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Total 911

THE PORSCHE MAGAZINE

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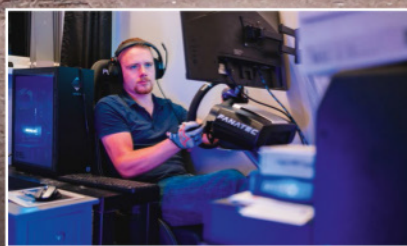
Performance Icons

C2S V GTS V
50TH ANNIVERSARY:
WHICH IS THE BEST
NON-GT, RWD 911?



PATRICK LONG INTERVIEW

Ex-works driver & father of Luftgekühlt on
what's next for his curated, classic shows



SIM RACING: THE INSIDE TRACK

The rise and rise of virtual gaming...
and how it's backed by Porsche



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40 YEARS OF GROUP C
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ISSUE 225

DigitalEdition

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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



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 a copy of the window sticker and receipts copies totaling over \$47,000 which includes a recent service at a cost of \$4,500 that was completed in August, 2022. A well-maintained 996 4S Coupe that is mechanically sound.

For \$34,750



1973 Porsche 911E Targa— Stock #:12666

Presenting this 1976 Porsche 911S Coupe featured with matching numbers and finished in its factory color Silver Metallic (936) with a black interior. Equipped with a 5-speed manual transmission, Flat 6 Cylinder 2.7-liter engine, 4-wheel disc brakes, air conditioning, power mirrors, sunroof, Fuchs wheels with Yokohama tires, tool kit, Quartz-Zeit clock, and a spare tire. Also includes the owner's manual booklet and owner's workshop manual booklet. A highly desirable 911S that is mechanically sound.

For \$49,950



2005 Porsche 911 Carrera Coupe 6-Speed— Stock #:15187

Presenting this elegant 2005 Porsche 911 Carrera Coupe 6-Speed featured with 52,689 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, 8-Xenon headlamp package, Power seat package, power steering, Bose high-end sound package, sunroof, Michelin tires, and 4-wheel disc brakes. Also includes paint meter reading photos as well as service documents and receipts dating from 2016 to 2021 totaling over \$6,000. A well-equipped 911 Carrera Coupe that is mechanically sound of third-generation Porsche 994 Carrera C2 Speedster that is mechanically sound.

For \$49,950



1978 Porsche 911SC Sunroof Delete Coupe— Stock #:14204

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

For \$56,500



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 T-twin wheels, and spare tire. An excellent and desirable convertible sports car that is mechanically sound receipt copies totaling over \$5,500. A highly desirable air-cooled Carrera that is mechanically sound.

For \$49,950



1978 Porsche 911SC Coupe— Stock #:15088

This matching numbers 1978 Porsche 911SC Coupe featured with 70,774 miles on the odometer and is available in its factory color code #027 Guards Red with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.0-liter engine, sunroof, 4-wheel disc brakes, Cookie Cutter wheels, spare tire, tool kit, and jack. Also includes the original Owner's Manual, Warranty/Maintenance booklet, Window Sticker copy as well as service documents and receipts copies totaling over \$10,000. An excellent original California car with lots of history, documentation, and a fantastic addition to any collection. Do not miss your chance to jump into the ownership of this 911SC Coupe that is mechanically sound.

For \$59,950



1978 Porsche 911SC Targa— Stock #:15591

Presenting this 1978 Porsche 911SC Targa featured with matching numbers and finished in a color scheme of blue over a poppy red interior. Equipped with a 5-speed manual transmission, 3.0-liter engine, four-wheel disc brakes, eight exterior outlets, VDO instruments, removable black Targa roof panel, Targa bar, wraparound rear glass window, front fog lights, chrome headlight rings, rear rubber bumperettes, MOMO 3-spoke steering wheel, fender-mounted antennae, Fuchs wheels with Fusion ZR1 tires, and a spare tire fitted in the front trunk. Accessories include air conditioning, cruise control, power mirrors, swing check, Alpine radio, door pockets, dashboard battery with a lighter, glove compartment, and sun visors with a vanity mirror on the passenger side. In addition to the equipment, this 1978 classic comes with a receipt copy for service completed in November 2020. A highly desirable air-cooled 911SC that is mechanically sound.

For \$39,950



1975 Porsche 911S Sunroof Coupe— Stock #:15112

Presenting this 1975 Porsche 911S Sunroof Coupe that is available in black with a black interior. The vehicle comes equipped with a manual transmission, upgraded with a 1975 Flat 6 Cylinder 2.7-liter Carrera engine, power windows, sunroof, 4-wheel disc brakes, and spare tire. An original blue plate California car that is mechanically sound.

For \$49,950



1977 Porsche 911S Targa— Stock #:14898

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

For \$46,500



1978 Porsche 911SC Targa Slant Nose Conversion— Stock #:15151

Presenting this 1978 Porsche 911SC Targa Slant Nose Conversion that is available in its factory color code #80K Guards Red with a black interior. The vehicle comes equipped with a 5-speed manual transmission, upgraded with a 1983 Porsche 911SC Flat 6 Cylinder 3.0-liter engine, air conditioning, power windows, Speedline wheels, aftermarket wide-body slant nose kit, 4-wheel disc brakes, jack, and spare tire. A highly desirable air-cooled Porsche that is mechanically sound.

For \$42,500



1975 Porsche 930 Turbo— Stock #:05638

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

For \$196,500



1981 Porsche 911SC Coupe Euro-Spec— Stock #:14614

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

For \$54,500

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Welcome

I'd like to think that, in over 10 years of doing this job, I've seen most things when it comes to Porsche 911s. The past decade has witnessed old, unloved 964s being turned into million-pound-plus pieces of automotive artwork; manual gearboxes ditched on GT3s and then reinstated; and even the flat six engine, housed in the back of 911s since the first in 1963, moving to a mid-mounted setup on the RSR race car. However, I never, ever thought I'd see a new, strictly off-road 911 released by Porsche.

It's difficult for Porsche to keep many secrets these days and so, granted, the release of an off-road 911 has been expected for some time. We'd seen spy pictures of the Dakar 911 out testing on the Nürburgring for many months, and noted an Instagram post by legendary former rally driver and Porsche ambassador, Walter Röhrl, who used the hashtag 'Dakar 911' when hinting at a new project. The post was quickly deleted.

The Dakar 911 might have been anticipated, but the next question to ask is, is it needed? The reality is that time will tell, for if Porsche sells all 2,500 of this limited-run series then the company will have definitively found yet another niche within the ever-expanding 911 enthusiast sphere.

