featured	115
Same dimensions as the 991	Engine capacity	3,800cc
Turbo, but with a tweaked map	Compression ratio	9.8:1
to provide extra 40bhp. Turbo	Maximum power	560hp @ 6,500rpm
options standard, including	Maximum torque	670Nm @ 2,100-4,250
centre-lock wheels and PCCB.	0-62mph	3.1 sec
	Top speed	197mph
	Length	4,506mm
	Width	1,880mm
	Weight	1,605kg
	Wheels & tyres	
	F 9x20-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,		5,000rpm
exhaust and engine	0-62mph	3.9 sec
management to produce	Top speed	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



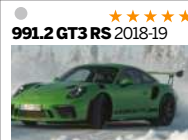
★ ★ ★ ★ ★	Production numbers	Unknown
991.2 Carrera 4 2016-08	Issue featured	133
New 9A2 turbocharged engine	Engine capacity	2,981cc
fused with all-wheel-drive	Compression ratio	10.0:1
running gear, now electro-	Maximum power	370hp @ 6,500rpm
hydraulically controlled.	Maximum torque	450Nm @ 1,700-
Distinguishable by wider body		5,000rpm
and full-width rear brake light.	0-62mph	4.1 sec
	Top speed	181mph
	Length	4,499mm
	Width	1,852mm
	Weight	1,480kg
	Wheels & tyres	F 8.5x19-inch; 235/40/ZR19 R 11.5x19-inch; 295/35/ZR19



★ ★ ★ ★ ★	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		5,000rpm
drive form. C4 GTS	0-62mph	4.1 sec
quicker than C2 GTS.	Top speed	194mph
	Length	4,528mm
	Width	1,852mm
	Weight	1,450kg
	Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20



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



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



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



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



991 Anniversary 2013-2014

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

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

991.1 Carrera GTS 2014-16



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

Production numbers	Unknown
Issue featured	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 @ 2,500rpm
0-62mph	3.4 sec
Top speed	190mph
Length	4,519mm
Width	1,852mm
Weight	1,565kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11.5x21-inch; 305/30/ZR21

992 Carrera 2020-



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

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

992 Carrera 4 2020-



Same spec as the 992 Carrera, albeit with variable torque sent to the front wheels in an improved multi-plate clutch AWD 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 @ 2,500rpm
0-62mph	3.6 sec
Top speed	189mph
Length	4,519mm
Width	1,852mm
Weight	1,675kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11.5x21-inch; 305/30/ZR21



992 GT3 2021-

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

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

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Porsche Torque with Alex Manos

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

At Beverly Hills Car Club we've just had delivered a stunning 1973.5 Porsche 911T CIS Targa Sportomatic in a beautiful factory colour combination of Gold metallic with a black interior. This 911T comes well equipped with a Sportomatic transmission, 2.4-litre engine, air-conditioning, four-wheel disc brakes and Fuchs wheels.

As well as a Porsche Certificate of Authenticity copy, there's an owner's manual booklet and service receipt copies dating from 2016 to 2018 for an engine rebuild and other work completed that totals over \$42,000. It's an opportunity to experience the car as the factory intended. This is the last Porsche model built with the long hood body style, which gave the classic 911 its legendary profile. This is also the final production outing of Porsche's 2.4 engine, which was one of the most reliable engines the Stuttgart company ever manufactured.

Production of the 1973 car was split into two. The first was produced in the second half of 1972, employing mechanical fuel injection (MFI). However, from January 1973 Porsche 911Ts switched to Bosch

CIS fuel injection technology, aimed entirely at the US market where both the 911T Coupe and 911T Targa were exported to. This maintained the power output of the US version at 140hp, but with lower emissions, thereby complying with US law. Porsche would use the bulletproof Bosch CIS system for the next decade.

