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1994 Porsche 911 Speedster-stock- 14999



Presenting this limited production 1994 Porsche 911 Speedster (one of less than 469 produced for the US market). Featured with only 6,710 miles on the odometer and is available in its factory color code #80K Guards Red with a black interior. The vehicle comes with a clean Carfax and is equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, automatic speed control, air conditioning, RS door panels, power windows, power steering, soft top, 4-wheel disc brakes, jack, and spare tire. Both the color code and options sticker are still in place under the hood. Also includes the original owner's manual and maintenance booklet with service stamps. An extremely low mileage, highly collectible, and well-taken care of third-generation Porsche 964 Carrera C2 Speedster that is mechanically sound.

For \$225,000



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



1989 Porsche 911 Carrera Coupe-stock-15132

Presenting this 1989 Porsche 911 Carrera Coupe featured with matching numbers and is finished in a color scheme of its factory color Black (A1) with a tan interior. This 911 Carrera is powered by a 3.2-liter engine and a 5-speed G50 manual transmission. Equipment includes automatic speed control, air conditioning, 4-wheel disc brakes, power windows, electrically adjustable outside mirrors, power seats, sunroof, Fuchs wheels with Uniroyal Tiger Paw tires, tool kit, and a spare tire. The color code and options sticker are both still in place under the hood. In addition to the equipment, the car comes with the owner's manual booklet and service record receipts totaling over \$12,000 dating from 1986 through 2017. An extremely desirable air-cooled Carrera that is mechanically sound.

For \$79,950



2004 Porsche 911 Turbo Cabriolet X50 6-Speed-stock- 14746

Presenting this well-equipped 2004 Porsche 911 Turbo Cabriolet X50 6-Speed that is available in Silver Metallic with a black interior. The 911 Turbo comes equipped with a 6-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, X50 Turbo Power Kit, automatic speed control, air conditioning, power mirrors, power windows, power steering, power seats (driver/passenger), roll bar, soft top, 4-wheel disc brakes, Porsche Twist wheels, and spare tire. An excellent and desirable convertible sports car that is mechanically sound.

For \$49,950



1977 Porsche 911S Coupe-stock- 15107

Presenting this matching numbers 1977 Porsche 911S Coupe that is finished in its factory color Silver Metallic (936) with a black interior. The 911S comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 2.7-liter engine, 4-wheel disc brakes, Fuchs wheels wearing Michelin tires, air conditioning, sunroof, and a spare tire. The 911S is a California car that had the same owner for many years and is mechanically sound.

For \$48,500



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



1997 Porsche 993 Turbo-stock-15255

Presenting this beautiful 1997 Porsche 993 Turbo featured with 21,588 miles on the odometer and available in its factory color code #99C Midnight Blue Metallic with a blue interior. The vehicle comes with a clean Carfax and is equipped with a 6-speed manual transmission, Flat 6 cylinder 3.6-liter engine, air conditioning, sport seats, automatic speed control, power mirrors, power windows, power steering, power sunroof, 4-wheel disc brakes, Porsche Twist wheels, tool kit, air compressor, jack, and a spare tire. Also includes paint meter reading photos. Both the color code and options sticker are still in place under the hood. An extremely desirable low mileage air-cooled Porsche Turbo that is also mechanically sound.

For \$295,000



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 packages, 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



1979 Porsche 930 Turbo Coupe-stock-14909

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

For \$139,950



2004 Porsche 911 Carrera 4S Coupe-stock-14805

Presenting this well-equipped 2004 Porsche 911 Carrera 4S Coupe that is available in its factory color #L041 Black with a black interior. Comes equipped with a Tiptronic transmission, 3.6-liter engine, automatic speed control, power windows, power mirrors, sunroof, steel wheels, air conditioning, 4-wheel disc brakes, power seats (driver/passenger), power steering, and a spare tire. Both the color code and options sticker are still in place under the hood. Also includes service documents, receipts totaling over \$43,000 and a copy of the window sticker. A well-maintained 996 4S Coupe that is mechanically sound.

For \$29,950



1971 Porsche 911T Coupe-stock-15513

Presenting this 1971 Porsche 911T Coupe featured with matching numbers and finished in its factory color Bahia Red (1313) combined with a black interior. Equipped with a five-speed manual transmission, Flat 6 2.2-liter engine, four-wheel disc brakes, air conditioning, chrome trim, single exhaust outlet, VDO dash gauges, chrome headlight rings, chrome rocker panels, rear rubber capped bumperettes, pop-out rear quarter windows, drive-side mirror, four-spoke steering wheel, Blaupunkt radio, Gold "Porsche" nameplate and model number, solid wheels with Hubli DH460 tires, Porsche-branded hub caps, and a lockable glove compartment. This is 1 of only 583 examples that were produced for this specific model. Do not miss your chance to jump into the ownership of this rare and highly desirable Longhood that is mechanically sound. An excellent original and low mileage sports car that is mechanically sound.

For \$59,950



1976 Porsche 930 Turbo Carrera-stock-15318

Presenting this highly-collectible 1976 Porsche 930 Turbo Carrera, Sunroof Delete featured with matching numbers and 96,012 miles on the odometer. Finished in its factory color Grand Prix White (908) combined with a black interior. Equipped with a manual transmission, four-wheel disc brakes, dual-side blind spot mirrors, air conditioning, pop-out rear quarter windows, rear bumperettes, VDO dash gauges, white tail rear spoiler, fog lights, foldable rear jump seats, sun visors, locking glove compartment, door pockets, three-spoke steering wheel, analog clock, Kenwood radio, Fuchs wheels, tool kit, and spare tire fitted in the trunk. This is #225 out of only 530 examples that were produced for the US market. An original blue-plate California car that is highly desirable and is also mechanically sound.

For \$108,500



1991 Porsche 964 Carrera Cabriolet-stock-15296

Presenting this 1991 Porsche 964 Carrera Cabriolet that is finished in a color combination of Grand Prix White with a black interior. The 964 comes equipped with a 5-speed manual transmission, Flat-6 3.6 liter engine, 4-wheel disc brakes, power mirrors, power windows, power seats, automatic speed control, air conditioning, Twist wheels with BFGoodrich tires, electric soft top, Tonneau cover, jack, and a spare tire. In addition to the equipment, the car comes with the owner's manual, Kenwood audio booklet, and service receipts totaling more than \$3,000 dating from 2016 through 2019. An original and extremely sought-after air-cooled Porsche that is mechanically sound.

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Welcome

The 993's historical journey is well known. Peter Falk, the famed Porsche engineer, produced a Lastenheft in the late 1980s that found the incoming 993 would have to achieve new levels of agility and responsiveness – not to mention refinement – and so the new 911 was born with its multi-link rear axle and six-speed transmission, among other improvements. That it was the last air-cooled Porsche 911 also ensured the car of its place in history and this, coupled with superior build quality over its water-cooled successor, is chiefly why values of the 993 never dipped.

In recent years though, the 993 has been overshadowed in the marketplace by its 964 predecessor, which has found itself at the centre of a high-end restoration movement that's seen values soar above the last air-cooled Neunelfer. The 964, once the unfavoured 911, is now the most desired among enthusiasts for its rawness, while the more refined 993 Carrera has, comparatively speaking, been largely forgotten.

“Our four cover cars are stunning, individual interpretations of the 993 Carrera in the modern age”

That could all be about to change. Our four cover cars are stunning, individual interpretations of the 993 Carrera in the modern age, the collective focus being to unlock a little more driving pleasure, to varying degrees of extremity.

While these cars have all been rebuilt privately, work is ramping up from renowned specialists around the world who recognise the 993's performance potential. Tuthill Porsche's stunning SC RS tribute is the first convincing backdate project from the UK that uses the 993 as a base (check it out in our news pages this issue). Meanwhile the Stateside entity, Guntherwerks, has further cemented its reputation as the premier 993 restomod outfit with the release of its recent Project Tornado turbocharged reimagining.

Of course, you may feel the 993 Carrera is absolutely perfect just out of the box. And that's fine, but for those who have pined to see a 964-esque rebirth of the marque for the modern age, that's very much happening now – and I can't wait to see it blossom further.



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^{Total} 911 Opening Shot

Photograph by **Steve Hall**

A vibrant splash of colour from four Stuttgart sports cars punctuates the autumnal surroundings in Shakespeare country, as their current custodians make some finishing touches ahead of a day in front of the **Total 911** cameras. See the full feature starting on page 16.

Contents

ISSUE #223 OCTOBER 2022

ESSENTIALS

8

Update

A comprehensive round-up of your latest Porsche-specific news, including our look at unique Porsche for sale around the world

10

Views

Highlights from your Porsche correspondence via email, social media and Total911.com

28

Subscriptions

Become a loyal subscriber and get the magazine delivered right to your door

64

Living the Legend

Real-world reports from our global collective of 911 owners

73

Premier Porsche

All the industry contacts you need to buy, tune, restore or upgrade your Porsche 911

74

Data file

Stats, specs and updated market values for every 911 model from 1963 to 2022

98

Porsche Moment

Total 911 studies the details behind a significant snapshot from Porsche's fascinating past

FEATURES

16

Porsche 993s

Kyle Fortune takes a look at a colourful collective of Porsche 993s all modified with modern tech... but which is best?

30

991 road trip

Chris Dearden celebrates 10 years of the seventh-generation 911 by driving a 991 to Stuttgart on some of Europe's best roads

40

Porsche's secret storage

Step inside the world's most hallowed Porsche building, where ultra-rare 911s are stored when not in the public eye

48

Manfred Hering interview

The owner of Early 911s reveals how the Porsche restoration company does business on its own terms

56

Ghislaine Kaes

Ant Raynor investigates the story of British-born Ghislaine Kaes, the man responsible for setting up Porsche's own Archives

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64



48

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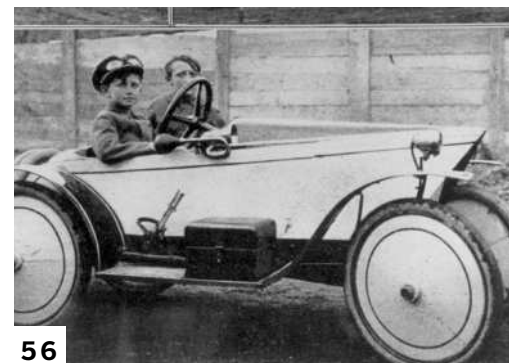
16



30



40



56

Update

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



Tuthill launches 993-based SC RS

The Porsche specialist has revealed its first 993-based road car project, inspired by the 911 SC RS Group B rally car of the 1980s

Hot off the heels of its striking 911K restomod project revealed just last month, Tuthill Porsche has launched its first 993-based road car. This latest offering bears all the hallmarks of previous Tuthill creations – namely engineering excellence with exceptional attention to detail.

Inspired by the iconic Rothmans-sponsored 911 SC RS Group B rally car of the 1980s, the Tuthill Porsche SC RS project boasts an extensive list of modifications – all applied to the original Porsche template. “Why the SC RS body?” posed frontman Richard Tuthill. “Because our Porsche rallying began through involvement with the Rothmans Group B rally programme, so it was a natural option for us to consider. Not to mention we love the look. As with many things in life, simplicity is the key, and I hope we’ve found that here.”

The body panels in question are based on those of the 930 iteration of 911, draped over a

993 Carrera shell. At the heart of the build sits the original 3.6-litre air-cooled engine, in this instance enlarged to 3.8 litres and running a butterfly intake system bespoke to the SC RS. That engine is mated to a six-speed G50 gearbox, while electronic communication is conducted via a MOTEC ECU.

As you’d expect, the running gear is built for purpose. Two-way adjustable dampers, set up for the UK’s fast A-roads, are located at each corner, while bespoke 16-inch wheels are tucked into the arches. Tuthill Porsche brake calipers complete the chassis arrangement. In unison, this recipe is intended to create what Richard calls a “unique driving experience”.

Tuthill Porsche also says that this is a car designed with lengthy trips in mind, enabling the driver to charge along cross-country road routes all day long without fatigue. As such, there are a couple of nods to comfort and convenience,

with climate control and Bluetooth connectivity for a sound system. But overall the interior takes inspiration from the 3.2 ClubSport in its ‘less is more’ approach.

“The standard 993 has a wonderful air of competence about it, with great NVH (noise, vibration and harshness) characteristics, loads of creature comforts built in, and it offers a very relaxing driving experience. However, we love earlier-looking cars with a bias towards playfulness and character,” said Richard.

“This isn’t pretending to be something else; we’re not hiding its origins. We’re very subtly changing the look, the feel and the dynamics of it, while retaining all we love that’s inherently built into the base car.”

It’s set to be produced in very limited numbers: as few as 15 examples of the SC RS-inspired 993 will be built. Prices have yet to be released.

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Restoration Challenge crowns Champion Porsche

The Florida-based dealership has taken top honours in the Porsche Classic Restoration Challenge awards

The second annual Porsche Classic Restoration Challenge entered its final stages at Indianapolis Motor Speedway during Sports Car Together Fest, hosted by Porsche Cars North America. Launched in February, the Challenge saw more than 60 dealerships from around the United States take part. Teams of certified Porsche Technicians raided the official catalogue of 60,000 Porsche Classic Genuine Parts to return their chosen cars to their former glory.

Taking part into the 2022 competition were Porsche 356 and 914 models, five generations of 911, transaxle models such as the 944 and 928, as well as modern classics – the first-generation 986 Boxster, Cayenne and Carrera GT.

Following months of restoration work, three finalists were brought together at the three-day Indianapolis show: a 1989 911 Turbo Type 930 restored by Champion Porsche; a 1996 911 Carrera 4S Type 993 from Porsche Exchange; and a 1982 911



SC Type 930 from Porsche Palm Springs. The finalists were rolled into the famous Winner's Circle at the Motor Speedway, with the Champion Porsche 930 restoration securing top honours.

"Not a single bolt was left unturned, and every single part was either replaced with new genuine parts from Porsche Classic or restored," said a representative from Champion Porsche. "Our mission

was to restore our 1989 911 Turbo to exactly what the original factory build sheet called for, resulting in a true factory restoration.

"The competition this year was definitely stiff and there were some amazing builds out there. The cars that made it to Sports Car Together Fest was proof of that. It was great to talk Porsche with all the fellow competitors, and to even feel a camaraderie amongst everyone."

Fuel pump relay upgrade

Is your 964 or 993 experiencing starting troubles? Then this relay should feature on your shopping list



If you're suffering with the frustrations of a classic 911 that won't start, and a flat battery isn't the cause, then your next port of call should typically be the fuel pump fuse and relay for the pump and DME – the car's ECU.

The DME relay only supplies power to the pump when the engine is cranking or in motion, which means the fuel pump will stop operating in the event of an accident, thus reducing the chance of a vehicle fire. Over time, however, these original relays fail.

Heritage Parts Centre's modern relay offers to solve any issues. Its new relay plugs into your car's fuse box, preventing starting problems in a jiffy. Suitable for 964 and 993 models, it comes with a 24-month unlimited mileage warranty and costs £23.50. You can get up to 10 per cent off by adding the code '9WERKS10' at checkout. Visit www.heritagepartscentre.com and search for item 993-615-227-01 to solve your 911 starting woes.

Women in pole position

The second We Drive event from Porsche GB saw aspiring female racing drivers meeting Esmee Hawkey



Following the success of its first We Drive event, devoted to addressing gender imbalance in motoring journalism, a second initiative from Porsche GB focused on women in motorsport.

Designed to encourage women from a variety of backgrounds to learn more about motorsport, and the varied career

opportunities the industry can offer, the second We Drive provided 12 women from all over Europe – chosen based on their experience and passion – the opportunity to take part in a day of driver tuition, workshops and Q&As at Brands Hatch hosted by former Carrera Cup GB racer, Esmee Hawkey.

"Throughout my whole racing career, I've flown the flag for females in motorsport, so to be able to spend a day with 12 like-minded women who all aspire to a racing career was always going to be great fun," said Esmee. "To see how passionate they are, to see them smiling throughout the day, has been such a positive experience. I hope they'll all be able to take something away that will help them further their motorsport dreams."

News in Brief

Red Bull F1 partnership with Porsche called off

Following months of speculation, a partnership between Porsche and Formula One outfit Red Bull has been canned. Talks about a possible entry into F1 in collaboration with Red Bull reached a conclusion when the Austrian firm wouldn't permit Porsche to acquire an equal shareholding in its operation. Porsche says that it remains attracted to entering the sport. However, with Audi soon to make its own debut, the form that could take is unclear.



911 Roof Tent

Porsche Tequipment has released a new two-person roof tent designed to turn the 911 into a hotel for nature lovers. The hard shell setup can be installed on the roof transport system of the 911 – both with and without roof rails. Two side windows and a roof window give the room a view. The transforming all-season tent is available to order now, priced at approximately £4,400.



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Views

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The very best of your Porsche opinions



Our Porsches are worth too much

Dear Sir,

I drive a 993 that I've owned for some years, but have recently thought about changing up to a different model and trying something else. It'll still be a 911 (what else?), but I'm thinking of going for a G-bodied car such as an SC or earlier.

As you know, historically the SC was the cheap 911 to buy, alongside 964s. Oh how we miss those days. The 964 is now unobtainium, but an SC? There are still plenty of them around, lots haven't been restored to any notable degree, and many of them carry rust.

None of this puts me off: I'm handy with the tools and relish a project. My issue is that the cars mentioned above tend to start at around £45k, which is absolutely ludicrous. Once the body is restored and the gearbox overhauled, you're into the £70k bracket. This is a high sum of money for a car that will be used sparingly (nobody dailies a G-bodied 911 anymore – not in this country, anyway) and will never significantly increase in value because of the sheer numbers of them still available.