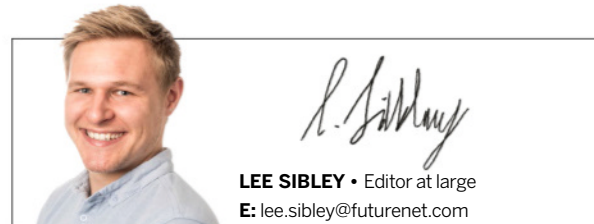
It's a risky move, particularly because 2,500 is a rather large number of off-road sports cars to sell for any manufacturer, but as I've mentioned before on this page, releases such as this continue to show that Porsche is very much attuned to both its history and fan base.

It's nearly 40 years since the company first conquered the dunes of the Dakar with a Porsche 911, hence the name of this 992, with the original Type 953 driven to overall victory by the accomplished French rally driver René Metge in the famous 1984 Paris-Dakar extravaganza. In more recent times, the 'safari' 911 movement has gathered pace, largely in the US market thanks to bespoke restomod builds pioneered by the Leh Keen project and Singer's All-terrain Competition Study, which was revealed in 2021.

It's no wonder, therefore, that Porsche has identified the off-road market as an area of interest, commercially, and you can bet a large proportion of Dakar 992s will find their way to the United States or Middle East, where the terrain is more appropriate for their use.

Either way, it's a brilliant reinvention of the modern 911 platform and really does underline the 911's dexterity as the do-it-all sports car. Bravo Porsche.

"I never ever thought I'd see a new, strictly off-road 911 released by Porsche"





⁹¹¹ Opening Shot

Photograph by **Porsche AG**

The first customer 911 that's purpose-built for off-road driving is here. The all-wheel-drive 911 Dakar rides 50mm higher than a 992 Carrera with Sport chassis, a four-corner lift system adds another 30mm to the Dakar's ride height, with tall, knobbly Pirelli P ZERO tyres ready to tackle the dunes. Weighing just 10kg more than the C4 GTS on which it's based, just 2,500 examples of the 911 Dakar will be built, with first deliveries arriving by spring 2023. Prices start at £173,000.



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Update

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



911 Dakar breaks cover

Porsche reveals an off-road 992 at the Los Angeles Auto Show, weighing just 10kg more than a 992 Carrera GTS

Porsche has unveiled its much-anticipated 911 Dakar, an off-road 911 that takes its inspiration from the 953. This was the 911 that won the Paris-Dakar Rally in 1984.

Based on the 992 Carrera GTS, the Dakar is fitted with the 480hp, 3.0-litre, turbocharged six-cylinder engine from the GTS, mated to an eight-speed PDK transmission. All-wheel drive, PDCC, rear-axle steering and dynamic engine mounts from the 911 GT3 are all standard equipment.

One of the most striking aspects of the Dakar is its increased ground clearance. The car sits 50mm higher than a 911 Carrera S fitted with sports suspension. The 911 Dakar's bespoke suspension setup includes a lift system that can raise the car a further 30mm. In its highest setting, off-road speeds of 106mph are possible, but beyond that threshold the car automatically lowers itself back down.

Rallye (sic) mode is geared for loose, uneven surfaces. It prioritises rear-wheel drive, while Offroad mode is for high-clearance driving. Both make use of Rallye Launch Control, aiding the Dakar's getaway on tricky terrain. Also fostering rapid progress on deep mud, sand and snow come specially developed Pirelli Scorpion All Terrain Plus tyres. These are 245/45 R19 at the front and 295/40 R20 at the rear, and are ideal for challenging surfaces. The cut-resistant tyres feature reinforced sidewalls and a chunky tread pattern that's 9mm deep. There's also the option to fit Pirelli P Zero summer and winter tyres.

The Dakar's dynamic abilities are supported by a functional yet striking aesthetic. A newly developed carbon fibre, fixed rear spoiler is joined by a similarly lightweight bonnet, taken from the GT3. Unique off-road details include widened wheel wells and sills, and stainless steel skid plates on

the front, rear and sills. The side air intakes are protected against rocks via stainless steel grilles, while aluminium towing lugs at the front and back complete the go-anywhere vibe.

The optional roof rack with headlights can carry 42kg of equipment, such as fuel and water canisters, folding shovels and traction boards. A roof tent is also available. Inside, the Dakar features full bucket seats (the rear bench is omitted). Race-Tex surfaces are used throughout, while a Rallye Sport Package with roll-over bar, six-point seat belts and fire extinguisher is optional. Lightweight glass and a lightweight battery contribute to a total weight of 1,605kg – just 10kg heavier than a Carrera 4 GTS PDK. Porsche claims 62mph can be reached in 3.5 seconds, but top speed is limited to 149mph due to those all-terrain tyres.

The optional (£18,434) Rallye Design Package from Porsche Exclusive Manufaktur features a two-tone paint finish in White and Gentian blue metallic, evoking the spirit of the 953. Customers can choose door numbers between 1 and 999.

Porsche will build just 2,500 examples of the 911 Dakar, priced at £173,000. The first UK deliveries are expected in spring 2023.

Porsche salutes Peter Falk

Porsche engineering legend celebrates his 90th birthday

Former Porsche racing director and engineer Peter Falk spent more than 30 years playing a leading role in car development at the company. Racers such as the 917, 956/962 and 911 racing derivatives of all kinds were built under the direction of Peter as the brand established its name in international motorsport. As Peter celebrated his 90th birthday in November, Porsche paid tribute to the indelible mark he made via his contributions to its track success.

Born in 1932 in Athens, Peter took an apprenticeship as a car mechanic and studied mechanical engineering, specialising in automotive technology.

He joined Porsche as an engineer in 1959 – one of only 10 employees in the test driving department. By 1964 he'd started working in pre-series and racing support, where he got the 911 on track. At 1965's Monte Carlo Rally he and Herbert Linge drove a 911 2.0, where they finished 5th overall.

In the years that followed, iconic racers such as the 906 to the 917 were built under Peter's leadership as he headed the pre-series and racing department. From 1973 to 1981 he was test manager in the development of the 911, and was responsible for the body, gearbox, road testing and endurance runs.



As head of race car development and racing director in the 1980s, Peter was responsible for the successes of the 956 and 962 Group C cars, achieving seven overall

victories at Le Mans and 11 world championship titles. Alongside Roland Kussmaul, Peter developed the 911 Carrera 3.2 4x4 for the Paris-Dakar Rally in less than a year, and two overall victories at the rally in 1984 and 1986 followed. From 1989 onwards, he was head of chassis development and oversaw pre-development and development of the 993 and 996 generations of 911.

Peter retired in 1993, but has maintained a close relationship with Porsche ever since. However, he very much prefers to stand behind his team, rather than in the spotlight – a sign of a true legend.