In total 1,944 models of the car were produced for the 1973.5 edition of the 911T Targa, but only 96 featured the Sportomatic gearbox, which came as an add-on order. So our astonishing example is extremely rare and much of that scarcity indeed derives from the 'Sportomatic' factor.

Porsche's employment of the Sportomatic semi-automatic gearshift system was an option for standard production models from 1967 until 1978. Once upon a time, a 'Sporto' link was such that it might reduce the value of the car. But now the rarity value – most notable with the Targa Sportomatic and 911S models – has only enhanced the price of these fabulous driving machines.

You can understand the sexiness in the very name of the Sportomatic. It's a crafty technological

development that can be described as a four-speed gearbox with a torque converter, which is activated as soon as the lever is moved. Essentially, you have the oomph of gear changing, but without a clutch.

As mentioned earlier, in January 1973 US-spec Porsche 911Ts switched to Bosch CIS fuel injection. New camshafts were fitted with reduced valve opening timing. In addition, models for the US market came with black rubber overrider pads, a consequence of newly strict American safety legislation. There were further modifications, each heralding a practical improvement. Petrol station attendants had unfortunately regularly poured fuel into the rear of the right-hand door oil filler, so it was dropped. There was a black finish on the light surrounds and horn grilles instead of chrome, as previously. A rear window wiper was also added.

Production of the F-series 911 continued until July 1973, which explains the somewhat mysterious 1973.5 appellation.

What was so great about the 1973.5 911 Targa Sportomatic was that it retained the legendary 911 look. Yet it arrived with significant engine enhancements, not the least of which was the Bosch CIS fuel injection, improving on the former MFI unit. If you have one, feel proud of yourself. Turn the key and enjoy it right now. **911**



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SPECIALIST 911 INSURANCE TO SAVE YOU MONEY



A silver 1995 Porsche 911 3.6 Carrera Coupe automatic is among the star cars up for auction at the Practical Classics Classic Car and Restoration Show.

The Carrera goes under the hammer at the NEC in Birmingham at the end of March and may be regarded as a bit of a snip at £35,000-£40,000.

It's racked up just 56,000 miles and it sets the pulses racing. Sale notes advise the car is newly resprayed in Polar Silver Metallic with grey leather interior, "Cup" alloys, Tiptronic "S" gearbox and sports suspension.

It also boasts air con, electric sunroof and mirror, headlamp washers and a full main dealer service history.

The great and the good of the motoring world seem to agree that the Porsche 911 is probably the most enduring performance

car ever made. From its origins in the 60s through to the latest water-cooled GT2 models, it has remained at the cutting edge of automotive technological innovation.

But beyond the power, technology and engineering excellence, the Porsche 911 embodies a kind of soul that draws in enthusiasts and connoisseurs and thrills car lovers the world over. The 911 is indeed a global motoring icon.

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Our cherished cars department has a whole spectrum of specialist schemes to cover all varieties of luxury and sports cars, and especially ones like the 911. Whether you have a 997 GT3, or a pristine 1964 classic 911, or you'll be making a bid on the Porsche 911 3.6 Carrera Coupe up for auction, we have an appropriate scheme for you and your Porsche.

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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**