It's great that our pride and joy can command so much cash, but their values mean these cars are being used less and less. It's rare to see a classic on the road with any real frequency these days, and with values so high, who can blame the owners? I'd like to see a market adjustment where the silly prices being asked for classics comes right down. I've owned my car long enough now so it doesn't owe me anything, and maybe softer values will allow people to indulge in using the cars as intended, and that's for driving.

Brian Reid

We're sure your hopes for the marketplace will get the heckles up of a few, but we see your point to a degree. It'd be great to see more classics on the road, more regularly, and it'd also be great if these cars fell into the hands of enthusiasts who appreciate the cars for what they are, rather than collectors who seldom go driving in them. This sentiment isn't exclusive to classic 911s, by the way – the same applies to modern GT Porsche!

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No Porsche in F1? A good thing!

Dear Sir,

My social media was awash this morning with news that Porsche and Red Bull won't now be working together in F1, despite persistent rumours for some time suggesting a deal was imminent. Social media appears generally disheartened, but I think this is great news. I'm hoping somebody at the magazine agrees with me.

For a start, I could never understand the point of the venture. Porsche has tasted only minor success in the sport in years gone by, and the rise of Formula E (and Porsche's participation in it) is almost seen as the antithesis of F1. To compete in both disciplines would appear nonsensical, at least at face value. Porsche hasn't exactly set the world alight in Formula E, so why does it think it can do better in F1 – another single-seater, single-driver championship?

From a spectator's point of view, I find Formula E incredibly boring and have never much been interested in the over-hyped fanfare of Formula One. I've always favoured the grit of GT and prototype racing, and believe this approach has stood Porsche in much better stead both reputationally and financially. We love our 911s as we've seen them, or at least the technology

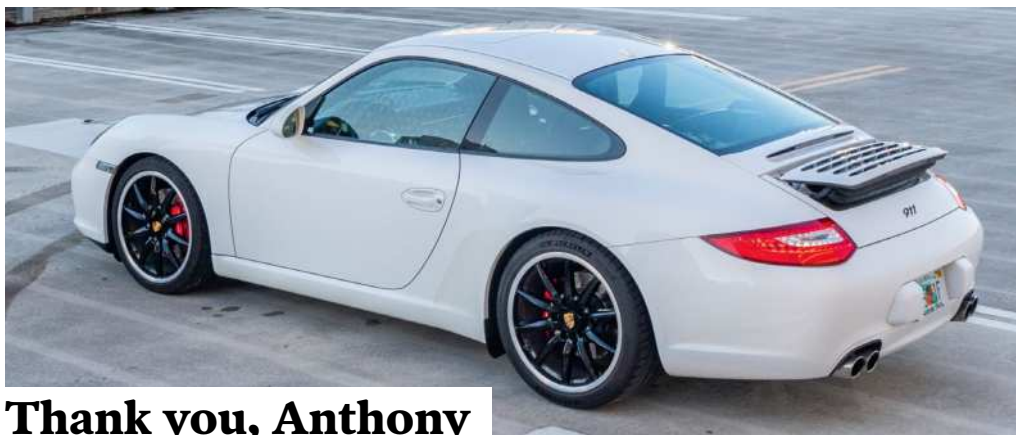


behind them, proven on the race track first. This is what makes GT racing in particular so special for true enthusiasts.

So, Porsche: please, please don't enter F1, ever. And please **Total 911**, can you print this so they will see it.

Steven Standen

Your wish is our command, Steven. Part of me would be curious to see how Porsche would fare in the sport, particularly in time for the rule changes in 2026 and against the backdrop of Audi already signing up to compete. But agreed, Porsche has always excelled at GT and prototype racing. To that end, I'm sure preparations for the centenary edition of Le Mans next year will preoccupy the wizards of Weissach over any F1 noise as Porsche makes a return to the top table of endurance racing.



Thank you, Anthony

Dear Sir,

Great final article by Anthony Coyne. His contribution is always a go-to each month, but this time he hit a nerve. I can relate to his experience driving 17 hours, making himself sick and needing a week to recover (with his authentically vivid prose here and there).

Driving to Oberstdorf this summer, I emerged from a 15-hour marathon from Calais – a journey that should take about 10 hours, max – unable to stand up, stressed to hell and I didn't want to see the car again until long after we got home, 10 days later.

Also aged 50, I would have given anything for something comfortable and genuinely tractable with some helpful driver aids.

It was all a bit cathartic having to admit that I'm getting a little old for drives like that. It's not a reflection of modern cars so much as it is of modern roads, which are appalling at times (it was the autobahn around Stuttgart that did it for me, followed by torrential rain on the A7 from Ulm, which is a fast road in the dry).



I'll be keeping my Porsche, though, and will limit myself to about 200-250 miles a leg in future. Oberstdorf becomes a three- or four-day trip on that basis, unfortunately. Either that or I'll truck my cars out there in future, but that's a massive fag. On which subject, someone might start a scheduled European shuttle service to lower trucking costs. Thanks for your articles, Anthony, and all the best.

Hywel Rees

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 have a 997.1 which is 60 per cent track use. I'm on my second leaky steering rack, with the leak being exactly as you described in a previous Ask the Expert column.

There's a relatively popular and highly recommended upgrade for the 997 power steering from LN Engineering. It's a power-steering oil cooler.

Can you address whether the leak is a result of overheating of the fluid and thus a cooling system may address the issue? I'm going to the shop to have the rack addressed early next week, so would love the answer soon so I can order the cooling parts.

Erik Smith

Hi Erik and thanks for the question. Sorry to hear that you're on your second steering rack failure with the same issue. With your car being 60 per cent used on track, the additional loading, forces and temperatures induced are significantly increased when compared to normal road use. When the car is on the limits for extended periods of time, components do wear and service life of components is reduced.

It is, of course, a huge benefit having an oil cooler installed on the steering system – especially if the car is used on track – but it's difficult to say that the temperature of the oil or overheating of the oil is the sole cause of the leaking steering rack. I would suggest that it's more a combination of temperature, heavy use and loading on track, paired with the fact that the rack seals are a weak link. I'm aware of a few power-steering pump failures on more track-focused cars, with mine failing on its last track day at Llandow, south Wales.

As with most track-focused cars, many upgrades are carried out as preventative maintenance and preservation for longevity and reliability, rather than outright performance gains. I would advise being confident that the replacement steering rack is from a reputable manufacturer or, if you're installing a reconditioned rack, that again it's from a good source. Fresh fluid and the addition of the oil cooler will certainly help, but as mentioned above it's difficult to pin down the sole cause as overheated fluid.



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Spotted

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



The keen-eyed among you will have noted that the above image doesn't correspond to the number that's on the front of this publication. Yes, it's a 959, but there's a strong argument that the 959 is in effect a super 911. And because this car's actually a 959 prototype that's built off a 930's underpinnings, hopefully you can indulge our classified trawling this month.

Who here isn't fascinated by the 959? Porsche's expensive, technical tour-de-force signalled the direction the 911 would take, introducing revolutionary equipment that every 911 (and other Porsche) since has benefitted from. Sequential turbocharging, tyre pressure monitoring, all-wheel drive, adjustable suspension and more were all innovations that wouldn't just dictate Porsche's future model range, but would come to influence the entire automotive world.

Commercially, the 959 might have been a costly flop that nearly bankrupted Porsche, but its significance to the car industry can't be underestimated. They're rare, too, because Porsche

only built 294 Komfort spec cars and a further 29 S (Sports), with rumours of a further eight cars being constructed in 1992, sold together to a favoured customer at a much greater price than the original production run.

The car above isn't one of those. Instead it's 'F9', which was a prototype 959 that was used variously for high-speed testing at Nardo, Italy, as well as on Sweden's ice lakes during winter testing. As one of 12 early F series prototypes it differs significantly from the production cars, sporting countless prototype parts. Furthermore, it's one of only three prototypes that relates to the super-rare 959 S, which makes it even more unique.

This car is for sale at Girardo & Co. It's been in the UK for a few years now, having previously been located in the US, as well as shown for a number of years in Japan before being sold in Europe. Porsche isn't noted for letting its prototypes reach public hands, but this car – as well as its sister prototype F7 – was apparently gifted to American Porsche legend Vasek Polak in recognition of the help he'd

given Porsche during the 959's development.

The cars were given with strict instruction that they were for display purposes only and not to be driven, Porsche apparently so strict about this that they were supplied without ignition keys.

Years of being displayed in various places around the world would follow, before Vasek's death would see the car being sold to an Italian collector and rally driver who had the car re-commissioned and running. In 2020 the car would be sold to Georg Konradsheim, a noted Porsche historian and author, who compiled a book outlining the car's history and significance. That book, along with all other relevant documents, is included in the sale.

This makes F9 a unique opportunity to not just purchase a prototype Porsche, but a prototype of a very rare model. One for the wealthiest, most committed Porsche collectors, and you'll need to speak to Girardo & Co if you're serious about buying it, but what a fascinating and unusual addition to your collection if you did. **911**

Photo credit Rob Cooper for Girardo & Co.

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993



The New Era

The last air-cooled 911 generation has lived in the shadows of the 964 for the past decade, but this colourful quadruple shows that with the right enhancements, the 993 can deliver a sharper, more focused ride that appeals directly to those who love to drive hard...

Written by **Kyle Fortune** Photography by **Steve Hall**

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As commutes go it's not a bad one. Caffeine & Machine, the Warwickshire hub of all things wheeled, will be the base today and, handily, it's about five minutes from my house. Two of the four 993s are already here when I arrive. Andy Brookes, owner of the red striped and duck-tailed example which you'll likely recognise from the regular Living the Legend pages, says the other two are incoming. Andy's had a lengthy run this morning up from the south coast, but he's his usual effervescent self despite the early start. Toby Dyer, owner of the Rivera blue Carrera, took a more sensible and enjoyable approach: he overnighted in one of C&M's rooms, so his commute's been even shorter than mine today.

The coffee's hot and strong as we wait, with Andy revealing that the pair of incoming 993s are similarly unique to their owners. That's the point today. We're gathering a bunch of 993s that deviate from stock, to create their own character, and suit the needs and wants of their respective drivers. George Smith will be arriving in a 993 that's built as an RS Clubsport in Speed yellow, while Chet Manani's Carrera 4, among some other more subtle modifications, has had a colour change from Aventurine green to Blood orange (018 Blut Orange, sometimes referred to as Tangerine, for the colour fans among you).

As a lover and previous owner of an Aventurine 993, hearing about Chet's car gives me a larger jolt than the caffeine this morning, and that's before I've even seen it. It all brings the promise of a colourful day though which, given that 993s are typically more usually conservatively painted, is a good thing. It's also certain to keep lensman Steve happy, too.

Chet's now here and, despite my concerns, his Carrera 4 looks absolutely sensational. His bravery in his colour change is utterly vindicated and to be celebrated. We hear George arriving before we see him, his slight tardiness today completely forgivable because, in contrast to mine and Toby's easy commutes this morning, George stepped off an overnight long-haul flight first thing. He's still on Vancouver time, having recently moved to Canada where he works as a GP. Yet, he admits that as a treatment for jet lag the RS couldn't be better prescribed. That's not just because of the visceral intensity it delivers, but because as a proper, full-on Clubsport build it's completely devoid of interior trim. George is hugged by Recaro Pole Position buckets in a cocoon of Speed yellow – yellow apparently being one of the best colours for energising and stimulating the human brain.

As is usually the order of things, getting all four cars in front of Steve's cameras is a priority. It's impossible to ignore the colour on display, the unusually overt collective underlining that the 993's shape suits a splash of bolder paint. Ludicrous as it might sound to admit, but George's wonderful RS build arguably looks the most conventional in this company. Perhaps because with an RS the expectation is of a bolder colour. Porsche's own press shots of the 993 RS back when it was launched featured Speed yellow for a non-Clubsport car. By association RSs should be bright. Carreras, on the other hand, are more often conservatively silver, blue or black. Not today.

It's hugely improbable that you'll have come across another 993 Carrera 4 in Blood orange, though on evidence of Chet's car that should perhaps change. There's good reason behind the inspired colour ➡





LEFT Chet Manani's Carrera 4 was originally Aventurine green before he took inspiration from a couple of Blood orange 993s he saw

BELOW The Tramont Cup 2 wheels on Chet's car, fitted with Michelin Pilot 4s, are in recognition of the Supercup cars from 1994

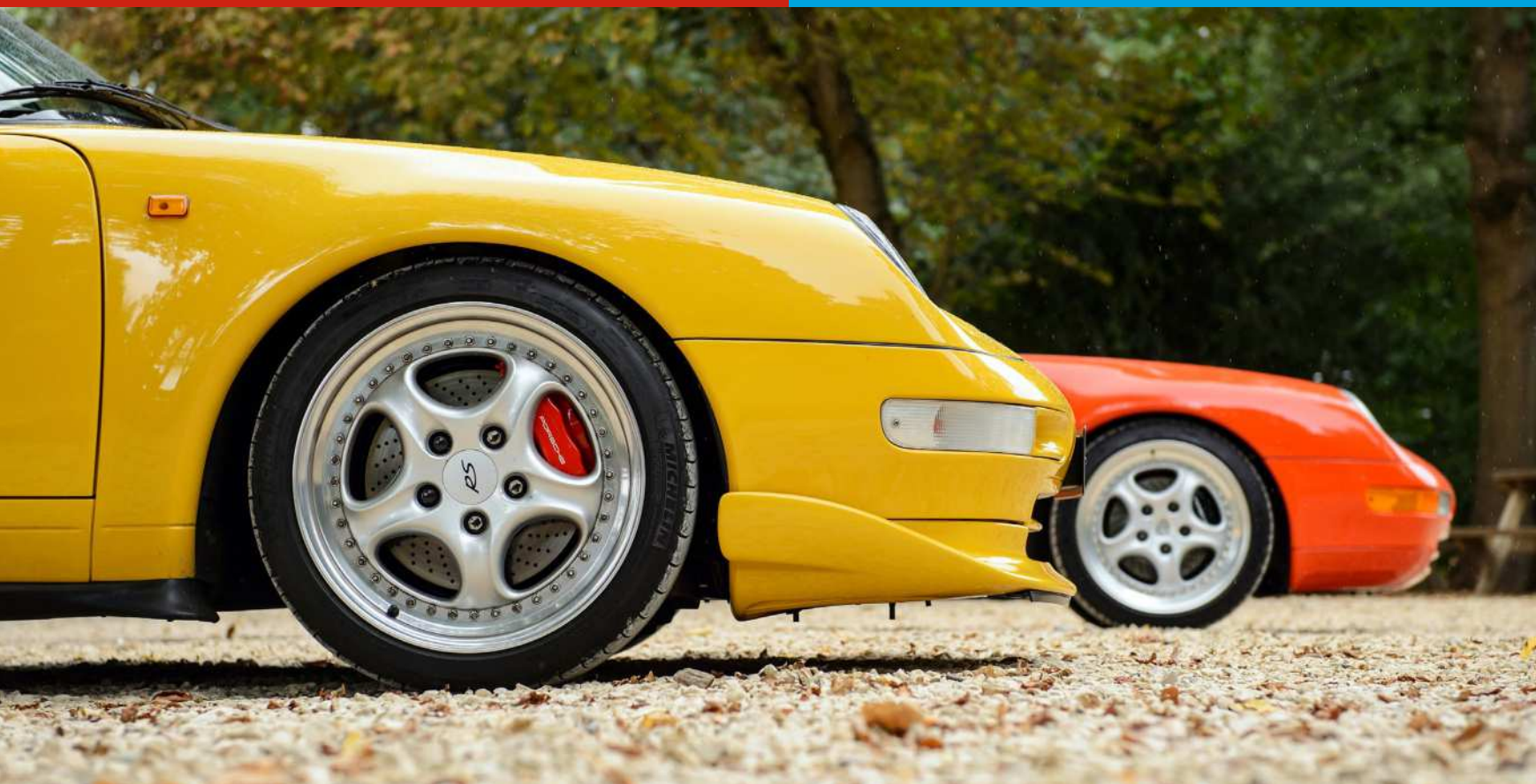
“It's hugely improbable that you'll have come across another 993 Carrera 4 in Blood orange”





“This is a build that’s
so faithful it uses
an original 3.8
RS engine”





ABOVE George Smith's car is a 993 that's built as an RS Clubsport in Speed yellow. Only connoisseurs would spot it is narrow-bodied

LEFT The nose on George's 993 is sensationally direct, this RS-inspired build offering the most scintillating turn of pace of the four cars here



switch. Chet's fanatical about the early Supercup, which might leave you wondering why he's not running around with the sort of aero George's car so gloriously exhibits here. As Supercup savant Chet will point out, the '94 season cars were aerodynamically unadorned – the last Cup cars to be so – but they would be brightly coloured. The Blood orange isn't specific to any Supercup car, then. Instead, the inspiration for the Carrera 4's change came from a pair of 993s (a GT2 Clubsport and RS Clubsport) each uniquely painted in Blood orange. Chet popped a bravery pill and did the same, and it looks superb.

Toby's Rivera blue car looks similarly sensational. Indeed, it's interesting comparing how the different colours deceive the eye into creating different forms with the 993. Here, the Rivera Carrera's headlights look a touch more upright, while the way the light works on its front sides flattens them slightly, before flattering the 993's shapely rear arches with the colour popping above the rear wheels. Obviously, the rear light and linking reflector bar contrast against the Rivera blue and Speed yellow cars to tremendous effect, with the Blood orange car's less prominent. Andy's Guards red is somewhere in between, being a bit more obvious thanks to them being Carrera S items, with a darker smoked red finish standing out against the red paint.

Andy wasn't looking for a Guards red car, but he's grown to love it and like every owner here he's made it his own. Most obviously, and relatively recently, he's added stripes: a triple orange graphic from aft of the front wheels that kick up sharkfin-style fore of the rear wheels. These take inspiration from a G-body Targa in the US, as well as the BB 911-30 Turbo Targa Polaroid press car that BB used to showcase the extensive personalisation possibilities it offered in

the '80s. Andy also cites a striped baseball cap for RADwood, an event focused on '80s and '90s car culture, as another source of inspiration.