Nick Tandy returns to Porsche

Briton Nick Tandy will rejoin Porsche Motorsport, driving the new 963 prototype hybrid in 2023



Former Le Mans winner, Porsche Carrera Cup GB team owner Nick Tandy, is returning to the Porsche Motorsport fold. Following a two-year break where the 38-year-old raced with Corvette, Nick will rejoin the Porsche works squad at the wheel of the Porsche Penske

Motorsport 963 prototype hybrid for 2023.

Nick notched up many successes between 2013 and 2020 as a Porsche works driver, including overall victory at 2015 24 Hours of Le Mans. He'll next be competing in the FIA World Endurance Championship and the IMSA WeatherTech SportsCar Championship.

"I couldn't be happier or more excited to join Porsche Penske Motorsport for 2023 and feel honoured to race the 963 and be back in the top-classes once again," said Nick. "Porsche Motorsport gave me the big break in my career and my life. We went on to achieve some unbelievable successes together, but that is hopefully just the beginning."

911 reaches world's highest volcano

An experimental Porsche based on the 911 has driven up the world's highest volcano. But this is not the 911 Dakar...



A team, led by endurance racer Romain Dumas, set out to explore the limits of the 911. It built a pair of experimental cars designed to tackle one of the world's most hostile environments: the slopes of Ojos del Salado, Chile, the highest volcano in the world. Note: these cars aren't

related to the new 911 Dakar. Under the skin sits a 992 Carrera 4S, equipped with a factory standard turbocharged flat six engine that's mated to an original seven-speed manual transmission.

Romain took the wheel for the ascent to 19,708 feet (6,007 metres), navigating vicious gradients, huge boulders and ice fields in temperatures around 30 degrees Celsius below freezing. With half the available oxygen in the air compared to that at sea level, the extreme environment tested the abilities of both car and team. Things become almost impassable near the summit, yet reach it they did, meaning that this 911 has achieved a point higher than any other Porsche ever before.

News in Brief

Porsche x Garmin smartwatch

This GPS multisport watch will suit those with an active lifestyle. It features unique details including two Porsche faces, the Porsche crest is engraved on the red start/stop button, while the black silicone strap and clasp also bear the car maker's logo. The watch has a range of smart functions, including health monitoring. Item number WAP0709010PSMW is available at <https://shop.porsche.com> for £1,095.



Porsche Junior Joins Esports

Porsche Carrera Cup GB Junior Adam Smalley is entering the world of eSports with sim racing outfit Apex Racing Team. Adam was introduced to the team via 2022 Esports Carrera Cup GB champion Kevin Ellis Jr. Under the guidance of the Apex squad, Adam will learn to drive the 911 GT3 Cup on the iRacing simulation platform, gaining insight into how his experience translates to the virtual racing world.



Porsche-only track day is the new highlight of the UK racing calendar

Unsilenced event ran by RMA sees top metal share circuit space at Donington Park

Photography courtesy **Jakob Ebrey** for **RMA Track Days**

Donington Park delivered flat six thrills aplenty thanks to the success of a new Porsche-only event organised by RMA Track Days in mid-October, with more of the same concept already promised for 2023.

Working in collaboration with Porsche specialists RPM Technik, the unsilenced track day welcomed over 50 Zuffenhausen sports cars to the UK's famed Donington Park, Derbyshire, for a successful day under the glare of the autumn sun.

The relaxation of noise limits – a rare occurrence on many circuits in the UK – allowed for some top metal to take to the track, with competition-only 992 GT3 Cup cars lighting up the circuit alongside a plethora of modern GT cars and even air-cooled classics. Even better, with an 'open pitlane' policy together with RMA's customary allowance for safe overtaking on both sides (a rule that separates the company from many other operators in the UK), the day became a festival of fast Porsche racing around Donington's bends, with exemplary driver etiquette meaning that participants were rewarded with an

event uninterrupted by red flags or any other stoppages.

Leyton Clarke, RMA's managing director, said, "It was a conversation we had with RPM Technik, and we asked ourselves, 'What would be the perfect track day?' We realised it was going to be a day at Donington Park, unsilenced, and Porsche-only."

The success of the track day has lead Leyton to reveal that two more Porsche-only events have already been confirmed for next year, when RPM Technik will once again be present with its trackside assistance services and drivers' lounge for customers to take advantage of. "A lot of our customers take part in track days and have indulged in our upgrades and Manthey parts programmes, so we wanted to support these guys and girls and be visible doing what we do at these sorts of days," said Darren Anderson, RPM Technik's commercial director.

Despite the high calibre of Porsche taking part on the day, both RMA and RPM Technik are keen to stress the events next year will be open to all Porsche owners. You can keep abreast of further details of these track days via RMA, RPM Technik, or via the events calendar at 9werks.co.uk. **911**





ABOVE Porsche of all varieties took full advantage of RMA Track Days' decision to make the day a Zuffenhausen-only affair

Editorial

Editor-at-large **Lee Sibley**
lee.sibley@futurenet.com

Art Editor **Jamie Schildhauer**

Operations Editor **Cliff Hope**

Contributors

Andy Brookes, James Bullen, Alisdair Cusick, Kieron Fennelly,
Kyle Fortune, Scott Gardner, Ignition Media, Nick Jeffery, Laura
Kinnucane, Ron Lang, James McGrath, Motoring Research,
Max Newman, Ben Przekop, Ryan Tasker, Peter Wilson

Cover image

Ryan Tasker

Photography

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Advertising

Media packs are available on request

Head of Commercial - Sports **Richard Hemmings**

richard.hemmings@futurenet.com

Account Manager **Garry Brookes**

garry.brookes@futurenet.com

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available content at www.futurecontenthub.com.

Head of Print Licensing **Rachel Shaw**

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Head of Production **Mark Constance**

Senior Production Manager **Matt Eglington**

Senior Ad Production Manager **Jo Crosby**

Digital Editions Controller **Jason Hudson**

Production Manager **Nola Cokely**

Ad Production Coordinator **Emma Thomas**

Management

Chief Financial and Strategy Officer **Penny Ladkin-Brand**

Brand Director **Paul Newman**

Content Director **Paul Douglas**

Head of Art & Design **Greg Whitaker**

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Non-Executive Chairman **Richard Huntingford**
Chief Financial and Strategy Officer **Penny Ladkin-Brand**

Tel +44 (0)1225 442 244

Views

Contact Total 911



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Email
editorial@total911.com

The very best of your Porsche opinions



Dakar 992

Dear Sir,

It was nice to read in issue 224 that Porsche will offer the Carrera T to anyone who wants it. I'm also glad there's the option of PDK along with other goodies and mods that Porsche will include with the Carrera T.