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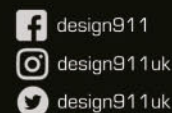
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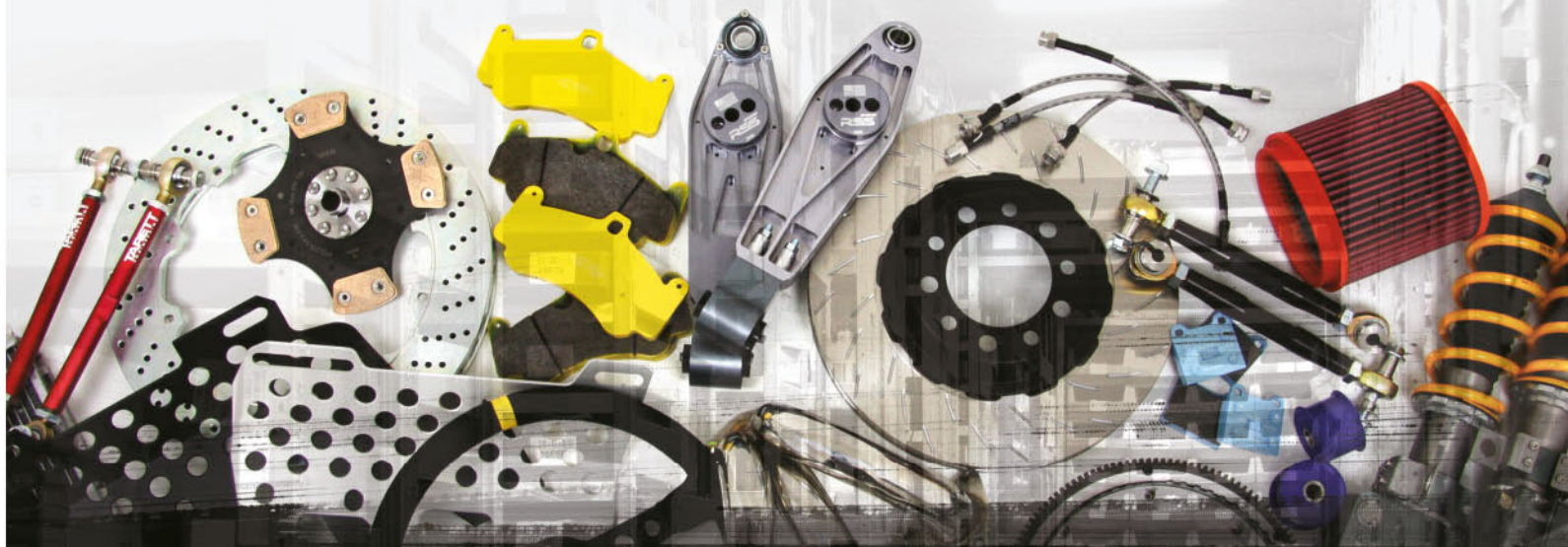
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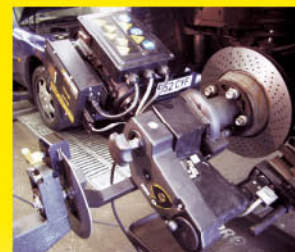
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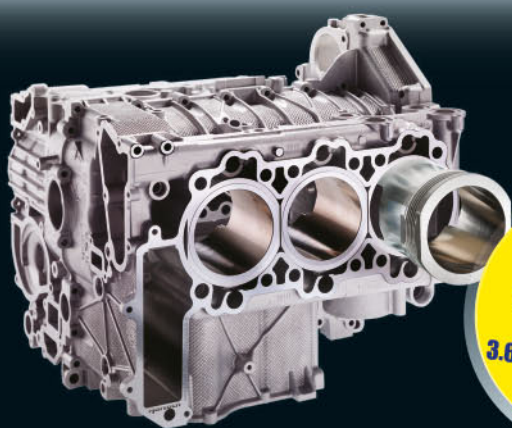
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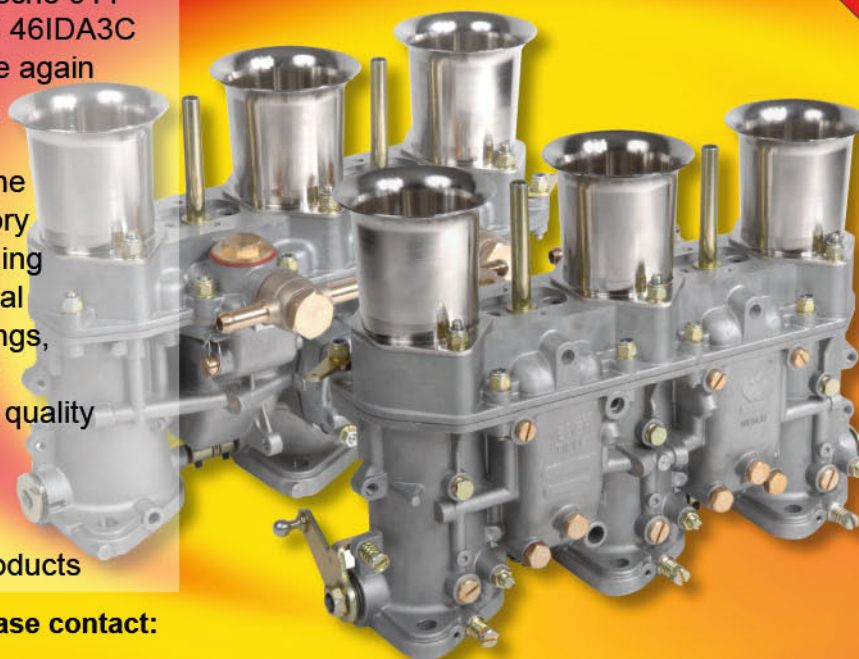
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NEXT ISSUE