The same triple stripe is used across the top of the ducktail. It, like those on the side, is so neatly integrated and executed it could be OEM. That's true, too, of the subtle body modifications that Andy's made, specifically around the front of his 993. With the ducktail at the rear he wanted some visual balance at the front, though he admits he isn't a particular fan of the Turbo bumper or, indeed, RS corners. He explored other solutions and Techart would provide a fix in the form of its Aerokit bumper corners. Doing so left the standard grille between them lacking to Andy's eyes. However, Techart again provided an answer, though one that Andy needed to spend a bit of time looking for because it's an out-of-production part. His patience was worth the effort. Fitting the piece and painting it black gives his 993 a unique look, and one that works particularly well with the RS air ducts beside the indicators.

While jostling for position for the cover shot, it's immediately clear that they're all running different exhaust set-ups. It's amusing to listen not just to the eight differing pipes, but to the reaction of each owner to the other cars. The differences are pronounced despite the same flat six pumping behind them – with the obvious exception of the 3.8-litre flat six that's in the RS. It has a 200 cell cat sports exhaust with a bypass. The sound it produces has a beautifully rich, slightly metallurgic tone that's underpinned by a strong flat six bass. It's something of an RS signature.

Toby's is the surprise here, and the one that everyone's commenting on. It again features a 200 cell cat, but being a Roock system the sounds 🎵



emanating from it – particularly at idle – are almost V8 with a muscularity and bass-rich intensity that's wonderfully appealing.

Chet's Carrera 4 is running a stock exhaust, which he admits he's been happy with. And rightfully too, because it's not lacking in aural appeal. Yet on evidence of his reactions here there's every chance the Carrera 4 might sound a bit different in time. That leaves Andy's car, which has had a de-cat and has a valved bypass. It gives Andy the ability to keep things relatively quiet when he wants to, or not when he doesn't. It sounds breathy but muted at idle, but pulling the dashboard-mounted knob with a simple musical note symbol ups the tempo significantly, with a more guttural, down and dirty note that's more than a little bit naughty.

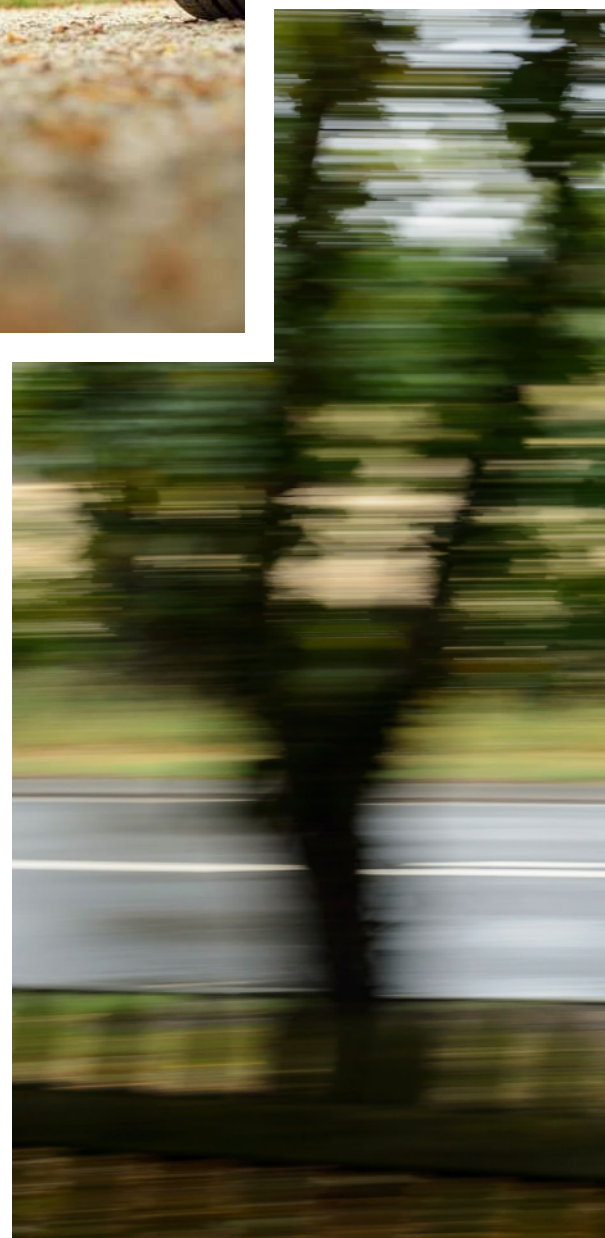
Shooting done, it's time to drive, and with the heavens having just opened prudence dictates that the Carrera 4 makes the most sense for a drive on some favourite and familiar roads. **Total 911** Editor Lee Sibley's behind in the Speed yellow RS, which may or may not prove to be wise. What's immediately obvious when getting into Chet's car is just how tight it all feels. The interior is beautiful, having been

re-trimmed, while the hardback sports seats – with Blood orange painted backs, naturally – introduce some colour to the otherwise black inside. It's genuinely impossible to believe that this is Chet's daily driver, such is the lack of any wear and tear, or mess – something which might change should he find the suitable child seat for his baby son that he's looking for.

“This car is the one here that errs closer to the RS in its focus, but not to the point of adding compromises”

It feels so surefooted, so brilliantly planted that it quickly gets up to speed. I'd happily drive it all day – it's difficult to comprehend that it's a near 30-year old car. It feels so tight, and right. The 3.6-litre flat six has benefitted from being chipped by Wayne Schofield, while there's a midweight single mass flywheel instead of the standard item. That does imbue the engine with an improved eagerness to rev, but it's not so quick and demanding that it's something you need to keep on top of.

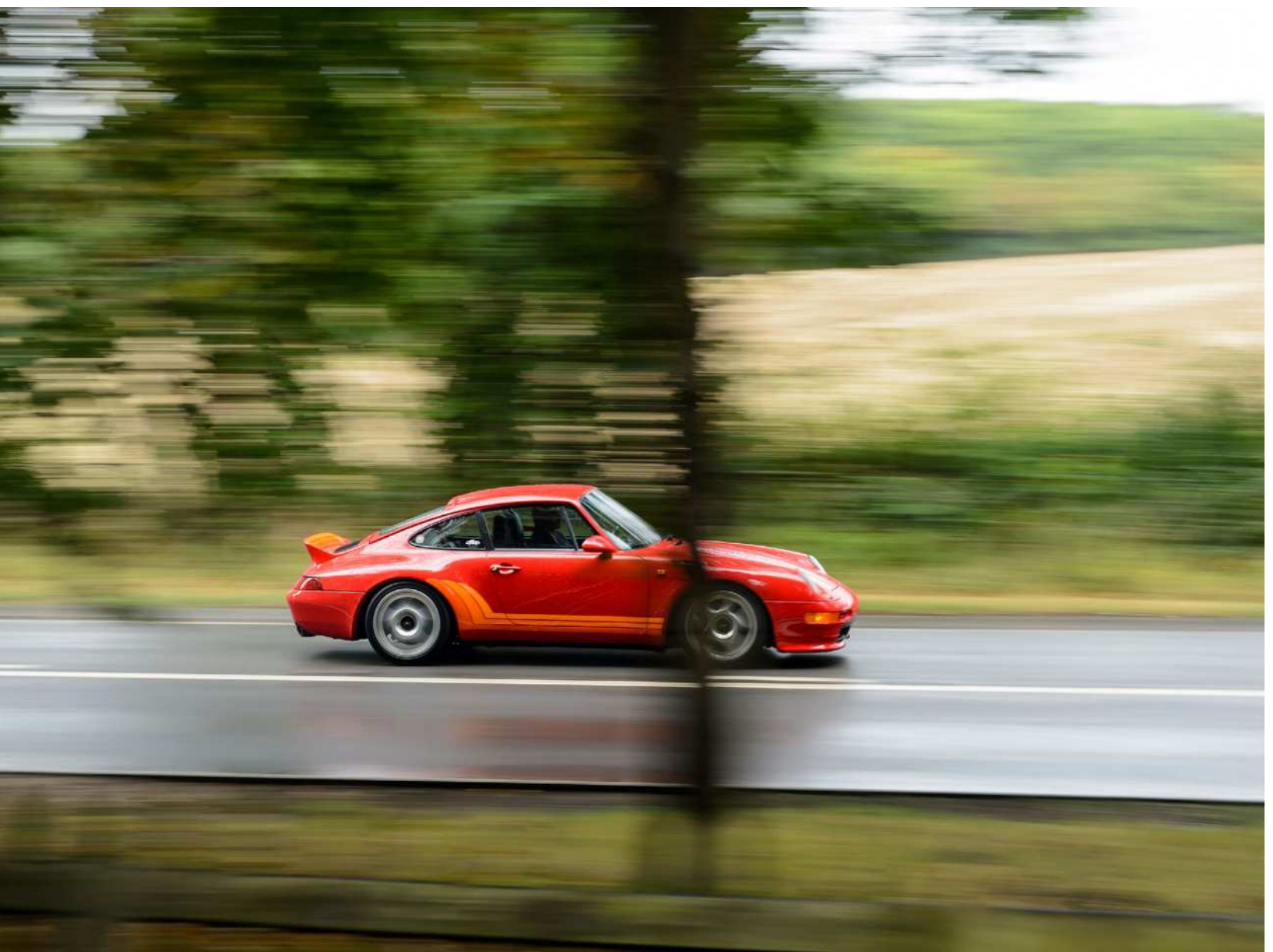
The slight improvement in immediacy feels natural rather than busy, and works neatly with Chet's daily driver requirements. Likewise the suspension, using Bilstein B6 dampers and H&R Springs, delivers a nice balance between composure ➡





LEFT An RS-inspired wheel, raised short shifter, and Comfort seats with chunkier side bolsters are all worthy improvements to the touch points of Andy's 993

BELOW Andy's 993 offers a sublime ride on KW V3s, adding precision while dialling out the worst lumps and bumps. It corners the flattest of the four here, too





ABOVE Toby's car is an example of the early 3.6 non-Varioram models, and benefits from the slightly shorter gearbox ratios

LEFT Toby Dyer's Rivera blue Carrera is fitted with MO33 suspension, which was advertised by Porsche as a 'lowered comfort suspension'



and control. The C4 has had an RS +10 alignment at Tognola Engineering, and it's done a superb job.

Chet's car rides on Michelin Pilot 4s, which are fitted to Tramont Cup 2 wheels, in a nod to the '94 Supercup cars. The steering has some pleasing heft to it; the 993 Carrera 4 not betraying its four-wheel drive as obviously as a 964 C4 does, to the point that it's arguably moot, even here when in such esteemed rear-wheel drive company.

Clambering over the cage into George's Carrera RS Clubsport build is in stark contrast to the interior of the Carrera 4, or indeed any of the other cars here. George did the sensible thing and bought it in this condition, this car having faithfully been built at considerable outlay to RS specification. It's wonderfully raw: this is a build that's so faithful it uses an original 3.8-litre RS engine, though being a build as opposed to an original car means it gets used. George is only too happy to do so, even if it currently involves a lengthy flight from the other side of the Atlantic, which makes his handing of the keys over to us all the more appreciated.

It feels authentically RS to drive: everything from the chatter from the clutch release bearing to the way the cabin fizzes with the intensity of the 3.8-litre engine behind – whether at idle, or reaching for the redline. The speed of its response is matched by the car's lack of mass, its deftness and agility enormously appealing. It's immersive and engaging, yet not so overwhelmingly demanding so as to be exhausting.

The connection is heightened so much by your situation. Those bucket seats, the touch points on the steering wheel, which feel so much harder wired

than the necessarily more mute Carreras. Here, the RS exhibits its greater singularity because of its uncompromising specification. That's not to say you can't enjoy an RS on the road, though, and George's car replicates it faithfully. It's a car that's enjoyable at road speeds, simply because the sensations it delivers are so rich and loaded with feel. The steering's a particular highlight, the wheel full of detail, the front light and needing a touch of management as you'd

expect, but so rewarding when you get it to tuck in and get back on the power and feel the car's lack of mass as it starts to gain speed. This is a joyous machine that rewards on so many levels, even when – as is the case when we're out in it – the roads are less than perfectly dry.

Still buzzing after the intensity of the Speed yellow car, the worry is that Toby's 993 Carrera will feel underwhelming. It doesn't. The exhaust, which sounds so muscular from outside, is remarkably calm

and cultured inside. Toby's car, like all four here today, exudes a sense of solidity and quality that it feels like it could have rolled off the production line days, as opposed to decades, ago. It helps, like Chet's car, that it's not long been re-trimmed, and similarly it's fitted with hard-backed sports seats. There's also a 964 RS gearknob and a Porsche Clubsport wheel.

The suspension is MO33, with the alignment having been done by Steve Winter at JAZ, and like all the cars here, on the road it reveals that money spent on a proper, expert alignment is money well spent. It feels remarkably similar to the Carrera 4, such is the way it glides down roads that I know are far from perfectly surfaced. The Michelin PS2s are able to ➔

“The sounds emanating from it, particularly at idle, are almost V8”





find plenty of grip and, much like all the early 3.6 non-varioram cars, it benefits from the slightly shorter ratios in the gearbox, which gives it an eagerness that's hugely appealing.

I'm asked what I think, and I'm genuinely at a loss to babble anything other than it's a wonderful car. My only criticism is the thickness of the leather covering the steering wheel. Its padding feels a bit unwieldy, robbing the steering from the finer nuances of what's happening at the 993's nose. Toby's in agreement, and it's something that'll be looked at in due course.

Andy's car, more than any here, seems to be in a perpetual state of transformation or, more correctly, finessing. Andy's an engineer by trade and that much is obvious in his precise approach to maintaining his car. It's only just been dropped off his ramp at home after being treated to the sort of exacting rebuild underneath that, if others had done it, might mean it's taken to a show, axle-stand mounted and mirrors placed underneath it to let you gawp in awe.

I don't feel too guilty driving it, even in the rain, because Andy's fastidiousness with his car is countered by an equally compelling demand that it be driven and enjoyed. Getting in isn't a disappointment. As with all the cars there are nods to the owner's character. 'Twist for Smiles' says the ignition surround, the red, canted-over rev counter and Built by Basil wood-turned (and striped, of course) gearknob revealing Andy's humour, though like all the cars here it's fantastically turned out.

Riding on KW V3 suspension, with gorgeous Rotiform NFN wheels with Michelin Pilot Sports tucked quite tight in the arches, I'd anticipated some compromises with the ride. There aren't any. Andy thinks it's a bit bouncy at the rear, but he's nit-picking. 'Gustavo' rides with civility. Even so, this car is the one here that errs closer to the RS in its focus, but not to the point of adding compromises. The exhaust with the valve open is the most vocal here, too – perhaps a little bit too much at times, but then there's

always the ability to quieten it down if required. The engine feels fresh and keen revving. Like Toby's it's a non-varioram early car, though unlike the others here it's not had any attention to the ECU.

Andy's enhancements include differing engine and transmission mounts which, allied to the suspension, is instrumental in increasing that connection – exactly what he wanted from it.

That's true of every car here. This isn't a test where I'm looking to come to any comparative conclusions, where one car could be considered superior to the others. Each car here suits the needs of its owner as intended, and demonstrates the breadth of ability the 993, and indeed any 911, can accommodate. That the owners' enhancements only increase the likelihood they'll be used is something to be celebrated. Too many cars become coveted collectables rather than cars that are driven, and I'm mighty glad to be in the company of owners who subscribe to the latter point of view. **911**

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Going Home

Total 911 takes a 991 back to Zuffenhausen for its 10th birthday – the long way

Written by **Chris Dearden** Photography by **Iris Dearden**



The loudspeaker announces another delay in the departure of our shuttle to Calais, prompting drivers to clamber out of their cars, lazily soak up some of the early morning sun, and chat to their neighbours in the queue. The owner of a gorgeous E-type next to me asks about the 991, and is amazed to hear its age. "It looks like it was designed this year!" he comments.

I know what he means. The 991 series has aged well. He tells me he's heading to the south of France, and I reply that we're attending a 10th birthday party in Stuttgart. He smiles, and wanders off in search of coffee. Birthday parties for 10-year-olds generally provoke nervous twitches in parents at memories of hyperactive children, ice cream in the carpet and jelly on the ceiling. What I haven't mentioned is that this party is for the 991. It would take too long to explain, and he looks in need of caffeine.

A few beers in our local had sparked the idea. As our 991 approached its 10th birthday, we thought it would be fitting to mark the occasion back where it was born, in Zuffenhausen, as near to the production line as Porsche would let us get. Calais to Zuffenhausen is about 750 kilometers direct, a relatively easy day's blast each way. Alternatively, we could add a few kilometres and take in a couple of other sights on a slightly more meandering route. But we eventually decided on a third, more extreme option: we'd use the trip as a pretext to do some extensive exploration of Germany's Fahrer Wege.

Fahrer Wege can be loosely translated as Drivers' Roads. Think Snake Pass, Evo Triangle or Black

Mountain Pass in the UK, and you've got a good idea of what they mean. The pub plan was to drive to Zuffenhausen using all of the best Fahrer Wege we could find. Not just the logical ones, but a dream route incorporating all of the most adventurous and stunning Wege to be found. Germany's a big country, so it was clear that the timescale would have to be upped, but like all good pub plans we worked on the simple principle of "Why not?" When **Total 911** Editor Lee gave the concept the green light – "Great idea, start planning" – I did exactly that.