I hope that Porsche will also do the same on its other models – for example, the 911 Dakar that was revealed at the LA Auto Show. Back in issue 208 **Total 911** printed spy images of a car being test driven at Nürburgring's Nordschleife that was believed to be a 992 Safari. Wow, that's well over a year before its official unveiling in November 2022!

It's sad to hear that this model will be limited to 2,500 units and will only be offered to choice customers rather than everybody who's keen to attain it. I wish that Porsche would realise that there are people like me who aren't 'choice' customers. I guess I'm looking for a reassessment

in my relationship with my local dealer. This year there are so many models of Porsche that are only for choice customers or Porsche choice buyers. 992 Classic, GT3 Touring... does Porsche only want to take care of its choice customers? Lucky them.

Well, it's great that Porsche does take care of every models it produces. I'll continue to see what's next for the 992 lineup. ST, Targa Turbo, perhaps?

Brian Toh

We like to be ahead of the game and keep our readers abreast of any incoming 911s, which we're able to do thanks to our expansive network of spy photographers at the 'Ring and elsewhere around the world.

To that end, we can absolutely expect an ST to land very soon, and it's a model we're very excited to see arrive – particularly if it's anything like the original!

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C2 or C4?

Dear Sir,

I just wanted to thank you for all the great work on this issue [Total 911 issue 224], and the feature on the 996. Although I don't have a 911 yet, I do have a pair of 981s, a 987 Boxster S Anniversary, a Speed yellow 986 Boxster S and an '86 944. But I keep thinking about a 996, as I really do like the steering and dynamics of the 986 Boxster S. Not to mention that a 996 isn't crazy money these days.

I completely agree with your comment at the end of the magazine [Living the Legend, page 73] when comparing your 996 to the newest model. I have a good friend who owns a new Turbo S, and while the performance is staggering, even here in the US there's almost nowhere to drive a car that fast. Not that I have that skill set anyway!

Where I live in Washington State, I'm only 15 minutes away from great twisty roads, and because I work from home, on mornings where the pavement is dry (our climate is very similar to the UK's) I can enjoy a nice 30-60 minute "drive in the country" before getting to work, but it's all about having fun between 30 and about 85mph.

I know this is a tough question to ask, but if you were to choose only one 996 variant that was non-Turbo, would it be a Carrera 4 or just a 2? I have two great specialist shops, so if I do need an IMS replacement, that's no problem.

Thank you very much for your time, and again, thank you for the great features in the magazine. It's always a treat.

Jeff Dorgay

Great to see you've so many awesome Porsches (which do exist outside of the 911 range of course!). As regards your question, if you're going to use the car for fast road driving, I'd make your purchase based on condition rather than drive layout. Sure, there are many 996s out there and the stock has improved over the past five years as enthusiasts begin to invest in maintaining them, but it's still possible to buy an example in need of a lot of TLC.

On the road, you'll have to be pushing very hard for the C4 to start revealing itself because it's prone to some understeer at the nose, though a decent geo can dial some of this out. Equally, if the weather where you are is the same as here in the UK, you may find the extra traction to be of use from time to time.

So, with those sentiments in mind, your best bet is to find the best 996 according to its condition and history, to ensure you pick up a nice example that's ready to be driven and enjoyed, rather than sent to the garage for work.

In praise of the 993

Dear Sir,

Why is there no rating yet for the 992 GTS in the Data File? It's been out a while now and it's Lars Kern's favourite variant of the 992, after all. Looking forward to this omission being rectified soon. Great magazine otherwise!

Geoff Lowe

We've held back on publicising our 992 GTS ratings as, unbelievably, we've only driven the RWD model. We're awaiting an opportunity to drive the AWD version from Porsche GB, where



we'll then be able to deliver accurate verdicts after a thorough road test, rather than based on hearsay. I apologise this has taken so long to deliver, it's most unusual for Total 911. You can be sure it'll be rectified soon.

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 996 Turbo, which is coming up with a spoiler warning. I'm worried that I need a new system, which is very expensive. What options do I have?

Ethan Ake

Yes, this is a fairly common issue with the 996 Turbos and there can be a number of issues that can cause the warning light to come on.

The spoiler drive is operated using an electric motor and hydraulic pump. Failures can include warning messages, hydraulic leaks, the spoiler coming up not level, or sticking up. Over the years I've seen the relays by the DME control unit and the micro switches on the offside ram play up and create problems that are fairly straightforward to diagnose.

If the spoiler is coming up not level then it may indicate one of the hydraulic rams has a leak, which can be identified visually when the engine lid is open. I've also experienced noisy spoiler rams, indicating failure.

The first step is to determine if your fault is either electrical or hydraulic related, and this will dictate your repair method. There are companies that offer a complete spoiler drive overhaul rather than unit replacement. However, there's no need to explore this option if, for example, you have a relay fault.

I would advise booking your car into your local specialist or Official Porsche Centre for an initial diagnostic check.



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Spotted

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



"It's quick, it's light and it's got a torque curve to die for," says Josh Sadler, RS oracle and all-round legend. That's one hell of a sales pitch to me, to which I'd be replying "take my money," assuming I had any. Josh has sold plenty of Porsches during his days at Autofarm, but he's rationalising his garage at home presently. You might have spotted his orange 1973 2.7 RS that's been in **Total 911** previously, because it's up for auction soon. So soon that it'll have gone across the auction block by the time you read this, but there's still a chance to own one of Josh's personal cars, and one that we remember seeing on the day we last visited him, when we conducted an interview for issue 206.

Josh is only too happy to talk about the black RS 3.0 replica he's selling now, explaining that he bought it in 2016. Converted back in the early 1990s by Bob Watson Engineering, it's based on a fully galvanised body. It has bolt-on glass fibre bodywork, including the doors, and has polycarbonate side and rear windows. Naturally, there's a six-point roll cage welded in and a pair of racing seats and four-point harnesses. Josh couldn't resist fettling it, so from 2017 he set about

rebuilding it, with the intention of turning it into a useable historic racer and hillclimb car. A full engine rebuild ensued, the flat six being a 3.5-litre twin-plug unit with a 911 SC crankcase, 46IDA Webers (these, again, rebuilt recently), Bosch dual ignition and an output of around 350hp.

That's enough, admits Josh, to make it a useful track car, campaigning it a few times between 2017 and 2019 in the Classic Sports Car Club 70s Future Classics series. It completed a couple of one-hour races at Spa, before the world stopped turning as the pandemic tightened its grip. Since then it's been hillclimbed in its existing circuit spec, with Josh driving it to and from events, competing in 12 throughout 2020/21.