Issue 223 in shops and available for download from **11 Oct**



GT3 RS FIRST DRIVE

First account from behind the wheel of Porsche's sensational new Rennsport



991 TAKES A ROAD TRIP 'HOME'

On its 10th anniversary, Total 911 takes a 991 back to Stuttgart



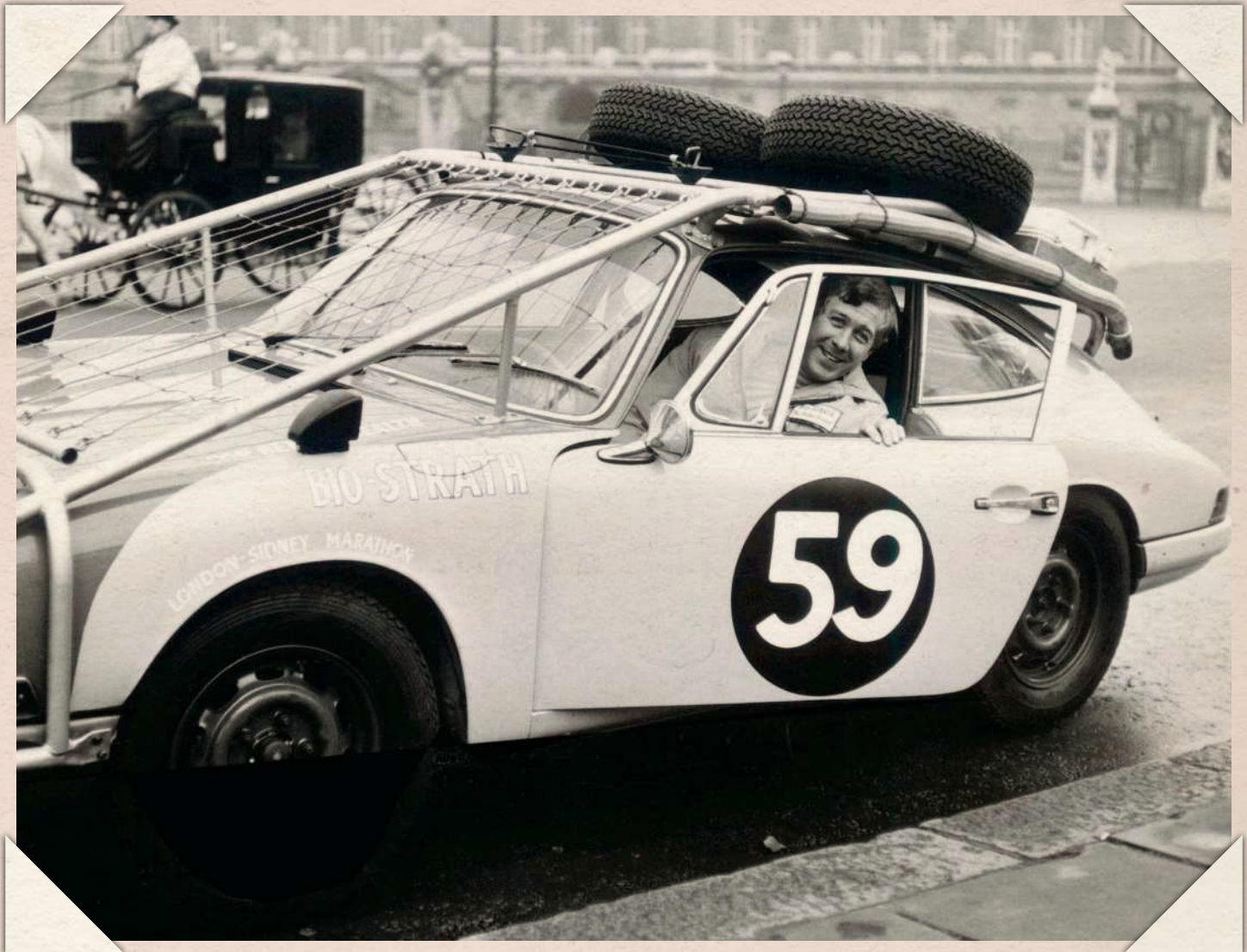
STEP INSIDE GUNTHER WERKS

Total 911 meets Peter Nam, CEO of the company reimagining 993s



PORSCHE'S SECRET 911S

Take a look inside Porsche's secret storage facility for prototypes



Porsche Moment

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

The London to Sydney Marathon was a 10,000-mile rally dreamed up in 1968 by the *Daily Express*. It was proprietor Max Aiken's idea to cheer up a country after the recent dramatic devaluation of the pound.

As Max hoped, the event attracted a lot of attention, not the least of which was the £10,000 prize for the winner. The motor manufacturers were interested and among the 100 or so participants there were entries from Ford, Chrysler, BMC and Citroën, in addition to privateers including army types in Land Rovers and four 911s. Hushke von Hanstein had spotted the publicity opportunity and three of the 911s were modified by Zuffenhausen, among them a car for Polish rally ace Sobieslaw Zasada, whose 911 was runner-up in both the 1967 and '68 European rally championships. A

second 911 was produced for Safari Rally winner Edgar Herrmann and he's shown posing here on a drab London winter afternoon.