My wife is Austrian, from a town on Lake Constance that's just a couple of kilometres from the German border. With a good number of petrol-heads in her extended family, I've been fortunate when visiting to experience plenty of drives in fast cars on amazing roads, winding round mountainsides or alongside deserted lakes. I got in touch and asked for their help with the planning. They knew every good drivers' road within a hundred-mile radius of Lake Constance, but beyond that their knowledge got sketchier. "But don't worry" they said. "We know people, who know people..."

Two weeks later I flew out for a meeting with them. A table was covered with mountains of paper: print-outs of Google maps attached to emails from all corners of Germany. And in the middle a large shiny map of Germany, plus two red pens: a dry wipe and a permanent marker. Six hours later we had a route that incorporated as many of the best Fahrer Wege as it was possible to build into one route, and we replaced the wipeable route with a permanent one, ending at Porscheplatz, the 991's birthplace. ➡



ABOVE Bags packed, ready to be loaded into the 991 before setting off for the Eurotunnel





ABOVE Enjoying the delights of the Grossglockner High Alpine Road at 5am, after an overnight stay at the Wallackhaus Hotel



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BELOW At the journey's end, with well-deserved birthday celebrations on Porscheplatz

Porsche Zuffenhausen loved the idea, quickly offering a tour of the Museum and the 911 production line for when we arrived.

And now, several months and much planning later, Eurotunnel has sorted its problems and we're cautiously rolling on to the shuttle at the start of an estimated 5,000-mile journey. Cautiously, because the shuttles have vicious metal kerbs at perfect alloy-gouging height, and I'd spotted the car in front bouncing its rear wheel off a kerb corner as it drove on. I bet the alloy refurb industry loves Eurotunnel.

Leaving the shuttle we turn left, heading for Belgium, and follow its motorway network past Ghent and Antwerp before crossing into Germany. We're heading for the Baltic coast, overlooking Denmark. This is in the former East Germany, and it's the first of our Fahrer Wege routes. Politics and geography have combined to provide some beautifully engineered roads that are often virtually empty. When the Wall came down in 1989, the German government decided to re-unify East and West Germany, and to demonstrate its good intentions showered the East with cash for, among other things, road building. At the same time, millions upped sticks and left the then-drab East for the seemingly glittering West. The combined effect was to leave a superb new road network running through fabulous countryside, which for much of the time is blissfully traffic-free.

But we've got to get there first on the German autobahn network, and it's probably useful to dispel a few myths. The autobahns are not universally

de-restricted. Some have no speed limits on certain sections, but these are interspersed with sections limited to 130kph or even 110kph. The de-restricted sections are marked with circular white signs with four diagonal black lines.

A long de-restricted section of modern German autobahn can be a joy. We cruise happily at 120mph, and hit 150mph before having to back off for traffic. It won't surprise anyone that the 991 is rock-steady at those speeds, but it does surprise me that, with the top down and the electric wind deflector up, conversations are easy. Adele still sounds superb through the iPod that's painlessly synced to the Bose system. If you're too young to know what an iPod is, ask your parents.

But autobahns aren't what this trip is about. We're heading for the back-road gems, and the route hugging the coast from Rostock to the island of Rügen is undoubtedly one of those. Skirting tiny bays and deserted sandy beaches, its clear visibility means you can press on in safety when you want to, or amble while gently soaking up the view when you don't. You can, and should, stop for kaffee und kuchen at any of the little cafés dotting the coastline. Coffee and cake is an institution the Germans take very seriously and I totally approve, even if my waistline doesn't.

Several hours later we reach Rügen, an island accessed by a long bridge. Back in divided-Germany days, Rügen was where East Germany's elite could have their week's summer holiday, but when the Wall came down the beaches of the Mediterranean

proved an irresistible magnet to families previously unable to leave their country. Today, Rügen is an exquisite island that, outside of peak summer holiday weeks, can seem almost deserted. We drive for hours around its coast, barely seeing another car. The newly constructed roads are a delight for those of us more used to pothole dodging, and the tiny ferries that take you across inlets are a fascinating opportunity for a five-minute chat with a local. Everyone loves the car, delighted to see that a Brit has not only chosen a German car, but has come to Germany to drive it.

I'm becoming addicted to the sea views, so as we leave Rügen we stay on the coast road heading south. Reaching the Polish border we swing inland and head across country for Berlin. Not many Fahrer Wege in Berlin you might think, and you'd be right, but we wanted to visit an old friend and were keen to see the East Side Gallery again. When the Wall was finally torn down in 1989, a long section in Berlin was saved, and turned into an outdoor art gallery, with pictures including the famous Kiss painted directly on to the former East German side of the Wall. We visit at five in the morning before the crowds arrive, and it's a moving experience.

Leaving Berlin we continue south, following a seemingly illogical route sewn together from the family recommendations. Some are fast-blast roads, and others are deserted back routes through the sort of rolling countryside that I'd simply not previously associated with Germany. The otherwise excellent sat-nav struggles with its decade-old data. Maybe we're going to have to pay Porsche the ridiculous 🙄



£400 for that data upgrade after all. Luckily, we have old-fashioned paper backups. We check out Leipzig and Dresden, then follow the Czech Republic border before heading south-west towards Würzburg.

The city is the start of the so-called 'Romantic Road', reaching down to Füssen on the Austrian border. Rather like the North Coast 500 or Route 66, it's a marketing creation, but don't dismiss it for that reason. Based loosely on the old Roman road that runs between the two cities, it takes in three medieval walled towns en route – Rothenburg, Dinkelsbühl and Nördlingen – as well as countless villages that look at first glance as if they might have been produced in Disney's artists' workshops. In reality these immaculate buildings date back over a thousand years, and the opportunity to get a bed for a night, or even just a lunch in one of them, shouldn't be missed. When you add the roads that join them into the mix you'll see why this route could easily be the highlight of a road trip in Germany.

A glance at our map reminds us of our sharp 90-degree turn east when we reach Füssen, enabling us to join the Deutsche Alpenstraße, or German Alpine Route, which runs for 280 twisting miles parallel to the Austrian border from Lindau on the Bodensee to Berchtesgaden, site of Hitler's Eagle's Nest fortress. It has a quartet of passes: Riedberg, the highest pass in Germany; Oberjoch, famous for its 106 bends; then Kesselberg and Schwarzbachwacht. Where the Romantic Road is lush and gentle, the Alpenstraße is wild and at times brutal, and can easily justify a road trip on its own. But it doesn't

need to, because this route takes us to a pass that's very special for Porsche, even if it means cheating a bit and crossing into Austria. This is the home of the Grossglockner High Alpine Road: 48 blissful kilometers long and reaching to over 2,500 metres.

Back in 2020 two silver Porsche 550 Spyders snaked their way at speed to the restaurant at the top of the pass for breakfast, with father and son Wolfgang and Ferdi Porsche in the driving seats. "My grandfather Ferdinand began the family custom of doing test-drives here on the mountain, and my father Ferry kept the custom going," said Wolfgang at the time.

Porsches were engineered and honed to deal with the Grossglockner. Like many technical roads it isn't hard to drive, it's just hard to drive fast. People complain that you can never put that to the test, because you're limited to the speed of the slowest tourist coach or tractor. But that's not quite true. There's a way to drive it as fast as you like, but it means sleeping on the pass. The pass entrance gates are closed each end from 8pm to 6am, but in reality the traffic is gone by 7pm as people make sure they get out before the gates are shut. Sunset in summer is after 9pm, which means you can get a couple of hours to make like Wolfgang and Ferdi with the road to yourself, or rather you and a handful of other like-minded enthusiasts. And visibility is so good that this can be done in safety: going up or down you can see the half-dozen hairpins either above or below you.

In case you thought that the price to pay was a night shivering in your 911 on the mountain side, ☺





FACING PAGE Taking in the view of the Pasterze Glacier from the Grossglockner High Alpine Road

LEFT The Black Forest leg of the road trip lasts for five days, with temperatures surpassing 40°C

BELOW Another view of the Grossglockner High Alpine Road, which is 48km long and is closed to traffic overnight



BELOW Passing the German Wine Gate, which marks the southern end of the German Wine Route in Schweigen-Rechtenbach, west Germany



the Wallackhaus Hotel about half-way up will serve you your dinner after evening playtime, and your breakfast after you've driven to the peak to watch the sunrise. Going out to the car at 5am I find two other white Porsches – a GT4 and a Turbo S from Latvia – with the same idea. The sound bouncing off the mountain sides as all three warm up, then chase each other up to the peak, will stay with me for a long time.

The Black Forest is our next destination, and to get there we follow a route along the peaks that skips from Austria to Italy and back before heading into Germany. We have our only issue of the trip on this section, when a truck in front of us picks up a rock and flings it at our windscreen. I see it coming and prepare myself for a smashed screen or worse, but I'm relieved to see only a bullseye after the impact. Pulling into the hotel that evening we're debating the best way to find a windscreen repairer, when we turn around and see a branch of Carglass immediately opposite. Sometimes the gods smile on you.

It rains a lot in the Black Forest. I've never driven it before when it wasn't raining, but this year it's

40°C and punishing sunshine for the five days we're there. Despite that the roof stays resolutely down, but we take extra care to apply plenty of sunscreen.

I find it hard to imagine better driving roads than those that our friends have highlighted here. The absence of traffic is illustrated by a fox in the middle of the road who refuses to move on our approach, eventually padding to the side of the car and balefully staring at us until we drive on.

Even the well-known Schwarzwaldhochstraße (Black Forest High Road) with its inevitable tourist traffic is still an entertaining drive for its 60km from Freudenstadt to Baden-Baden. A flight into Baden-Baden, picking up a rental 911 from the Porsche Centre there, and a few nights in a local hotel sounds like the ideal short break. You could even work in a visit to the Museum at Zuffenhausen, just an hour away.

Which takes our trip neatly to Porsche Zuffenhausen. Staffed by welcoming Porsche enthusiasts, and with probably the best car museum in the world, it has to be on every Porsche enthusiast's bucket list. They guide us around

the Museum, and then the hugely impressive 911 production line. The chance to see how it all started, followed by an insight into how today's 911s are assembled, is worth any journey to get there. And then, as the sun starts to go down, they let us park on their forecourt for a birthday celebration with a glass of champagne. It was good to see that one of the 911s on their triptych tower in the background was a 991! Thank you, Porsche and Zuffenhausen – we really appreciate the encouragement and support.

So, on reflection, how does a 5,000 mile road trip through Germany compare with others we've done for **Total 911**: to Spain, Sicily and even the Arctic Circle? Back on British shores, I recall some of its frustrations: the dreaded red and white plastic barriers that signal yet another road closure, with their Umleitungen (diversions) that seem to go nowhere. And the hidden speed cameras, the drivers tailgating you on the autobahns, the cyclists swearing at you in the cities. But somehow they don't matter, and I slowly realise this road trip has actually rivalled the Arctic Circle for sheer driving excitement. And I didn't think I'd ever find myself writing that. **911**

WINTER SUMMER ROAD TRACK



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INSIDE

PORSCHE'S WONDERLAND

Written by **Ben Barry** Photography by **Porsche AG**

Porsche's Museum team invites Total 911 into its storage vault, home to some of the company's rarely seen prototypes and specials owned by the Porsche family

To get up-close to Stuttgart's rarest and most significant models, the Porsche Museum and its 100-car display is the obvious destination. Yet just a couple of miles down the road lies an even greater treasure trove, one that feeds the Museum's frequently rotated displays – and gives Porsche freedom to do so much more with its heritage. Off-limits to the public and referred to matter-of-factly as 'the storage area' by insiders, the former kitchen and furniture factory has been home to some 750 rare and prototype Porsches – as well as non-Porsches – for the last ten years.

Total 911 is bussed into the unremarkable-looking car park on other business and given an impromptu tour with surprisingly little fanfare or no-photos-here-please caveats, but you don't need 98 octane running

through your veins to appreciate the significance of the metal stored here.

Sunshine, fluorescent lighting and white walls make for a peacefully dreamy atmosphere once we're inside. Rows of serial-production cars, race cars and one-off prototypes line up and are even carefully stacked three high like books on metal shelving, some under tailored sheets, many with bonnets on the latch for easy access to battery terminals, but none of them – rather remarkably given the scale of the place – are seemingly blighted by even a spec of dust.

It's hard to know where to start. Thankfully Thomas Haas (above) does, and our expert guide first takes us along a line of mostly 964s, 996s and 997s. I drag my heels ticking off the derivatives like they're football stickers in a Panini album – noticing a coffee-cream 997.2 press car that was a regular on magazine covers and, a bit further on, the millionth 911, an Irish

green 991 – but Thomas just breezes past, knowing there are more intriguing and less-familiar sights to show us today.

Born in 1970, Thomas joined the Porsche racing department in 1998, staying in motorsport until he moved to the Museum in 2011, and today he manages the storage area's collection. "We have a large collection of cars from Porsche's history of course, but we also try to collect for the future, which is why we have so many new cars here too," he explains. Each year Thomas acquires around 10 new cars, either sourced from within Porsche such as development cars or race cars, or older models obtained directly from private individuals or businesses.

Perhaps surprisingly, Porsche's scale these days means "it's important to maintain a large network within the company in development. ➡

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FACING PAGE Thomas Haas, our knowledgeable guide to the many motoring treasures within Porsche's storage vault

ABOVE You can find production and race cars alongside one-off prototypes in the secret Porsche facility

LEFT The vault doesn't only contain Porsche models. Other car marques, including VW and Mercedes-Benz, are also featured



series-production- and racing departments,” says Thomas, or else he might risk losing key models, just like in the old days, when prototypes were discarded by engineers keen to move on to the next project.

Much as the storage area acts as a kind of feeder building for the Museum. Eighty per cent of the cars here are ready to be driven, helped by an on-site spare parts department hidden away in this 5,000 square-metre space. When I was lucky to drive a 917 at Sonoma near San Francisco just prior to the pandemic, it was prepared and shipped from here, as were the 956s and 962s that fellow journalists drove at the Goodwood Member’s Meeting earlier this year.

All Porsche’s motorsport exploits are well represented: a 935 ‘Moby Dick’ driven by Jacky Ickx here, a René Metge 959 from the 1985 Paris-Dakar rally there, the number 9 911 RSR driven by Leo Kinnunen and Claude Haldi on the 1973 Targa Florio glinting under diffused natural sunlight.

Thomas shows us a 908 (complete with numberplate from the road-racing days!) stored in a Perspex-fronted wooden freight box alongside a couple of Carrera GTs, the 908 untouched since it last raced. “The fibreglass body is so thin that when you take a light, the light shines through the bodywork,

“You don’t need 98 octane running through your veins to appreciate the significance of the metal stored here”

and when people have pushed the car, you can see some little marks and cracks,” he points out.

There are 919s all over the place. “We have every 919 except the one that was damaged [Mark Webber’s huge shunt at Sao Paolo 2014] and one other we sent to Le Mans, the ACO [governing body],” explains Thomas. There’s even an early prototype, tested by Timo Bernhard at Weissach.

Support cars are represented too, including a Dakar Mercedes-Benz G-wagen in 1980s period Porsche livery. “This is the only Mercedes with the right engine,” quips Thomas. “The first year it had a Mercedes engine, and they said it was too slow, so they fitted the Porsche 928 V8.”

These are the obviously significant cars that stop you in your tracks like huge exclamation marks,

but often it’s the seemingly unremarkable that’s most remarkable of all. Thomas pauses at a red 924, which you’ll know as Porsche’s first front-engined car and which looks completely stock save for vents on the rear fuel-filler flap. Odd. “It’s a rear-engined prototype,” explains Thomas, built in an era when the 911’s time was seemingly coming to an end. Some habits die hard, it seems.

It’s easy to overlook the uniqueness of another white 924 too, positioned in the middle of a stack of three. It’s a 1977 ‘Targa Studie’ fitted with a plastic foldable roof that was ultimately abandoned in favour of a fabric-roofed 944. Apparently, experiments with a retractable roof also helped inform the 993 Targa too, with its glass roof that slid back over the rear window. ➡

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FACING PAGE Despite the expanse of the storage facility, all the cars remain dust-free and spotless

LEFT A piece of motoring history: the 550 Spyder that was driven by Hans Herrmann in the 1954 Carrera Panamericana

BELOW A Porsche 917/10, which was adapted from the base 917 for participation in the Can-Am Challenge



BELOW Road-going Porsche models rub shoulders with decorated racers and camouflaged concept cars at the company's storage vault



“We’re lucky to meet August Achleitner during our visit, aka ‘Mr 911’ for 18 years”

Further along there's what appears to be a Basalt black 997.1 GT3, but its rear arches are crudely squared off, almost like they've been squashed through a width restrictor. The stealthy body colour helps disguise the long sliver of air inlet that traces the rear door. Look closely and you'll spy gill-like air inlets in the rear quarter windows. It's the road-legal prototype for the 911 GT3 R hybrid race car that debuted in early 2010, with a 480bhp 4.0-litre flat six at the rear, but twin-electric motors on the front axle charged by an electrical flywheel (no batteries here).

A clean G-series turns out to be the first-ever 930 Turbo. “This is a narrow-body car, a one-off that was a present for Louise Piech. It's really just the engine, no intake cooler – this is a very nice car,” reveals Thomas.

Some of the production-based rarities stored here are far more obvious. We see the 984 concept – a curious 914-derived roadster project with echoes of 968 to its headlights, Fiat Barchetta to its body, and a 2.0-litre flat four engine mounted at the rear.

The 981 is a four-door 996-era 911 that foreshadows the Panamera and was conceived during the Ulrich Bez era. It was ultimately given the bullet when Porsche figured out it was hardly likely to sell an even more expensive model when the 911 was

already struggling, and attention switched instead to the 996 and Boxster.

We're lucky to meet August Achleitner during our visit, aka ‘Mr 911’ for 18 years from 2001 until his recent retirement, but prior to that August worked on the new LSA rear axle for the 993. He notes that the 993 generation probably wouldn't have been such a thorough evolution of the 964 had it not been for this stillborn model.