At its last outing Josh spun it. There was no damage, but he reckoned it "was a message" to be a bit more sensible and call time on his competitive driving. As such, his 3.0 RS replica is surplus to requirements, even though it's fully road registered.

The rest of the specification is pure racer, with an RSR pattern exhaust and a 105Db silencer. Josh admits that the exhaust bore's a little tighter because it works that bit better. Similarly, there

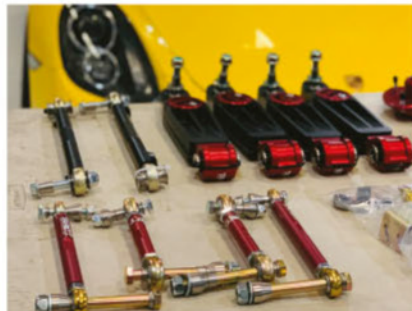
are upgraded cams, some of Josh's own cylinder head tweaks, as well as a fully rebuilt 915 manual transmission with circuit ratios, with the gearbox also featuring an external pump and cooler.

All that drives through a ZF limited-slip differential, riding on 3.3 Turbo suspension and brakes, which feature a dual master cylinder so you can adjust the balance. Stack internals are used behind the instruments, and there are additional gauges for fuel pressure and such-like. It wears its use with the honesty of a race car, although mechanically you can be absolutely certain that it's perfect, coming with not just the 16-inch Fuchs as pictured here, but a set of spare alloy wheels for slick tyres.

We've spent a fair bit of time of late perusing race cars, and we rather like this as a historic campaigner that you could run as a fast road car at the weekend, and just gawp at in the garage the rest of the time. And being one of Josh's cars isn't going to hurt its provenance either, which if we could, we'd be buying ourselves. But as we can't, we suggest you do, before someone else does. You'll find it on www.racecarsdirect.com. **911**



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991 Supertest

Total 911 compares the 991 Carrera S, 50th Anniversary Edition and Carrera GTS to find out which is the sweet spot of the last nat-asp 911 generation

Written by **Max Newman** Photography by **Max Newman** and **Ryan Tasker**





The 991 Carrera range was launched over a decade ago, for the 2012 model year, as the seventh generation of Porsche's venerable 911. As a 'clean sheet' design it heralded one of the biggest generational changes in the model's history, and signalled both the end of an era and a new beginning. It left behind a legacy as the final naturally aspirated 911 Carrera, because the second-generation 991 Carrera arrived with forced induction four years later.

Criticised for its ever-increasing size and weight, and becoming more GT than sports car, it's worth noting that the styling of the 991 was fashioned to create an impression of it being wider and lower, but the overall dimensions aren't greatly different from the 997. It's slightly longer but no wider, and it's also lighter – like for like – than the car it replaced.

Truly a 21st century 911, Porsche claimed the 991 to be 90 per cent new. It achieved its lighter weight through extensive use of aluminium, and did so despite the wheelbase being increased by 100mm. Of perhaps even greater significance is an increase in the front track of 52mm, which yields a front end more resistant to understeer. As a package the 991 offers a more stable and precise platform, with increased space inside for a sophisticated cabin, which is both modern and unmistakably 911. Greater GT credentials yes, but also potentially more sporting prowess.

Power came from a higher-revving development of the 3.8-litre 9A1 engine, which debuted in the Gen2 997 in 2008. In the 991 Carrera S it delivers 400bhp at a heady 7,400rpm before revving out at 7,800rpm. Peak torque was also increased, to 440Nm at 5,600rpm. Further development of the popular twin-clutch PDK gearbox was tackled in-house to deliver snappier shifts – up and down the box – to the enthusiastic driver. A seven-speed manual development of the same gearbox was also offered.

Most controversial of all was the new electronically assisted EPAS steering, which was highlighted for offering a reduced amount of feel through the helm than the previous hydraulically assisted setup. It's actually rather good; possessed of a calmness not present in hydraulically assisted cars, it enables you to concentrate on the important messages coming from the road.

But this isn't a Dickensian battle against the ghost of 911s past. Let's instead explore the 911 Carrera in its most modern, naturally aspirated iteration, before the legislative landscape took it in the direction of smaller capacity, forced-induction engines. We gathered together three fine rear-wheel-drive examples – a Carrera 2S, the rare 50th Anniversary edition and a GTS – to explore why the car divided opinion so strongly at launch and, against that backdrop, consider what it offers to the discerning 911 enthusiast today.

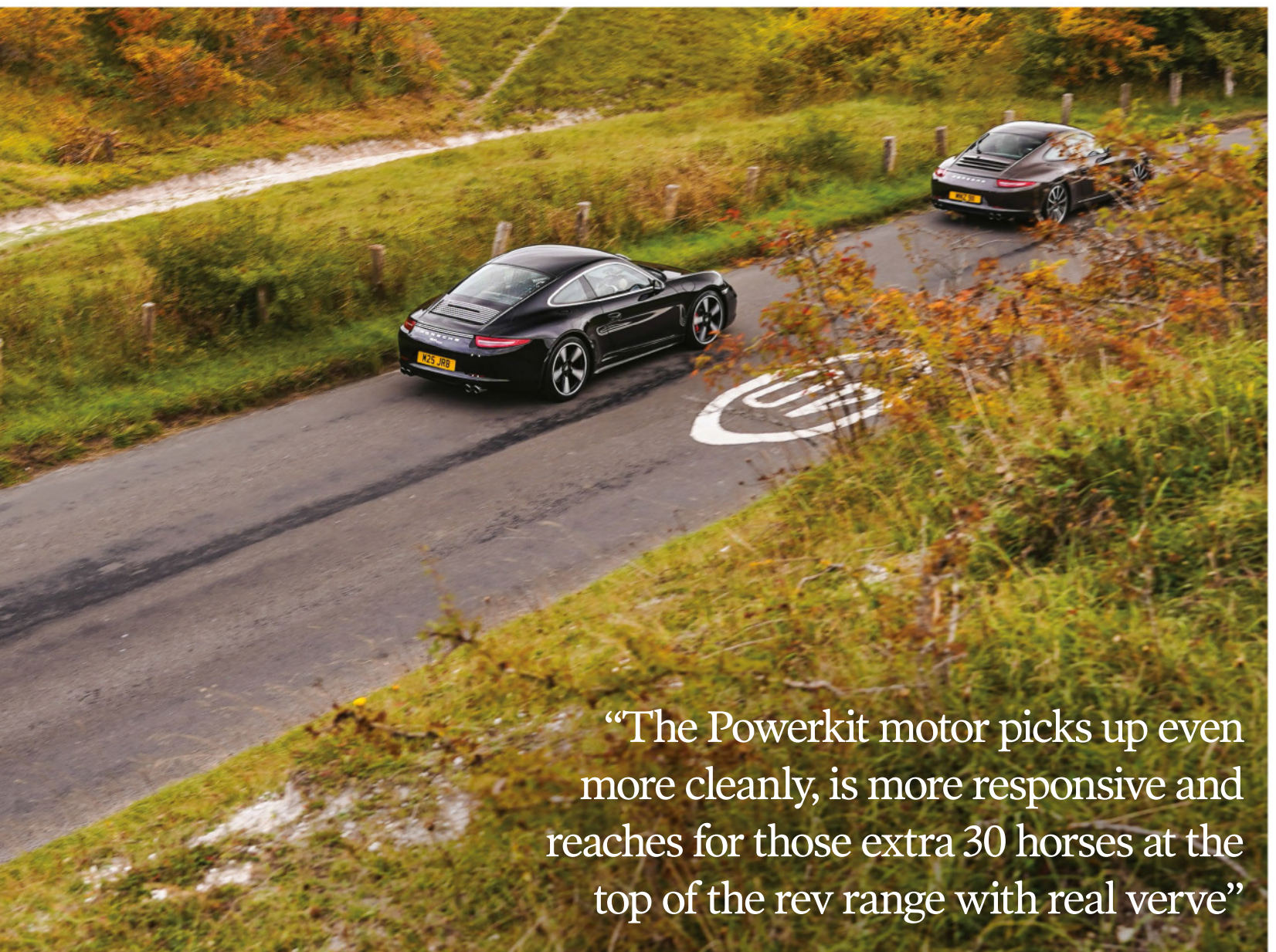
As our trio of Carrera-based 991s and their owners gather on a bright autumnal morning, snapper Ryan Tasker can't resist immediately grabbing shots, and the argument that the team led by Peter Varga created what remains a great-looking 911 seems beyond ☺