After he crashed his reconnaissance VW into a kangaroo, at Sobieslaw's request Zuffenhausen's preparation included the famous 'roo-bar' cage. In mild steel, with no thought of weight saving, this contraption together with the spares and tools increased the 911's weight from 1,080kg to about 1,350kg. Journalist Paul Frère was appalled, later commenting it was "exactly what not to do to a Porsche."

Sobieslaw's 911 had a close ratio gearbox with lower final drive ratio, and although it kept its 160bhp S engine, the compression ratio was lowered to 8.6:1 and ignition-retarded in anticipation of lower octane petrol in the later stages. Clearly, the event would be about

attrition rather than racing and few competitors sported significantly tuned engines. And attrition it proved: in a rally dominated by retirements and accidents, including a head-on incident near the end that almost killed leader Lucien Bianchi, Edgar's car ingested sand and wrecked its engine, while Sobieslaw ran into last-minute difficulties and potential victory slipped to fourth place. As it was, Scottish rally champion Andrew Cowan in a completely unfancied Hillman Hunter sneaked through the carnage to collect the generous first prize.

Sobieslaw would reappear for Porsche in the Safari Rally in the 1970s, and again would miss out at the very end. In 2019 *Christophorus* featured his London to Sydney 911, restored in Australia after reportedly being discovered there languishing in a shipping container. **911**

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