“We had to look at this situation in Porsche in the 1980s. Slowly we came to a crisis, the dollar was dropping down, we knew we had to do *anything*,” August grimaces. “We had an idea to share lots of parts between two cars, and the 981, this four-door model [was one way to do it]. The 993 had been one step from the 964 before to the 996 afterwards. In the end this axle was in the 981 and 993, and modified for all other 911s afterwards. The 981 explains why Porsche spent in comparison quite a lot of money to go from the 964 to 993.”

Porsche made both earlier and later attempts at a similar concept. Commissioned by Ferry Porsche and developed in cooperation with American Speciality Cars in 1987, the 928 S4 H50 is a shooting brake conversion of Porsche's V8 grand tourer and features rear-hinged rear doors and a large loadbay. Another ➔



ABOVE The 935/78 ‘Moby Dick’, with its iconic rear and spoiler, raced at Silverstone and Le Mans

FAR RIGHT Porsche once envisaged a convertible variant of the Cayenne. Here, the concept's rear shows alternative lights and bumper options







more modern attempt seems to have donated its rear light bar to the late 1990s Seat Toledo.

Wackier one-offs include a two-door Cayenne convertible mock-up with a fabric roof, pronounced rear buttresses and two different rear light treatments, the left set low down, the other much higher, as if two different cars have been spliced together. Undriveable because there's no additional body stiffening, it was built as a 'Package Function Model' to test headroom with a lower windscreen and tapering roofline, and to sense-check the roof and feasibility of 20cm longer doors. Even gawker than the original Cayenne, this is one car we can all

be glad never made production, but Porsche recently wheeled it out to celebrate 20 years of its first SUV.

The surprises keep on coming. A Beetle's open engine lid reveals a diesel engine, there's the military Jagdwagen that lost out to the VW Iltis (which ultimately informed the Audi Quattro), and you can't miss the incongruity of a four-door saloon that looks much like a Ford Focus saloon and was apparently investigated for a Chinese client.

What a place. Porsche might call it simply 'the storage area', but really this unremarkable-looking building details the history of Porsche under one roof – twists, turns, warts and all. **grr**





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AN INTERVIEW WITH

Manfred Hering

Written by **Chris Dearden** Photography by **Iris Dearden**

Total 911 visits Wuppertal in Germany to meet
Manfred Hering, founder and CEO of
911 restoration business, Early 911s

“I’m not a car guy. I don’t like to drive cars.” As an opening comment, this seems surprising coming from Manfred Hering, founder and CEO of the largest Porsche restoration business in the world, Early 911s.

However, he’s keen to clarify: “I like designs, and I like the perfection of the 911 design.” Yet for a man who claims not to like cars, he has a lot of them. His collection of 911s numbers over 700, at least 300 of which are extremely rare models. About 100 are fully restored and available for purchase, the rest either in various stages of restoration, or donor cars waiting to become build projects.

Since Manfred started the business, it’s delivered over 1,200 restored cars to delighted clients, yet many Porsche enthusiasts have never heard of him. This is perhaps not surprising, since he never advertises and until relatively recently didn’t even have a website. Yet demand for his services is high, to say the least. If you want him to create your dream 911 from his stock of donors, you’ll need to wait about two years for a build slot, and the work itself will take another year. He’s clearly doing something right, so **Total 911**

went to Wuppertal in Germany to find out about the company and the man who founded it.

When I arrive Manfred is tied up in a meeting, so his wife Sarah, who helps run the business, gives me a quick tour of the impressive premises and an overview of Early 911s. Later, Manfred joins us and explains what led him to start the company.

“I used to run an advertising agency that I started in 1999, and we bought in 2003 an early 911 to use in a marketing campaign. When the campaign was finished I decided to have the car restored for myself, but after a year’s work I was very disappointed with the quality of the job.

“I knew a master mechanic from a Porsche dealership and I asked him if he could help me do the job properly. He did, and I then convinced him to help me start my own restoration business. The idea was to only concentrate on the S models, and the rare cars. No Ts, no 912s, no standard 911s. I wanted only rare colour combinations, special chassis numbers, cars with unique history. It’s not just the quality of the restoration that is important, but the quality of the research too, and I enjoy the research.”

I ask him to run me through the procedure he follows when a potential client approaches him to ➔





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BELOW One of Early 911s' skilled technicians works on a gearbox. It's up to them how long a job will take; customers will just have to be patient



acquire a car: "Use me as an example – imagine I'm looking for a 993 Cabriolet," I explain.

"Okay, so first we'll look with you at whether we have a 993 Cabriolet in stock, already restored," begins Manfred. "At the moment we have several – one in Black, one in Iris blue, and one in Orange. That is a unique car; it was specially built for Porsche. If you'd rather have one built for you we can look at our list of donor cars and find one in a colour you'd like."

Can't I just have one in my choice of colour, I wonder, since the car will inevitably be resprayed anyway? "No, no, no – it's not possible," says Manfred. "That's why I have so many cars. Each one has its birth documents, and it will only be restored to its original specification."

I've obviously been looking at too many articles on restomods, because I blunder on. "But if, for argument's sake, I want an engine that was fitted to later 993s, but not to the donor 993 in stock, you'd do that?" Manfred laughs. "No, the car will only ever be restored to exactly its original specification. We will find a car with the specification that the customer wants. It's an investment. Why spoil the investment by destroying the originality?"

I'm beginning to realise why Manfred's company is unique. For him, the customer is not king. Or rather, only within the parameters that Manfred specifies. You can have your car exactly as it came off the production line, down to the last nut and bolt... or you can walk away and find someone else to create the car you have in mind. And there are 700 clients who were clearly happy with this deal, and that two-year waiting list, so it's hard to argue with it. It's just a shock in a world where people will sell you anything you want so long as you put enough money on the table.

After what I've heard, I wonder aloud about the accuracy of the German motoring press styling Manfred as Germany's answer to Magnus Walker. My host laughs again. "No, no, I know Magnus. He's visited me here. Magnus has been good for Porsche. He's got new people and younger people to have enthusiasm for Porsche. But no, in my opinion, it's off the point."

I ask how he's going to ensure his company continues to have the workforce skills it needs as technology changes, and his skilled workers retire. "On the first of August, six young apprentices started. If you look at the Porsche Classic concept of recent years, they try to work with the classics in the Porsche Centres, but they don't have the people for it. That's why they lost so many customers. But we have the people. There are a lot of extremely nice companies in the world for classic Porsche restoration, but nobody else makes the full package like us. Everybody thinks we're so expensive, but after we restore a car we drive it for at least 1,000 kilometres to really make sure it's right. And then we give it a two-year warranty. If a car of ours breaks down in Germany that's one thing, but in Mexico for example it would be a different matter. So it has to be right."

How significant is Manfred's export market, then? "About 50 per cent of the business. We have a lot of exports to the United Arab Emirates, to the USA and South America, to Japan. The other 50 per cent is within Germany."

And does a restoration project ever become more expensive than the price he can sell a car for? "No, that never happens. I'm a sole trader. I have no investors, nobody I have to discuss decisions with, so I can just wait and sell the car later. We have ➔



ABOVE Within the walls of Early 911s' warehouses is the world's largest collection of Porsche spare parts



ABOVE Early 911s will only sell Porsche models that have been restored to their factory specs – no restomods here

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BELOW This Porsche 356 was originally manufactured in white, therefore Early 911s won't sell it in any other colour



Classic Data in Germany, which publishes prices for all classic cars. We're the only company in Europe that gets 20 per cent more than their published prices, because of the restoration quality being so much better than others and the two-year warranty."

Finally, I have to ask Manfred about Steve McQueen's Porsche. "I'm a big Steve McQueen fan and I wanted his 2.2S Coupe, so I bid a million dollars when it went into the auction. But somebody else bid

1.4 million so they got it. They shipped it straight to a restorer, but after two months he wasn't happy with that restorer, so I offered to do it for him, and we did it and he was very happy."

Manfred has an appointment with a potential client, so he tells me to wander freely around his premises, going anywhere, photographing anything, and talking to anyone I like. That kind of openness is unusual, and makes my job so much easier.

I start by walking through his showrooms, where every square centimetre is filled with mouth-watering examples of Zuffenhausen history. There's a pair of 1973 2.7 Carrera RS Coupes in Grand prix white, at 650,000 Euro each, that would make a very nice His and Hers purchase. Alternatively, if your taste is for Cup cars, there's a 993 3.8 Cup, ex-Bruno Eichmann in Riviera blue at 550,000 Euro, or a 1997 993 Cup that won the 1997 Carrera Cup. There's even a 1992 964 Turbo Cup with no listed price, but undoubtedly Manfred would be very happy to discuss it with you if that's what you're looking for. A Slate grey 930 3.3 Turbo S Flatnose at 440,000 Euros suddenly comes into view, and then specially for **Total 911** editor Lee, a 1967 2.0 Targa in his favourite Irish green, at 240,000 Euros.

Then there are the more off-the-wall models. There's the original Safari Porsche, a 2.2S Coupe driven in the East African Safari Rally and totally rebuilt to as-new condition. Or, if you're a retired police officer, perhaps one of 40 police 911s from the German, Dutch and Belgian police forces. When you ask about these cars you become aware that they're even more rare than they appear. For example, a 1976 911 2.7 Carrera Targa destined for the Belgian Police was unique because it was fitted from new with the engine from a 2.7 Carrera RS.

So many of the cars on display that look merely stunning hide their significance from the casual observer: a black 3.0 Turbo Coupe (Ferry Porsche's personal car); a 3.2 Targa with Orange interior and exterior (a factory Exclusive built to act as a Porsche colour sample car); a 993 3.6 Turbo Coupe (the first-ever street legal 993 Turbo). I inevitably must have walked past dozens of cars without even being aware of their particular significance. 🚗



BELOW If Early 911s doesn't carry the exact spare part for your Porsche, it has the industry connections to source a suitable replacement component



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“Since Manfred started the business, it’s delivered over 1,200 restored cars to delighted clients, yet many Porsche enthusiasts have never heard of him”

Moving on into the spotless restoration workshops, technicians with an obvious mix of youth and experience are working on restoring bodies, engines and gearboxes, or assembling them into cars either for the showrooms I’ve just left or for clients. In warehouses are the stocks of available donor cars and spare parts. Early 911s has the world’s largest store of spare parts for historic Porsches – it has over a thousand seats, for example. In the unlikely event that the company haven’t got the part you want it can probably source it for you.

A 993 GT2 Evo LM from the 1999 Le Mans 24 Hours is being returned to new condition – perfect for anyone who wants a car to drive in the Le Mans Classic. I chat with technicians about their work, and all stress that quality is the company’s number one requirement on any project. I ask a body restorer how long it’ll take him to complete a body restoration from scratch. “Maybe six to eight months,” he replies. And who decides how much time can be allocated to it, I ask. “I do. Nobody will chase me to complete a job in less time than I think it needs.”

Once Manfred is finished with his client, I take a little more of his time to ask him about the future. Does he have a grand plan? “We’re working on something that’s a bit like a Porsche World,” he reveals. “In 2020 we laid the foundations for a 4,600 square metre new showroom and museum. Back in 2012 we bought this property when I had maybe 18

employees, and this place was far too big for us. But because of its location it was cheap. Now I have 95 employees and I need the space, but I still have room and land to expand when I need to.

“There’s a client who wants us to restore a 550, but I don’t want to do it. If you don’t have the experience you can make so many mistakes that can cost you millions. I like to do projects, restore cars, and sell them – it’s what we do well.”

As I drive away I’m left with the strong feeling that if I were in the market for a perfect classic 911, and if I had the budget, there’s no one except Manfred who I would buy it from. I’ve already chosen the car I’d have as I looked around his showroom: a modest Slate grey 3.2 Cabriolet at 89,000 Euros that I could imagine sitting in my garage. Unfortunately, I don’t have the budget and so I’ll just have to keep on imagining it... **911**



ABOVE A restored engine, ready to be installed in a suitable donor car. Customers have to wait two years for a build slot

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Ghislaine Kaes

Written by **Ant Rayner** Photography by **Porsche Archive**

He was the Brit who became Ferdinand Porsche's assistant, took Porsche to Weissach and founded the company archives. Total 911 looks at the life and career of Ghislaine Kaes

There's no doubt that Ferdinand Porsche was an exceptional man. His genius as an engineering visionary underpinned the formation of what's become one of the world's premier car brands.

However, he didn't create his legend without the support of many other talented, driven and highly committed individuals. This is the story of Ghislaine Kaes, just one of those unsung heroes. He was Ferdinand Porsche's ever-present assistant who supported him from 1929, before the genesis of Porsche cars, throughout the war years, and was at Ferdinand's bedside when he died in 1951. The fascinating tale of this remarkable man is made even more incredible by the fact that he was British.

Ghislaine (pronounced "Gis-lane" by his family, but known as Gilain, pronounced "Gi-line", to his Porsche colleagues), was born in London in 1910. His parents, Otto and Margaret Kaes, had moved there from Austria and Otto was the general importer of Austro-Daimler vehicles to the UK. The Kaes' family connection to Porsche arose when Otto's sister, Aloisa Kaes (Ghislaine's aunt), married Ferdinand Porsche in 1903.

The Kaes family were in London at the time Ghislaine was born because Ferdinand was employed

as the chief engineer of Austro-Daimler. It was no coincidence that Otto Kaes (Ferdinand's brother-in-law) was their representative in the UK. His role was to demonstrate the company's vehicles to potential English customers. This included the Lohner-Porsche – a 'hybrid' petrol and electric vehicle. The Kaes family eventually moved back to Austria so, while Ghislaine spoke perfect English without any accent, he also spoke German like a native too – albeit with an Austrian lilt.

Ghislaine was Ferdinand's nephew by marriage. He grew up playing with his cousin Ferry Porsche at the Porsche family villa in Austria, where the Porsche and Kaes families would regularly spend time together. There's an iconic photograph of the two boys sitting in Ferry's tiny two-seater roadster that he had received as a Christmas present in 1920.

In 1929, at the age of 19 and after first completing his education in England and then Vienna, Ghislaine went to work with his uncle at Steyr Automobiles in Austria. Ferdinand had joined Steyr as chief engineer that year after a five-year spell as technical director at Daimler-Benz in Stuttgart. Ghislaine lived with his uncle during this time and spent 18 months there as an unpaid apprentice.

When Ferdinand left Steyr in 1930 to set up the first company bearing the Porsche name in Stuttgart,

Ghislaine soon followed, along with a handful of Ferdinand's close collaborators such as Karl Rabe. Initially, this was an automotive design and development consultancy. Ghislaine began working as Ferdinand's personal private secretary while living with his aunt and uncle, because his role was yet again unpaid.

Indeed, money was very tight for the company in these early years. It was not until Adolf Hitler commissioned Ferdinand to build the Volkswagen Beetle, following a public tender, that its financial problems were resolved and Ghislaine was able to receive a proper salary.

For all his brilliance as an engineer, Ferdinand didn't care much for paperwork or any of the less-glamorous administrative duties necessary to run a business. These things just didn't interest him. It was in these areas that Ghislaine excelled and he soon became invaluable to Ferdinand, who handed off anything and everything to him in the knowledge that it would get done.

Ghislaine soon became much more than Ferdinand's private secretary. His role quickly morphed into that of business administrator, handling all of Porsche's commercial and business duties. This eventually led to Ghislaine having complete power of attorney over Ferdinand's business dealings, freeing ➡



up the professor to concentrate on the engineering elements of the company.

Ghislaine's native English, perfect German and fluency in French also became a huge asset to the professor, who relied on his right-hand man to translate for him on visits abroad. In 1936, as part of their preparation for the mass production of the VW Beetle, Ferdinand travelled to Ford and Chrysler in the US, as well as to Morris in the UK. The only person to accompany him on this journey was Ghislaine, who acted as both his translator and travel companion.

It's been claimed that Ferdinand Porsche was an engineer first and foremost, and that he wasn't interested in political matters. All Ferdinand wanted to do was use his engineering skills to build engines and vehicles in general. Adolf Hitler, on the other hand, was a great admirer of Ferdinand as both a brilliant engineer and fellow Austrian. Inevitably, Ferdinand was given little choice but to undertake work for the Third Reich during World War II.

This was largely in technical areas concerning the VW development of the "Peoples Car" and establishment of the VW factory in Wolfsburg, but also included military derivatives of that VW design. This included vehicles such as the VW Kübelwagen, and the Type 166 VW Schwimmwagen 'amphicar', which remains one of the most mass-produced amphibious vehicles in history. Later, Porsche was also engaged (somewhat unsuccessfully) in the development of a tank and a heavy tank destroyer called the Elefant. Unsurprisingly, Ferdinand had many personal audiences with Hitler during these years where he reported progress on the engineering challenges he was charged with delivering.

Even in the face of his conflicting nationality as a British citizen, and his loyalty and support for the Allied cause, Ghislaine continued to work as Ferdinand's right-hand man for most of the war years. And despite his unavoidable involvement with Hitler

and the Third Reich, and the potential risk to himself, Ferdinand remained loyal to Ghislaine, keeping his secret safe from the Nazis. In fact, Ferdinand knew that Ghislaine regularly listened to the radio transmissions on the BBC World Service, and they even discussed Ghislaine's support for the Allies in private. This reinforces the idea that Ferdinand wasn't interested in anything other than engineering.

But Ghislaine's anonymity wasn't going to last. In 1944 the Gestapo began to search the official records to identify more men of fighting age to boost military numbers. It was at this time when they discovered that Ghislaine was British. He was arrested immediately. He was offered the chance to change his nationality, in which case he would have been drafted and forced to fight the Allies. He refused and was later sent to a garrison in Copenhagen as a prisoner. Here he was forced to act as a non-combatant servant/general dogsbody for the German soldiers.