LEFT The GTS gave the 991 platform a great standard spec that was optional on the Carrera S, including PSE, Sport Chrono Pack and the 30hp Powerkit

BELOW A widebody came with both RWD and AWD variants of the GTS, giving this special 991 real presence on the road



“The Powerkit motor picks up even more cleanly, is more responsive and reaches for those extra 30 horses at the top of the rev range with real verve”

“The sound from the engine is at the very heart of this experience”

TOP The C2S is the only rear-drive 991.1 in our test to feature the 911's customary narrow body

RIGHT MIDDLE With 400hp, the C2S is the least powerful 911 on test today, but it's also the lightest

FAR RIGHT The Agate and Pebble grey two-tone leather interior of the Carrera S is enhanced by a glass sunroof





doubt. It makes sense to work in chronological order and begin with the elegant, narrow body Carrera S. Nine years old and with 40,000 miles showing, the car feels tight as a drum, lithe and wieldy as we move down the road in the way only a 911 can.

The PDK 'box clicks smoothly and quietly through gears as we go. Common to all 991s is a raised centre console running from the PCM unit down the middle of the cabin, which feels modern – aside from the plethora of buttons – and of high quality. Although you have a little more cabin space than in previous 911 generations, it remains an intimate, driver-focused environment. The layout of the instrument binnacle is pure 911.

This particular car adds to the sense of occasion with its Agate and Pebble grey two-tone leather interior and a glass sunroof that bathes the already pleasingly bright interior in light – a first for a 911 outside the 993/996/997 Targas. Enjoyed like this, the 991 is refined and the GT credentials of this smart Anthracite brown metallic example seem assured.

We're in a time before haptics here, and the tower of buttons either side of the gear lever – of which there are plenty in a well-optioned car – can appear confusing to the uninitiated, but actually make sense, fall easily to hand, and operate with a reassuring click. Bringing this myriad of buttons into play sharpens throttle and PDK shift responses with the Sport, or even Sport Plus options on this Sport Chrono Plus-equipped car. A firmer PASM suspension setting settles the rear of the car nicely and is actually usable on British roads; and of course there's the PSE switchable sports exhaust.

The sound from the engine is at the heart of this experience, and at the centre of the 'normally aspirated over forced induction' debate. As the revs build to a crescendo the 991 sounds spectacular – especially from the inside – thanks to the sound symposer, which brings intake and engine sounds into the cabin. It works through a series of chambers and tubes that carry acoustic pulses and mechanical sounds to the passenger rear bulkhead, which in turn acts effectively as a subwoofer. Synthetic sounds piped through the stereo this is not!

The final piece of the puzzle with which to immerse yourself in the driving experience are the up and down shift paddles behind the steering wheel, which are on Sport Design steering wheel-equipped cars. The paddles themselves are metal, cool to the touch, have a satisfying action and add to the intensity of the experience. The gearshift lever itself on a 991.1 Carrera works in the old Tiptronic style unfortunately – forward to shift up – which feels counter-intuitive and doesn't lend itself to the full DTM (Deutsche Tourenwagen Masters) experience.

As you pick up the pace, the chameleon nature of the 991 reveals itself. The wider front track is precise and resists understeer, but you still have to guide the front of the car towards the apex with some weight over the front axle. As you fire away from the apex and make the most of the inherent traction, the balance between the motor, chassis and tyre (295 at the rear) feels beautifully judged. Agile and exciting, the clarity of feedback in this slim-hipped Carrera S ➡

imbues great confidence. It's a thrilling companion. Be in no doubt that the road manners and character of this car are defined by the location of its engine.

Stepping into the 911 50 Years Edition 991 feels like stepping into an exclusive club of which only 1,963 memberships were available worldwide, and in the UK just 101. Launched in September 2013 to celebrate the golden anniversary of the 911 – hence the production number and nomenclature – the greatest departure from the C2S at face value is the adoption of the wider body from the Carrera 4 and 4S (44mm at the hips), while retaining the rear-wheel drive of the narrow body car. The PASM suspension was subtly recalibrated to complement this increased track width, tyre (305 versus 295) and ability. Other spec highlights included sport seats, Sport Chrono, switchable sports exhaust and PDLS lights, but essentially the '50AE' is all about the details and retro touches. That's what makes it special.

Riding on special Fuchs-style wheels, the retro vibe continues with high-gloss window frames, chrome trim strips on the front air inlets, the fins of the engine cover grill and on the panel between the rear lights, and a unique badge on the rear lid depicting '911 50'. This badging continues inside on the seat headrests, door sills and rev counter. The instruments are a highlight, especially at night. They feature green labelling with white pointer needles and silver caps on the instrument pivot pins, akin to the very earliest 911s. The most important '911 50' badge is on the brushed aluminium cup holder panel, where it's accompanied by the individual number of each of the 1,963 cars.