Ghislaine was eventually liberated by British units in Denmark, taking advantage of the disarray when the German forces began to disintegrate, and after escaping he fled to safety in Austria where his wife and son were in exile, living together with the Porsche and Piëch families in Unterdellach, Carinthia until the end of the war.

Immediately after the war ended, Ferdinand was approached by the French and asked to join Renault as a technical director for the 4CV rear-engined family car that Renault was developing. Ferdinand's experience in mass manufacturing was clearly seen as something that would offer significant advantage to any car manufacturer. Ferdinand declined. It's claimed only after Ferdinand had declined this offer that he was charged with war crimes 'out of spite' and was imprisoned for a total of 22 months.

Ghislaine once again played a key role during Ferdinand's time in prison. He would visit the professor daily and bribe the prison guards to allow him to take Ferdinand a basket of food, which ➔



BELOW Ghislaine Kaes in the two-seater roadster driven by his cousin Ferry Porsche. The car could reach 60km/h

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ABOVE Ghislaine with Ferdinand Porsche in 1950 at the 37th Motor Show in Paris



LEFT Ferry Porsche (centre) with Ghislaine looking over his shoulder, during an inspection of the test track Weissach in 1962

BELOW Ghislaine continued to work at Porsche after Dr Ferdinand's death in 1951, helping to broker the deal for Porsche to move in at Weissach



“Kern, Linge and my dad were the triceps that muscled Porsche into Weissach”

would be hauled up to his cell by rope. On his way out, Ghislaine's basket would also contain Ferdinand's latest thoughts and instructions for him to carry back to the factory.

The work of Ghislaine, among others, in clearing Ferdinand's name was also vital and meant that all charges against him were dropped. Ferdinand was allowed to return to Austria in 1949, but the years of imprisonment had taken their toll on Ferdinand Porsche's health.

When Ferry Porsche succeeded his father, after Ferdinand's death aged 75 in 1951, Ghislaine continued his long career at Porsche but confessed much later that for him, to all intents and purposes “the excitement in his working life stopped after Ferdinand Porsche's death.”

However, Ghislaine's achievements, which played a notable part in the history of the company, didn't stop there. His English background made him the ideal choice when it came to delivering the first Porsche car to England in 1953. He delivered it in person to Charles Meisl, the then-director of Cibié, the French supplier of automotive lighting.

In 1960 Ferry Porsche decided that the company needed a private area of land on which to develop and test their new cars, away from the congested roads around Stuttgart. Ghislaine, along with the finance director Hans Kern, was tasked with identifying and purchasing a suitable site.

The choice was narrowed down to three alternatives, one of which was Weissach. The location

had come on to the radar at the suggestion of one of Porsche's first post-war employees, Herbert Linge. He lived (and still lives) in Weissach and introduced Ghislaine to the mayor of Weissach. Herbert later became not only a renowned race driver, but also the head of the Weissach workshops.

Once they had jointly agreed that this site more than met their requirements, Ghislaine set about identifying and negotiating with the individual and manifold landowners. As Ghislaine's son Philip recalled for me, when I met him in Stuttgart recently, “Kern, Linge and my dad were the triceps that muscled Porsche into Weissach.”

This was not a straightforward task in Germany at this time because a single field could be divided into several plots with each plot having a different owner, as Philip describes: “The purchasing process that my dad had to go through and that I, as a teenager, observed was epic. Some of the fields had multiple owners - one plot had one owner in prison, another in Australia, and four more lived in other parts of Germany.

“The farmers were working in the fields during the day, so only had time to meet my dad in the late evening. So, much to my mother's chagrin, dad changed into old corduroys and an even older tweed jacket to emulate the farmers' clothes, and took off to Weissach to negotiate with them, farmer by farmer. My dad's German was heavily Austrian-accented, the farmers spoke broad Swabian, and despite that, the twain met!

“It seemed to take years and my dad related to me how hard it was to refuse the customary Schnapps or two upon the handshake following the successful deal, even though dad was a teetotaler then, and how often he had to eat a second supper with the farmer's family, having already eaten at home.

“In that era my dad became a true inside outsider around Weissach. Everybody knew him, respected him, hurried over to greet him. I saw that first-hand, and many times he brought home produce from the farmers who had gifted it to him.”

Ghislaine became known as The Godfather of Weissach from that point on and, as Melanie, his granddaughter, described to me, “Grand-père would take me to Weissach and other Porsche sites in the late 1970s, long after he had retired. Everybody still knew him even then and they would always be pleased to see him, stopping to chat or calling out greetings as they passed in the street.”

The purchase was completed in 1961 and construction work began on the site we now know as Weissach. The first part of construction – a much-needed skid pan – was completed by the end of 1962.

Philip again recalled that, “At the beginning, a simple wooden boom with a lock was the entrance to a tractor path leading to the skid pad, where my dad taught me to drive on weekends when I was 17. Unthinkable today,” Weissach continues to play a vital role in the development of some of the most iconic road and racing cars in the world.

After the death of Ferdinand Porsche, Ghislaine had started to collect important and historic material about his uncle's life and became the go-to person on all things relating to Ferdinand's life. This collection of material was later subsumed into the Porsche Archives, a much larger collection of all things Porsche (both the people, the company and all relevant publications).

Ghislaine's later years at the company were spent in the Porsche Archives helping journalists and authors interested in writing about Porsche's life or the story behind the creation of the VW Beetle, which was so brilliantly depicted by Walter Henry Nelson in his 1963 book *Small Wonder*. The renowned automotive author, Karl Ludvigsen, recently paid tribute to the role Ghislaine had played in helping him with his research when writing *Excellence was Expected*, which is often described as the single most detailed and accurate definitive history of Porsche that has been produced to date.

Ghislaine retired from Porsche in 1975 when he reached his 65th birthday, but he continued to remain active in and around the Porsche company. His 70th birthday was celebrated at Porsche with Dr Ernst Fuhmann – the first non-family CEO to be appointed at Porsche – in the Bridge restaurant at the factory. He would often be seen driving his Porsche around Stuttgart because he continued to receive a new Porsche company car every 12 months. He frequented the Porsche archives and enthusiastically supported any requests he received personally from writers and researchers, because he still remained the go-to person for all things relating to his uncle right up until his death in 1986. **gill**



ABOVE Ghislaine on the deck of the RMS Queen Mary in the waters off New York in 1936, when he and Ferdinand Porsche travelled to the United States to visit car manufacturers Ford and Chrysler

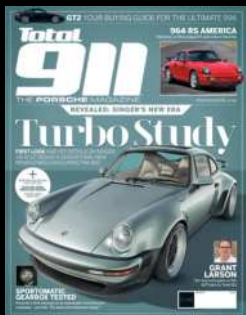
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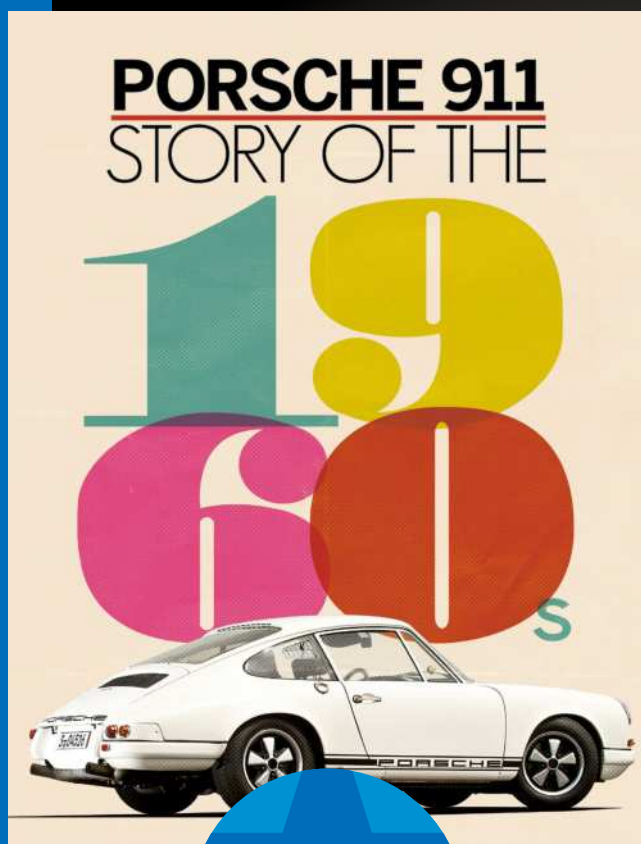


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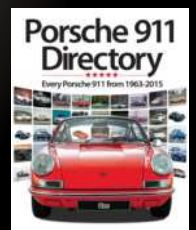
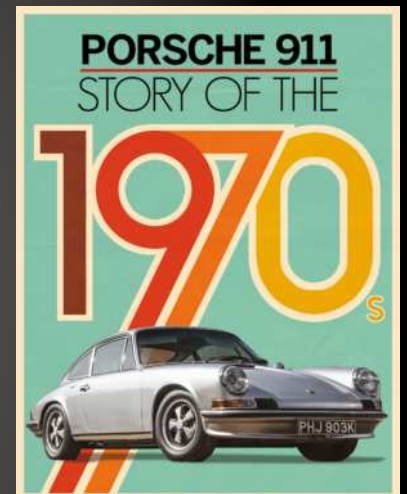
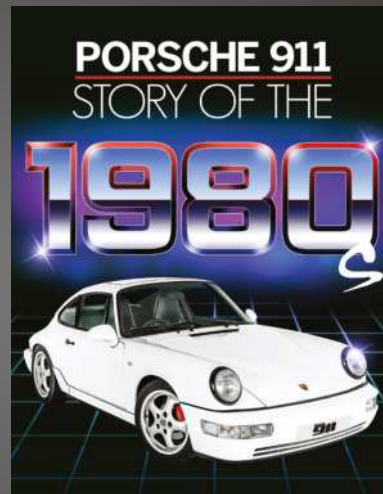
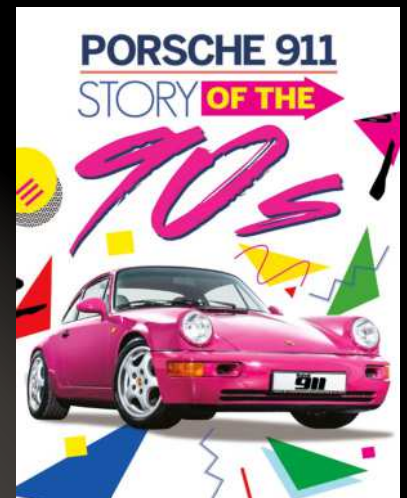
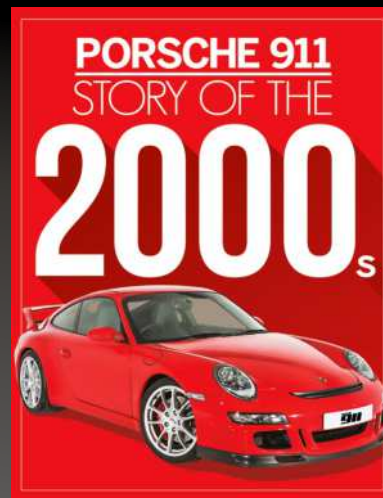
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Living^{the} Legend

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



Nick Jeffery
Surrey, UK

 @npjeffery

 @npjeffery

Model **991 GT3**
Year **2015**
Acquired **AUGUST 2022**

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



I bought my first Porsche in 2014. I've since purchased seven of Stuttgart's finest in the past eight years. The first

three were all 911s and four-wheel drive. A manual 996 Carrera 4S was quickly followed by a Tiptronic 996 Turbo, and then my 997 Carrera 4 GT3 with the first-generation PDK gearbox.

What followed next, though, was a direct result of those previous purchases. A manual 997 GT3, a 981 Cayman S with the second-generation PDK and finally my 987 Boxster Spyder fitted with the first-generation PDK. All rear-wheel-drive Porsches, two of which were mid-engined and all with a much lighter kerb weight than those I'd experienced before.

Why is this significant? Well, it demonstrates the journey I've been on and how I feel about the only remaining 4WD car in my stable, the 997 GT3. Compared to the brace of 996s it was a huge step forward for me at the time, in terms of power, performance and refinement. However, the three RWD cars have all 'started the rot' in terms of my thinking around the 4WD cars. I prefer how the RWD cars feel with their lighter kerb weight, sharper steering and turn-in. They're more nimble and alive.

The 981 with the later PDK transmission also highlighted the comparative shortcomings of the first-generation PDK fitted in my GT3. The subsequent PDK boxes are so much better than the earlier ones. They have a significantly crisper, sharper gear change

(in all driving modes) and are more refined with a much more engaging, intuitive approach that leaves you in the right gear at all times.

Armed with those learnings, I made the decision to part company with the GT3 and find a suitable replacement. I considered Cayman Rs, GT4s and later Spyders. I tried a 718 GT4 and found it a pleasure to drive and so much more civilised than my GT3. But it didn't feel as special, and with second-hand values of well-specced cars some 15 per cent above list price, I chose to walk away.

I tried a 991.2 GT3, but didn't like the turbocharged engine. Naturally, it was quick with plenty of power and torque on tap from low revs, but it didn't stir my soul the way a naturally aspirated motor does. It felt somewhat soulless.

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I then discovered a 991.1 GTS and, following a spirited test drive, a deal has been done. The 991.1 GTS addresses all of my criticisms of the 4WD 997 GTS with sharper steering and turn-in, the later PDK transmission and lighter kerb weight, even though it's 5.6cm longer and the same width as the 997. The cabin is more modern and well appointed, feeling airy, open and spacious, especially with the glass panoramic roof. Its 430bhp naturally aspirated 3.8 DFI (direct fuel injection) engine spins up quickly and sounds outrageous! In fact, it feels much closer in spirit to a 991.1 GT3 than its Carrera siblings.

I'm now looking forward to picking up my seventh Porsche in eight years, once Paragon and Supercar Paint Protection have worked their magic!



Lee Sibley
Poole, UK

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9WERKS TV
9WERKS Radio

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



The driveway at Casa de Sibley has welcomed another 911 to accompany my 996 Carrera, with the arrival of a 964

Cabriolet. I haven't bought this open-topped classic, more acquired one, after my friend Nigel asked me to look after it for a number of weeks while he's out of the country. Nigel kindly invited me to put some miles on the clock while it's in my possession, and so I've had an impromptu month (so far!) of living with a classic 911 Cabriolet.

It's been an ideal opportunity for me. I've long been fascinated by the potential virtues of owning a classic Cab, and this has enabled me to do just that – to see if the reality is as good as the dream. I've loved every minute of it to date and, seeing as the end of British summertime has blessed us with incredibly sunny weather, I'm pleased to report I'm yet to drive the 964 with the roof up.

It's great to have another 911 kicking around that's so different to the stiff 996, which is suited for fast road driving. The

964, by contrast, is definitely not stiff and certainly not fast! It's great for ambling around the south coast though, and there's added romance to the fact this is an '89 car, which is coincidentally the year of my birth.

The Cabriolet's electric hood still works effortlessly, although of course there's some manual work to do in attaching a tonneau cover, which neatens the looks up substantially. The gear shift is crisp, the steering full of feel, and the 964 makes sprightly if modest progress down the road with a dab of the accelerator pedal. Being able to hear that air-cooled flat six working away behind absolutely adds to the open-topped 911 experience, and it feels special to look out the windscreen and see those famous 'gun barrel' front fenders that earlier 911s are known for.

Overall, it's been a fun experience getting to know this 964 and I'd like to thank Nigel for the opportunity to do so. I'll report further next month on how I'm getting on with the car, and my thoughts on how adding a second 911 changes the dynamic of your approach to sports car ownership.





Andy Brookes
Poole, UK

Instagram @993andy

9WERKS Radio

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



While showering I came up with the idea of getting together some brightly coloured, modified 993s. Not many 993s are brightly coloured and not many 993s are modified, so I thought it would make a great magazine feature.

Why the idea, you may ask? As the last air-cooled model, the 993 has always been held as a modern classic – even when new. This has led to owners keeping their car in its original condition without modification. I would think that the 993 probably has the record for the best-kept stock in Porsche history. It's never

reached the low value where the cost of maintenance is more than the car is worth, so most are maintained well.

But modifying the 993 seems to be on the up recently. Maybe it's the effect of recent times: live for the now; why save it for another day or another person; you only live once... that sort of thing. So the idea was to showcase a diverse set of modified 993s in some amazing colours that would make for a spectacular article.

It's easy having the idea, right? Let's go behind the scenes in getting such an article on to the page. First, the logistics of getting the right people to the right place on the right day. The cars are dotted around the country, so Caffeine & Machine was chosen as a central location for all. We also chose a date when C&M hosts its monthly Air Cooled Appreciation Society evening – make a day of it, eh?

The logistics of getting four drivers, their cars, a photographer to capture the visuals, a journalist to write words and someone to oversee everything isn't easy. George was flying in from Canada the day before, and his car was MOT'd the day before that. My car had new tyres and suspension alignment a few days prior. Chet had a child medical emergency the day before. And Toby got his car back from work on its underside the week before, and lost his wife to a trip to New York. Lots of stress for all of us bringing the cars! The pros, on the other hand, were ready with cameras, notebooks and other necessary paraphernalia. So we managed to get everyone and everything in place on the right day. Result!



Just a case of taking a few pictures then, isn't it? That was no easy feat. Planning the shots, moving the cars, waiting for the rain to stop, allowing for the sun, waiting for the odd passer-by to move out of the way... it all takes time. The day was seemingly disappearing in what felt like minutes. Best crack on, then.

We needed to get Kyle out on the road in the cars to enable him to experience the different arrays of modifications. We then spent the next couple of hours driving around together in circles so that Steve the photographer could get moving shots of the cars, hopefully to depict a road with just 993s, not the passing dirty lorry, an old boy on his push bike, two grannies in a Honda Jazz, or the two million black SUVs that all look the same! I think we used up at least half a tank of fuel and carried out 50 three-point turns. Thank goodness for air conditioning in my case.

A lot of work goes into putting every magazine feature together, and I'll always reflect on this when reading them in future. I hope I've managed to convey this and helped you appreciate it in the same way. I know one thing: we deserved our pint of shandy after that long day.

And if you're wondering, that's me up a tree trying to capture the perfect shot!





Ben Przekop
Mercer Island, USA

@benjaminprzekop

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



Here in the Pacific Northwest we've been blessed with over two months of sunny, warm and dry weather. On the handful of days when the temperature spiked near 32°C, we were soon rescued by the ever-present offshore winds that soon cooled things back to simply perfect weather, so my 911 and I have been busy attending the scores of car-related events in the area.

Our local Avants club recently hosted its annual AvantsFest 2022 day at Pacific Raceways, which attracted over a thousand cars of all makes and models, with a variety of activities including Lead-Follow Lapping on-track, as well as Charity Rides in donated exotic cars. As an active partner of Avants, ProFormance Racing School where I work provided the expert drivers to run the on-track sessions, so I had a lot of fun for the first hour shepherding folks in the Lead-Follow event, most of whom had never been on a race track before, who got to drive their own cars at a rather brisk pace.

During the Charity Ride sessions (helmets definitely required!) I had the privilege of driving a generous gentleman's awesome Panamera Turbo S eHybrid (677hp) around the track for the next hour. I was able to take three passengers, giving each a three-lap experience of what high-performance driving feels like on this very twisty track, and making sure to give them a truly memorable experience. The Panamera is clearly not a 911, but it is a Porsche. And it proved that provenance with truly prodigious power, razor-sharp handling and impressive braking that easily handled its own 5,000 pound weight plus four occupants (another 700lbs?) lap after lap at very high speed!

And the folks who might have initially gotten into the Panamera slightly disappointed that they were going to get a ride in a "boring sedan" (instead of one of the McLarens or other exotics on hand), definitely exited the car with wide grins and laughter, mumbling things like "holy sh*t!" or "OMG, I had no idea!"

Coming up on the next three weekends I'll be attending a PCA Cars

& Coffee event at the Hagerty Garage & Social car club in Redmond; a major PCA event at Porsche Bellingham to celebrate the 50-year anniversary of the RS; and then exhibiting my 911 at the annual All-Porsche Grand Display Concours event that my PCA chapter hosts at The Carillon in Kirkland. On top of all that, I've also been instructing at several HPDE events sponsored by the Porsche Club and the BMW Club at both Pacific Raceways and The Ridge Motorsports Park, and of course my day job with ProFormance Racing School keeps me busy every week coaching folks at our HPDE schools and Lapping Days.

But away from the roar of the track, some of the most enjoyable times for Her Ladyship and I are those leisurely drives in our 911 in the cool, early mornings. Windows down to hear the burbling sport exhaust bouncing off canyon walls, morning sunlight just now penetrating the canopies of trees along the twisty country road, enjoying the simple pleasure that we Porsche owners have come to know as driving in its purest form.



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James McGrath
Minneapolis, USA

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Auto Amateur

Curb and Canyon

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



If the driving season is about getting in your car to throw it into the twists and turns, it's also almost certainly about car

events. Most cities and metropolitan areas these days have a local 'cars and coffee' event, and any number of events hosted by and for local car enthusiasts. For Porsche owners in North America, there are a handful of major events that draw owners and enthusiasts alike from all over the county. You may have heard of a few of them even if you live outside the US, such as Luftgekühlt (or just 'Luft'), which is usually hosted in the Los Angeles area; or the Porsche Together Fest that's hosted at the world-famous Indianapolis Motor Speedway.

This year I made it to a relatively new but increasingly popular event in Chicago within the Porsche community: CheckedItOut Chicago (or #Check22). Although 2020's event was cancelled because of the pandemic, over the past five years the event has grown from 50 cars huddled together in a downtown parking lot to over 350 cars taking over several city blocks.

I tried to attend last year's event, but life got in the way. This year I not only attended the event, my 996 was also entered and featured in the display. I felt

like a true Porsche enthusiast as I lined my 996 up alongside dozens of other examples of epic Porsche models: 356s, 964s, 993, Carrera GTs, 991s, 992s, Touring editions, 911-Rs, GT3s, GT3 RSs, Safari builds, racing builds... even a 992 converted into an ice-cream truck.

What's amazing to me is how much love and adoration each generation of 911 gets, from the oldest to the latest. Stock or modified, street or track oriented, outlaw or completely outlandish, there are cars for everyone to enjoy. For us Porsche nuts, to also drool over.

A few of my favourites from the event included a Viper green 991 GT3 RS, two mint-condition 356s and a 992 GT3 Touring that was spec'd to perfection. Of course, what so many of us comment on at events like this isn't just about the cars, but the people and the group culture – and it's true. People make the Porsche community special, not just the cars. Throughout the day I chatted with dozens of different people from all over the world and we all had the same smile, the same sparkle in our eyes, thanks to the shared love of the brand and the cars we were gathered around. I hope you enjoy a few of the photographs that I took on the day, but be sure to search for #Checked22 on your favourite social platform for shots of an absolutely fantastic collection of Porsche cars.



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Peter Wilson
Adelaide, Australia

 @peterwilson_oz

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



Last weekend the weather improved dramatically after days of heavy rain, so it was the perfect opportunity to get

the 930 down from the hoist and out on the road. It was very dusty after more than a month of inactivity, so I gave it a quick wash.

As it turned out this was a waste of time. Many roads still had silty water running over them after the rains and the 930 soon had a second, albeit not-so clean wash. Another observation after

the hibernation was the large cloud of oil smoke from the exhaust on initial start, signifying that my turbo rebuild or replacement is getting closer.

We headed south toward the Southern Vales wine district and planned to visit a scenic reservoir on the way. This turned out to be closed for maintenance, but the access road had many mobs of kangaroos grazing near the roadside, which would have made a lovely photo with the 930 in the foreground. However, when we tried to park next to a mob they often took offence at the Porsche's noise and hopped off into the distance. A couple of times I managed to get out of the car with my camera, but with a sixth sense they moved off just as I was framing a shot. Never work with children or animals they say...

Having given up on wildlife photography, we dropped in at Scarpantoni Estate Wines and tasted a range of its sparkling and red wines. A dozen bottles were duly purchased, and the carton manoeuvred on to the back seat of the 930 for the return trip and cellaring.

The other good news is that I've finally completed my sill cover rust repair. This was always going to be a learning project and my rationale was that if I ruined it completely I could always buy a new sill cover, albeit at exorbitant cost. After cutting and hot bending a patch from a

donor SC sill cover, the next challenge was welding the 0.8mm panels, because most of my previous MIG (metal inert gas) work has been with 2-3mm material. After much practice welding and trying different voltages and feeds I was able to do good tacks, but still had problems with getting decent runs. Every now and then I would also get burn-through, which was confusing until I realised that some of the original sill metal had corroded to much-reduced thickness.

Eventually, the patch was welded in satisfactorily and the remaining pinholes between tacks and welds were filled in. Then I learned the difficulty of dressing welds on such thin steel, where normal grinding practices would have left me with no material. I ended up using my Dremel more than my grinder, which was much slower but allowed full control of where I was removing metal.

The patched sill then needed some final fettling to ensure that it sat in the correct shape when attached to the car. It isn't a perfect job, but at least it's now solid steel instead of rust, tape and filler. It will need some spray putty to fill gouges left by a previous 'technician' and then I'll take it to my spray painter to have it covered with Body Schutz to replicate the original texture and finally sprayed with Zyklamrot metallic. Hopefully, next month's photos will show the completed job.



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Max Newman
Aylesbury, UK

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 9WERKS Radio

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



We took the Macan on our summer holiday to Norfolk, rather than the 991. It turned out we'd have been better off with the 991 when

the Macan had an AdBlue-related relapse that threatened to limit our motoring to 600 miles before disabling the car. Resolution required a spell at Porsche Centre Silverstone, and a trip back in time for me.

The Macan is an excellent sporting family holdall, and for better or worse the SUV platform is genuinely useful for a country dweller like me. But a modern 911 Carrera has chameleon-like qualities that make it a largely excellent car to run as a daily, as well as being a spectacular sports car. It's also a reminder that a low-down, non-SUV makes a far better driving tool than even something as well engineered as a Porsche Macan.

The 997 was my only car during the first four years of my ownership, and it was pretty cool to be in that '911 every day' mindset again. It's a privilege, and I feel that the more time you spend in a 911, the better you drive it. The flip-side is that the time spent in a different type

of car – such as the Macan – enables any 911 to charm you all over again when you're reacquainted.

Troublesome during the winter but an absolute godsend during the summer heatwave, the Agate over Pebble grey two-tone leather interior is very light, airy and a far nicer place to return to on a hot day than a similarly coloured black seat. Better still is the optional and rarely seen seat ventilation specified on my 991. It's not that it chills your bones so much as prevents you from getting hot. It certainly alleviates sweaty back syndrome.

I fitted Zunsport grills as a matter of course as soon as I bought the 991. They've been earning their keep of late, catching all sorts of grass and detritus from the verges and fields. I replaced three condensers on the 997 and believe that some sort of protection in this area is money well spent.

No sooner had the Macan returned from Porsche Centre Silverstone following a couple of hefty warranty jobs – thanks go to James Watt for managing the whole process – than the 991 decided to bite me. Isn't there an old wives tale about back luck and threes?

As a Sport Chrono-equipped 991 C2S my car benefits from PADM that utilises magnetorheological fluid within the mounts to vary their stiffness according to engine speed. Clever stuff indeed, but not infallible. Long-time readers of this column may remember I had a PADM failure on one side fairly early in my ownership, which RPM Technik handled impeccably under its in-house warranty.


I have the same error message now, some 20 months later, although on which side I don't yet know. Currently, the Macan is covered by a Porsche Approved Used Warranty, but I'm 'self-insuring' the 991. The PADM mount is quite an expensive part – circa £1,000 plus labour to fit. I've learnt, however, that when the PADM mount fails it defaults to its firmest setting – as if PADM wasn't fitted – which affords me a little time and means I can at least keep driving the car while I smash open my warranty piggy bank at home.



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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**



We all know that the flat six engine is a defining characteristic of the 911. Although that design has

been used elsewhere (for example, the Chevrolet Corvair) and flat four engines have had lots of success at VW, Porsche and Subaru, it's that six-cylinder engine that produces much of the unique 911 experience.

Certainly the torque, the free-revving nature and the sound are special in all varieties and generations of 911. For this month, I've decided to revisit the flat six from an aesthetic point of view, to see it as a fine example of kinetic art. I'm focusing on the view of the engine bay, not from underneath. And I'm going to include a cut-down version of the flat six that's used to produce a special engine for a 356-based Emory Outlaw.

Age has its benefits from an aesthetic point of view because in the early days the engine was exposed in the bay, making it easy to see most or all of the detailed components. This was true for all the air-cooled cars, with the caveat that the turbos with top-mounted oil coolers hid much of the engine.

So here I'm focused on the engines in my garage ranging from the 1972 911S, the 1982 930 Turbo, the 1991 964 created by Singer, and that special version built by Rothsport for Emory. The engine and ancillaries are clear to see in the bay of the Viper green 72S. The red fan shroud appears behind the fan and over the engine, and by



squinting one can see the individual black velocity stacks under the air-cleaner covers feeding the air with the mechanical fuel injection. That MFI pump is a work of industrial art in my opinion; however, it's hidden at the front of the engine on the driver's side (for left-hand drive countries). I like the clean and simple layout, with the cross bar in light gold crossing over the top of the engine to keep the throttles in sync. If a 911 bay could be viewed as charming, this might be it.

Next is the engine bay of the 1982 930 Turbo. The engine is still very visible with the exception of the portion under the intercooler on the left side. But the red fan shroud is apparent and the front of the bay ahead of the engine is clearly visible in the tangerine body colour. One mod I made when recently installing the Fabspeed full exhaust system was to deploy the Fabspeed air intake system. The round air filter with the red top is clearly visible behind the intercooler.



Without the fairly large stock air intake assembly, the metal lines to the fuel injection system to the right of the air cleaner have a pleasing, industrial look. If an engine bay could be viewed as purposeful, this is it for me.

Next is the engine in the 964 by Singer. Aesthetics are clearly highly valued at Singer Vehicle Design. The engine bay seems half empty with very little mounted above the fan shroud. Instead, clearly visible are the four engine management modules mounted to the forward firewall. And in Singer's style, the firewall is finished in marine-grade, diamond-stitched leather to match the car's interior. The party piece for me are the six gold-anodised intake velocity stacks for the Kinsler fuel injection system. I ordered these in gold finish to match the brake calipers as installed on the car. I think they look bomber and they make a wonderful intake honk under acceleration. If an engine bay could be a work of art, this one does it for me.

Lastly, though a bit off-topic, I want to mention the engine being installed in the Emory Outlaw project I have underway. Though it will power a 356, this engine is from a 911. The engine case is cut down to eliminate two cylinders, and the rest is fast road engineering at its finest. The amber fan shroud is topped by two pairs of velocity stacks, and a new rear engine case is manufactured to seal that end of the engine after the cut-down. Equal length headers are included. Rated at 260hp, this is to me a fine example of what can be spawned from the 911 engine and its expert devotees.

I didn't bother with photos from other later cars in the garage such as the 993 Turbo, the 2011 GT3RS 3.8 and the 991 series cars. The engines in those are increasingly to completely hidden from view from the engine bay. They're all great, but the kinetic art element is lost to one's imagination. **911**



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Data file

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

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Data file

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



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



General valuations

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



Ratings

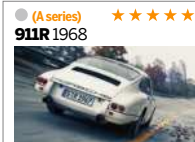
Each model is rated out of five in our half-star system according to their performance, handling, appearance and desirability.



● (O series) ★★★★★	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

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.



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

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

● (C & D series) ★★★★★ 911S 1970-1971



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

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



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

Production numbers	15,082
Issue featured	107
Engine capacity	2,195cc
Compression ratio	8.6:1
Maximum power	125hp @ 5,800rpm
Maximum torque	169Nm @ 4,200rpm
0-62mph	7.0 sec (est)
Top speed	127mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	F 5.5x15-inch; 165HR R 5.5x15-inch; 165HR



● (F series) ★★★★★	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

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.



● (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



● ★★★★★	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

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.



● ★★★★★
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



● ★★★★★
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



● ★★★★★
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 @ 5,500rpm
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	4.291m
Width	1.652m
Weight	1,210kg
Wheels & tyres	
CLARKE	105 (5 x 2015)



★★★★★
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	8x16-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	10.3:1
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	1,350kg
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	8x16-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	8x16-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	8x16-inch; 205/40/VR18
R	11x18-inch; 285/35/VR18



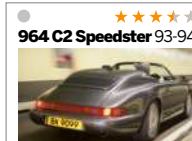
★★★★★
964 Anniversary 1993-94
'30 Jahre' anniversary 964 utilised a 'Turbo' wide body melded to the four-wheel-drive Carrera running gear. Available in Viola metallic, Polar silver or Amethyst.

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

Production numbers	22
Issue featured	131
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	265hp @ 6,200rpm
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	75:1
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 @ 4,500rpm
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 11x18-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

Is Brexit still having an effect on the used Porsche marketplace?



Britain voted to leave the EU in 2016. Despite ongoing wrangling, the general consensus is that Brexit is indeed done. What impact has that decision and the many economic changes had on the 911 market?

"That's an interesting topic," says Jonathan Ostroff, sales manager at Hexagon Classics. "Brexit hasn't affected the UK right-hand drive car values, as they were never very sought after by our EU partners (excepting Eire, Cyprus and Malta)," Jonathan rightly points out.

"Collector-quality RHD Porsches have increased in value in the UK since Brexit (and Covid of course), as the Porsche-buying public have decided that the banks are no longer a great place to store their money, especially with high inflation becoming a reality for all," he continues.

But what of the market into and out of Europe? Historically, a perk for buyers – and indeed, occasionally, traders – was a flight to Germany or Europe to buy a 911, which they then drove back to the UK and owned, or sold as stock if a dealer. A 911, travel and a road trip in one go.

"Brexit has killed all that," says Philip Raby, of Philip Raby Specialist Cars. Twenty years ago, he bought a 964 from Germany and brought it to the UK as his own car. He's also brought into the UK a number of cars from Jersey as sales stock, so he's no stranger to crossing the UK borders or customs with a 911.

"The VAT changes [since Brexit] are a problem," Philip says, "but it's Customs that's the big one. "Previously, you could buy a car, drive it here and register it, but now it's just a nightmare."

Depending on age, there may be varying levels of VAT and duty to pay, and confirmation of vehicle approval before you can register it in the UK – all of which involves time-intensive paperwork and no doubt, stress. Sending a car out of the UK is equally confusing, because each country has differing rules.

That said, Philip reveals that he's just sold a car to the Republic of Ireland, and another 911 – a left-hand drive car in the UK – to a customer in Zurich (which isn't in the EU, note). Remember though: "The weaker Pound has also increased demand for special, significant Porsches to other RHD markets across the globe," says Jonathan, pointing out that this factor "has had a greater effect on UK Porsche market values than Brexit itself."