Leather is plentiful inside and was available in black or grey, complemented by centres in the Pepita or houndstooth design from the 1960s. It's a tactile interior that makes you feel that you're in a car that represents something special.

'Our' car, kindly lent by owner and 991 aficionado James Bullen, is number 1,518, finished in black monochrome. This was one of three exterior colour choices, which looks superb against all the 50th anniversary finery. It's interesting to note that black was an addition by the Porsche marketing department. Famed British Porsche designer Tony Hatter, who created this special model, presented it in Geyser grey – which harks back to some of the earliest 901s – and a darker Graphite grey as a tribute to the iconic 911 driven by Steve McQueen in the film *Le Mans*. The marketing department insisted on the addition of a black colour option and James's car, fresh from ceramic coating and PPF, looks immaculate and very cool.

In some markets – the US, for example – the Powerkit was part of the standard equipment on the 50AE, but in the UK it remained on the options list. This particular car doesn't have it, retaining instead the same 9A1 3.8 and PDK configuration as the C2S, which makes for an even more enticing comparison.

As you'd expect, the experience on the road is similar, and the soundtrack equally sensational. In a series of bends the extra track width and tyre generate greater stability across the rear and huge ➡



LEFT The 50AE's houndstooth seat inserts are unique to the model and a classy, historical touch

BELOW Green dials contrast nicely against the 991's modern interior layout



“The extra track width and tyre generate greater stability across the rear”

grip. It's very reassuring, and leaves you convinced you can carry even more speed next time. The overriding impression, contrary to the collectors-only, minimal-mileage approach, is that the 50AE feels so good to be within and inspires such confidence to drive, that I want to head straight for the Eurotunnel and off on a road trip adventure.

Resplendent in PTS Mexico blue, Paul Fairman's GTS is the final car in our Gen1 991 trio. Launched in autumn 2014, the GTS was a hotly anticipated addition to the 991 range following the success of the 997 variant. The 991 followed a similar recipe by pairing the wider 4S body with a two-wheel-drive powertrain, although the GTS sauce could be applied to other 991 recipes, including the already wide-arched, all-wheel-drive cars, the Cabriolet and Targa variants.

Standard equipment is generous and includes a PASM setup that's 10mm lower than the other two cars. In addition, and particular to the GTS, are stunning forged-aluminium, centre-lock wheels from the Turbo S – typically finished in black but changed recently to silver on Paul's car. Other black GTS accents include a grilled air inlet on the rear deck and the strip between the rear lights, although 4WD GTS models retained the red light strip of the 4S.

There's an air of purpose about the interior due to the abundance of Alcantara, which covers the centre panels of the seats, steering wheel, door handles and storage compartments. The sport seats are the best

of our trio to sit in. They're as comfortable as those in the other cars, but more supportive.

Mechanically, all GTS variants were blessed with the Powerkit. Already a finely tuned motor, the Powerkit sought improvements to the 9A1 motor through improved induction and inlet porting, and cams, with mapping to match. Power is increased from 400 to 430bhp and while peak torque remains the same, it's spread more widely across the curve.

It scarcely seems possible, but the GTS sounds even better from the driver's seat than either the C2S or 50AE. It feels more athletic, too. Faster, although not by a great deal, the Powerkit motor picks up even more cleanly, is more responsive, and reaches for those extra 30 horses at the top of the rev range with real verve.

Chassis-wise, this car confuses slightly by being the only 991 of our trio equipped with optional PDCC (Porsche Dynamic Chassis Control). It's an electro-hydraulic anti-roll bar system utilising hydraulically actuated cylinders to mechanically alter the load on both the front and rear anti-roll bars. Fans of the system say it makes the platform even more stable and brings more responsive handling, while detractors argue it masks some of the feel from the 911's idiosyncratic layout.

Driven directly after the other two cars, and remembering that it sits 10mm lower on its PASM, the GTS continues to impress with a greater sense of purpose in the way it moves down the road, more

firmly albeit perfectly comfortable. The GTS turns in more sharply too, with a clearer response than either the C2S or 50AE. It inspires the same if not even more confidence than the 50AE with which it shares the wider track and rear tyre. The fatter torque curve and Powerkit's athleticism combine to make you feel as if you're asking more of it, and it's rewarding you more in return. Trying to look beyond the variable of PDCC, the GTS is an extremely exciting yet rounded package. It's the most impressive car here.

The 991.1 Carrera S and its derivatives represent something of a 911 sweet spot. Usefully modern but fizzing with naturally aspirated character, they're superb cars that should be driven and enjoyed at every opportunity, such is their breadth of abilities.

The price point of each car is quite different in the current market. Even so, you could argue convincingly that the GTS is the most sporting of our trio to drive, best to look at, and priced at the midpoint. Therefore, you could say it's the one to have. And if your budget guides you towards the classically elegant, agile and exciting C2S, you'd justifiably be delighted and wish for nothing more.

What of the 50th Anniversary car? You could spend the same money on a 992 C2S and I doubt you'd be any happier or feel more special, be it at your local Cars & Coffee meet, or heading towards an overnight stop in Dijon en route to the Alps. To discount it as an anomaly or collector's trinket is to miss the point. **911**



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THE 912 Game changer

This 750kg 912C rewrites the rule book on Porsche's plucky four-cylinder '60s sports car. Can it rival the drive of its 911 bigger brother?

Written by **Lee Sibley**

Renowned for being underpowered if generally well balanced, historically the four-cylinder Porsche 912 has played second-fiddle to its six-cylinder brethren in the mighty 911. That might well be about to change though, thanks to this striking 912C restomod created by KAMM Manufaktur.

Budapest-based KAMM is the brainchild of Miki Kázmér, who founded the company in 2020. This 912C restomod is built very much in accordance with Miki's personal taste in cars: namely, fast road or track cars, with added spice. Top-level stats here are 175hp and just 750kg wet weight, with the goal of

mimicking the 1967 911R by producing a car that's as light as possible.

Carbon fibre helps bring this weight right down (indeed, it's what the 'C' stands for in this 912's name). The material has been used to create the front wings, bonnet, bumpers, doors and decklid. Even the Talbot mirrors are carbon fibre, weighing just 40g with the mirror included. Aside from the windscreen, all glass has been swapped out for polycarbonate. Miki says the company could have gone even further with its weight-saving efforts, but it was important to retain practicality on a car that he hopes customers will readily use in future.