996 Turbo S 2004-2005

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

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



997.1 Carrera 2004-2008

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

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



997.1 GT3 RS 2006-2007

Similar to GT3, with wider rear 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-ctrl 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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997.1 Carrera S 2004-2008

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

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



997.1 GT3 2006-2007

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

Production numbers	2,378
Issue featured	117
Engine capacity	3,600cc
Compression ratio	12.0:1
Maximum power	415hp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.3 sec
Top speed	192mph
Length	4,445mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	F 8.5x19-inch; 235/35/R19 R 12x19-inch; 305/30/R19



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

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



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

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



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

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



997.2 Carrera 2008-2012

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

Production numbers	10,500
Issue featured	144
Engine capacity	3,614cc
Compression ratio	12.5:1
Maximum power	345hp @ 6,500rpm
Maximum torque	390Nm @ 4,400rpm
0-62mph	4.9 sec
Top speed	179mph
Length	4,435mm
Width	1,808mm
Weight	1,415kg
Wheels & tyres	F 8x18-inch; 235/35/R18 R 10.5x18-inch; 265/40/R18



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

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



997.2 C4S 2008-2012

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

Production numbers	7,910 (Coupe)
Issue featured	111
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	385hp @ 6,500rpm
Maximum torque	420Nm @ 4,400rpm
0-62mph	4.7 sec
Top speed	185mph
Length	4,435mm
Width	1,852mm
Weight	1,480kg
Wheels & tyres	F 8x19-inch; 235/35/R19 R 11x19-inch; 305/30/R19



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

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



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

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



997 GT3 RS 4.0 2010

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

Production numbers	600
Issue featured	125
Engine capacity	3,996cc
Compression ratio	12.6:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 5,750rpm
0-62mph	3.9 sec
Top speed	193mph
Length	4,435mm
Width	1,852mm
Weight	1,360kg
Wheels & tyres	F 9x19-inch; 245/35/R19 R 12x19-inch; 305/30/R19



997 918 Edition 2010

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

Production numbers	121
Issue featured	74
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	530hp @ 6,250-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.3 sec
Top speed	195mph
Length	4,435mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	F 8.5x19-inch; 235/35/R19 R 11x19-inch; 305/30/R19



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

Production numbers	500
Issue featured	155
Engine capacity	3,600cc
Compression ratio	9.0:1
Maximum power	620hp @ 6,500rpm
Maximum torque	700Nm @ 2,500-5,500rpm
0-62mph	3.5 sec
Top speed	205mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	F 9x19-inch; 245/35/R19 R 12x19-inch; 325/30/R19



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

Production numbers	Unknown
Issue featured	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-62mph	4.6 sec
Top speed	190mph
Length	4,435mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	F 8.5x19-inch; 235/35/R19 R 11x19-inch; 305/30/R19



Like C2 997 GTS but slightly heavier and with 4WD. In either C2 or C4 form, it represented a great saving over optioning up a 997 Carrera 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/R19



991.1 Carrera S 2011-2015

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

Production numbers	Unknown
Issue featured	114
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5 sec
Top speed	188.9mph
Length	4,491mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	F 8.5x20-inch; 245/35/R20 R 11x20-inch; 295/30/R20



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

Production numbers	Unknown
Issue featured	98
Engine capacity	3,436cc
Compression ratio	12.5:1
Maximum power	350hp @ 7,400rpm
Maximum torque	390Nm @ 5,600rpm
0-62mph	4.9 sec
Top speed	177mph
Length	4,491mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	F 8.5x19-inch; 235/40/R19 R 11x19-inch; 305/35/R19



991.1 Carrera 4S 2012-2015

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

Production numbers	Unknown
Issue featured	118
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5 sec
Top speed	185mph
Length	4,491mm
Width	1,852mm
Weight	1,445kg
Wheels & tyres	F 8.5x20-inch; 245/35/R20 R 11x20-inch; 305/30/R20



991.1 GT3 2013-2015

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

Production numbers	3,000 (estimate)
Issue featured	143
Engine capacity	3,800cc
Compression ratio	12.9:1
Maximum power	475hp @ 8,250rpm
Maximum torque	440Nm @ 6,250rpm
0-62mph	3.5 sec
Top speed	196mph
Length	4,545mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	F 9x20-inch; 245/35/R20 R 12x20-inch; 305/30/R20

Technology explained

064 PCCB

How and why are Porsche Carbon Ceramic Brakes fitted to high-performance 911s so effective?



Unveiled at the 1999 IAA show in Frankfurt, Porsche Carbon Ceramic Brakes – PCCBs for short – first appeared on the 996 model GT2 of 2001. This was the first production sports car to use the technology.

Disc brakes may have been patented in 1902, but it took until the middle of that century for production cars to perfect the technology, including Porsche's development of the ventilated disc brake, first used on the 906-8 Bergspider of 1965 and utilised on the 911S the following year. Brake development continued, ultimately using a carbon ceramic composite for the disc material.

Brakes convert kinetic energy into heat, through the friction utilised to make them function. The brake pads push against the spinning disc, the disc rotation is metered and the energy converts into heat. That heat causes fade, or reduced brake effectiveness – which is precisely the concept that the Bergspider's internally drilled discs appreciated to gain their effectiveness. Cast iron has typically been used as a disc material, but the downside is weight and the amount of heat they can tolerate, then dissipate, to remain at maximum effectiveness. Drilling and ventilation helps, but only to a point.

This is where carbon ceramic brakes step in. Carbon is much more stable than iron and doesn't expand as much. It's also considerably lighter. Combining carbon fibre with silicon carbide and silicone for disc material results in a balance of wear, performance and stable characteristics through pressure and resistance, together with the all-important temperature loadings. This means that compared to cast iron, PCCB has a thermal expansion co-efficient of between 1 and 3.5, compared to that of 9 to 12 for cast iron, and under friction load, thermal stability is 1,350°C, compared to 700°C.

PCCB discs are made by carbon fibres of defined thicknesses and length. They receive a protective coating and are then pressed with a binding resin into a mould at high pressure. Heating this resultant disc to 900°C carbonises it. The disc is then siliconised by heating in a vacuum to 1,700°C. It's then secured to the car's wheel hub.

When driving, PCCB gives a low wear rate, consistent high brake performance and superior pedal pressure feel, while reducing unsprung weight over standard discs and pads. Even when not utilising the maximum performance envelope of the system, you'll undoubtedly appreciate another asset of PCCB: it generates substantially lower amounts of brake dust.



★ ★ ★ ★ ★	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	700Nm @ 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	



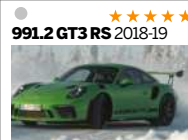
★ ★ ★ ★ ★	Production numbers	Unknown
991.2 Carrera 4 2016-08	Issue featured	133
New 9A2 turbocharged engine	Engine capacity	2,981cc
fused with all-wheel-drive	Compression ratio	10.0:1
running gear, now electro-	Maximum power	370hp @ 6,500rpm
hydraulically controlled.	Maximum torque	450Nm @ 1,700-
Distinguishable 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	



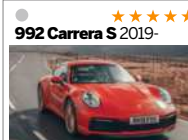
★ ★ ★ ★ ★	Production numbers	Unknown
991.2 C4 GTS 2017-2019	Issue featured	151
As 991.2 Carrera GTS but with	Engine capacity	2,981cc
PTM four-wheel drive electrically	Compression ratio	10.0:1
controlling drive between both	Maximum power	450hp @ 6,500rpm
axles (rear always driven). Red	Maximum torque	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 @ 2-5,000rpm
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	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	430hp @ 7,500rpm
Maximum torque	440Nm @ 5,750rpm
0-62mph	4.0 sec
Top speed	190mph
Length	4,491mm
Width	1,852mm
Weight	1,425kg
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



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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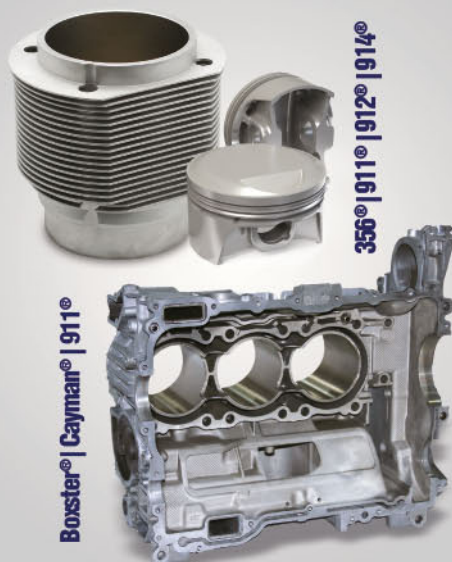
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Porsche Torque with Alex Manos

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

What does the 'SC' stand for? It's simple: Super Carrera. Like the 1978 Porsche 911SC Sunroof Delete Coupe that we have at Beverly Hills Car Club, an excellent original California car in its highly desirable factory colour code 275 (a Light green metallic to you or me).

And the tad confusing 'Sunroof Delete'? Well, despite having it down as an accessory, Porsche listed the sunroof as standard on the 911SC. But without it – as in the car we have – you get an unbroken roof with a gorgeous rolling look, and a firmer chassis.

So now it's all about the ride. In 1978 when it went on sale, powered by a 3.0-litre flat six, Porsche had sold some 190,000 cars in the USA; around 40,000 of these were 911s. And when the 911SC arrived, it was intended to be the last-ever 911. The plan was that it would be overtaken by the front-engine, rear-wheel drive 944, introduced in 1982.

Although sales of the 944 were extremely healthy – the 944 for some time was the most commercially successful sports car produced by Porsche – you couldn't keep the 911 down. Continuously refined,

it kept reappearing as though from some secret launchpad in the soul of motoring enthusiasts.

Inevitably, all things considered, it was what was under the hood that counted. Replacing the 2.7-litre engine, the 3.0-litre powerplant with a new oil cooler tucked into the front fender gave the 911SC its own superpower. Not that you would have known from the car's exterior, although there was a pair of wider tires on the rear wheels and matching wider fenders. And the flared rear wheel arches were a carry-on from the Carrera. Chrome trim came as standard.

But in the mid-1970s the 911's upward trajectory had been trammelled by how its engine power had become strained by US emissions regulations, not to mention the visually unfortunate impact bumpers that were requisite from 1974 onwards.

Yet with the 1978 911SC, the new edition's fully galvanised bodyshell was a significant step forward to immortality. If you lived in areas given to frosty and snowy winters, this bodywork greatly increased protection against such adverse weather conditions.

Once aimed at the hardcore motoring fans who had first taken to the 911 when it was introduced

in 1963, the 911SC was part of the rebranding of Porsche. The company was looking to broaden its market, seeking out customers who were looking for a car that was exciting but also with a reputation for drivability. They wanted to experience the pleasure of getting behind the 911SC's steering wheel. In part, Porsches since the mid-1970s carried the cachet of status symbol, which would only become set in stone as time progressed, and taking a quantum leap in popularity during the second half of the 1980s.

And these thoughts aren't just with the benefit of hindsight. Reviewing the then-new Porsche 911SC in the 1 March 1978 issue of *CAR AND DRIVER*, David E Davis wrote rapturously: "It is the fastest normally aspirated Porsche, 0-60, that we have ever driven. It does the quarter-mile in 14.8 seconds at 94 miles per hour, and the factory (which is usually conservative in these things) rates its top speed at 136. While all this sturm and drang is slowly being fed through your mental computer, you must also come to grips with the information that it gets 15mpg in the EPA city cycle and 27 in the highway test. It is thus terribly fast and surprisingly economical. A remarkable blending of opposing virtues."

It's almost 45 years since that review was penned. Yet it's so apposite it could have been written today. The 911SC is another incomparable Porsche. **911**





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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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27,097 kms (16,837 miles) • 1994 (L)

£249,995

**911 Carrera Speedster**

Silver Metallic • Velvet Red Leather Seats
16" Fuchs Wheels • One of 64 UK Cars
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29,896 miles • 1989 (G)

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**911 Turbo (993)**

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

£154,995

**911 GT2 (996)**

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

£134,995

**911 Carrera 4 GTS Targa (991)**

GT Silver • Black Half-Leather Sports
Seats • 20" GTS Centre Lock Wheels
Touchscreen Satellite Navigation
Switchable Sports Exhaust • Sport
Chrono • 22,006 miles • 2018 (18)

£104,995

**911 Carrera 2 S (992)**

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

£102,995

**911 Carrera 2 GTS (991)**

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

£92,995

**911 Turbo S (997)**

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

£79,995

**911 Carrera 4 GTS (997)**

Basalt Black • Black Leather Sports
Seats • PDK Gearbox • 19" GTS Centre
Lock Wheels • Switchable Sports
Exhaust • Previously Sold & Serviced
by Paragon • 28,883 miles • 2012 (62)

£69,995

**911 Carrera 4 S (997)**

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

£46,995

**911 Carrera 4 Targa (997)**

Arctic Silver • Black Leather Seats
Manual Gearbox • 19" Sport Design
Wheels • Satellite Navigation • Heated
Seats • Bose Sound System • 53,510
miles • 2006 (56)

£39,995

**911 Carrera 2 (997)**

Arctic Silver • Dark Blue Leather Seats
Manual Gearbox • 19" Carrera Sport
Wheels • Switchable Sports Exhaust
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59,163 miles • 2006 (56)

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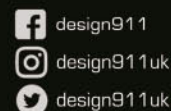
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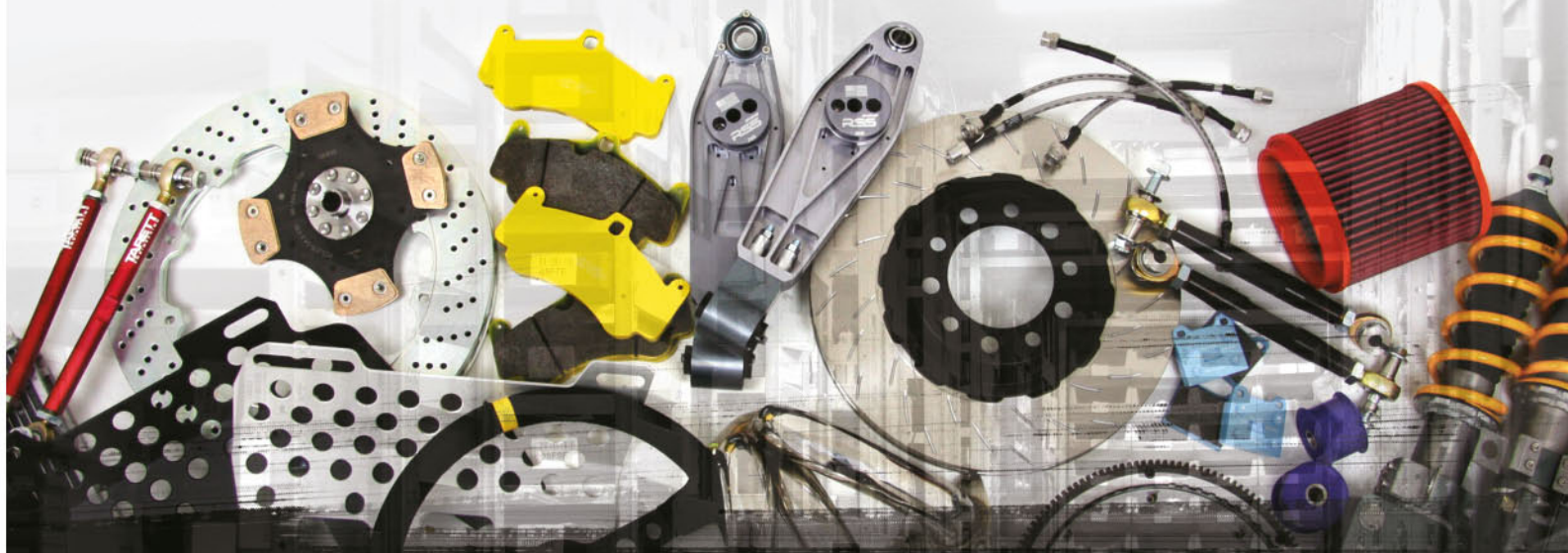
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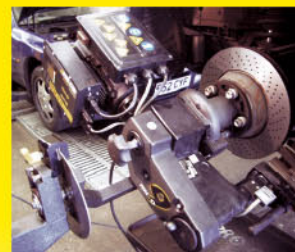
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Porsche's legendary racetrack engineer speaks to Total 911



Porsche Moment

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

Aerodynamicist and sage Norbert Singer recalls how every new Porsche boss was keen to make their mark as quickly as possible. When the ambitious Ulrich Bez returned to Porsche as head of engineering, changes were expected.

And changes there were: Porsche's limited motorsport budget would henceforth concentrate on F1. From his vantage point at BMW, Ulrich had been impressed by Porsche's collaboration with McLaren, which had resulted in two manufacturers' and three drivers' championships. Porsche, he reasoned, could build another competitive GP engine, find an F1 partner and repeat its earlier success.

To finance this, Ulrich abandoned the company's three-year participation on the American CART series, which was led by Helmut Flegl. Ulrich assumed that Weissach's

expertise could again make an impact in GP racing. But F1 technology moves fast. For the new, naturally aspirated formula, the prestigious teams had all secured engines that left Porsche with only a second-division candidate: the Arrows team run by Jackie Oliver. And Porsche's strength was in turbocharging, not non-turbo.

Predictably, it ended in tears. Jackie was dubious about the weight and power-output of the Hans Mezger-designed V12, and testing revealed critical oil starvation and aerodynamic problems. Meanwhile, Arrows' own transverse gearbox was an engineering mismatch with the V12. The Arrows proved not just slow, but fundamentally unreliable. These were faults that a proper testing period might have resolved, but Ulrich was in a hurry. However, after a series of embarrassing retirements – and much to the

derision of German media – Porsche threw in the towel before the 1991 season was finished, though not before Ulrich had been fired.

Taken at Weissach early that year, the photograph shows Ulrich, right, attempting to assuage a concerned Jackie after yet another disastrous test session. Between them stands Wataru Ohashi, Arrows' sponsor. His look suggests he already fears that this venture would be more expensive than he bargained. It eventually cost him over five million pounds.

On Jackie's right is a reluctant-looking Helmut. Burned by his CART experience, he was involved only because Ulrich was his boss. On the left is Hans, whose grim look implies what he later confirmed in his memoirs: with such limited time and resources Ulrich's hasty gamble was never going to work. **911**

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