The 912C's lightweight, centre-locking wheels are seven inches all round. They're much beefier than ➤



the original 912, with 195 profile tyres on the front and 205 on the rear. Miki says this is the widest they could go without reprofiling the 912's customary slender arches. Again, keeping that original 1960s appearance was key, which is why that carbon body has been draped in contemporary Irish green.

The engine deployed is an original Type 616 used in the 356 and then 912. Completely rebuilt here from scratch (including the crank), the heads, pistons and cylinders were completed by JPS Aircooled, which used to work on these classic engines at Porsche in a race capacity, according to Miki. 44 Webers have been deployed, as has a bespoke exhaust, with programmable ignition meaning the team could create their own power curve. More on that shortly.

Aesthetics is important here too, as KAMM has sought to mimic the look of the iconic Porsche four-cam, four-cylinder Carrera engine. Elements of it have been remastered in carbon fibre (what else?) instead of sheet metal, with even the fan blades, shroud and scoop made from CFRP (carbon fibre-reinforced polymers). Another key difference here is the use of a modern alternator to accommodate an up-to-date electric air-conditioning system from Classic Retrofit.

The big question is, why stick with the four-cylinder engine in the first place, rather than employ the more potent flat six? Well, Miki points to weight: the 912's engine is around 80kg lighter than a comparative six cylinder, and then there's engine positioning to consider, too. The 912 engine is mounted further forward compared to a 911 engine, so with motorsport in mind, putting more weight over the rear axle rather than past it points to better handling. The four-pot engine doesn't mean a power deficit, either: in this trim it produces 175bhp, but it can be tuned up to 204bhp – or anywhere in between. These are mighty impressive stats in their own right, and even more so when allied to that aforementioned kerb weight of just 750kg. And there's no driver aids to be found on this '60s classic, don't forget...

Inside, the 912C feels familiar to the original sports car made by Porsche. There's no elaborate new dashboard or console, just a subtle yet exquisite reworking of what we already know and love about the 912. We'll start with the shifter. It's been moved back from its original position, which Miki describes as "almost under the dash, with a hockey puck-style profile and a very, very, very long throw. Like a thick soup, you're trying to find each gear, which is absolutely not what a motorsport car should feel like. We wanted to address that, and have put a lot of work into our solution."

Said solution is to move the shifter back to where the handbrake usually is, with a very slick and purposely made short-shift mechanism that adds precision in its side-to-side movements as well as to and fro. It's worth pointing out the big-lever handbrake isn't a conventional parking affair but, as Miki says, "rather for the fun."

The gearbox itself is the original five-speed 901 (the five-speed being optional for the 912 at the time), meaning it has a dog-leg first gear, although it's a unit that's been taken from a newer long-wheelbase model. "I love the 901 gearbox because it's so light,"

Miki says, reminding us of his wish to create a car that's as light as feasibly possible.

With so many parts of the car being upgraded, Miki decided it wouldn't hurt to look at the 912's pedals, too, which is why this 912C has been treated to a hydraulic Tilton Engineering pedal box. This helps the driver mitigate a lightweight racing clutch with the left pedal, and a two-circuit racing system with the middle.

The 912C's steering has also been inspired by motorsport needs. Miki's own competition experience has told him just one turn of the wheel should be all that's required to adjust a car's movement sufficiently, and so an increased gear ratio means it's only 1.7 turns from lock to lock. "It's quite tight," Miki says with a smile.

The 912C is suspended by adjustable dampers all round, with coilovers up front and adjustable lower arms in the rear, while adjustable anti-roll bars feature at both axles. The concept of this car is admirable to say the least, so how does this tantalising specification translate out where it matters, on the asphalt?

It doesn't take long for me to find out the answer. Setting off by snicking the shifter left and then down into first, I'm soon straight up into second far ➡





LEFT The 912C's dash stays true to its roots, although a 911R-style window mechanism makes for a subtle nod to the car this 912C hopes to emulate

BELOW Carbon fibre has been applied throughout to reduce weight, though this 912C's proportions remain the same as the original





quicker than I'd anticipated, the restless 912C's engine keen to take me to 8,000rpm once more. When not shifting this delightful gearbox, both of my hands are affixed to the wheel, mitigating the lumps and bumps that attempt to knock the wheel and alter the 912's course. I laugh, allowing the 912 to move around a little beneath me as it dances its way over West Sussex's appalling roads.

Make no mistake, this 912C is one outrageous machine, requiring a complete recalibration of the mind as to what a 912 is and can be. The original is short on power but a real momentum car: that is, maintaining that pace, once you have it, is at the core of the 912's charm. It's also pretty easy to drive owing to its limited power and more neutral weight distribution. It's a real hoot, but it's not the full-fat experience you'd enjoy in a six-cylinder Porsche.

This KAMM creation obliterates that school of thought, unlocking every last gram of potential from

the once plucky 912. Yes, it remains inherently better balanced than a 911; it is nevertheless an aggressive car that requires a lot of commitment to drive even moderately fast on the road. Its firm ride, busy steering and shorter gear ratios all contribute to positively high drama at the wheel, supported by a deep, bassy soundtrack that, at the top end, betrays the presence of a flat four.

Without a doubt, 175hp never felt so fast: the power delivery is incredibly linear with a strong mid-range and a punchy top-end, far removed from the normal 912's sometimes breathless flat four. It's a car that loves to be revved, right round to a mighty eight grand, and loves to be driven by the scruff of the neck at nine-tenths or more... just as a proper Porsche should.

What's more, you can feel how light this car is, not only in the way it accelerates but in the deftness of its directional changes. The 912's nose is very pointy,

but the rear can be twitchy, so your inputs must be considered. Get it right and you're hitting something like automotive nirvana.

In reality this setup is a little too harsh for me, but this prototype presents Miki's own ideal, which very much errs on the side of a hardcore track car. However, he's keen to stress the 912C can be set up to a customer's desired spec, should your desires lean more towards road trip than race track.

To call this a 912 on steroids simply wouldn't do the car justice. This full-on, flat-engined firebreather can be better likened to a usable '67 911R, such is its accelerative potency and commitment to adding lightness. A genuine '67R will set you back at least 2.5 million Euros currently, while this KAMM remastering costs €325,000 (around £281,000). With this sort of application to exquisitely remastering a humble classic, it seems the 912 need not live in the shadow of a 911 any more... **911**

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INTERVIEW WITH

Patrick Long

The former Porsche works driver and father of Luftgekühlt looks back on his racing career, and discusses plans for his celebrated air-cooled event

Total 911: Do you miss your professional career in motorsport?

Patrick Long: The short answer is yes. However, the longer answer is, not yet. It's been about a year and there are so many things that I've put aside, both physically and mentally, over the past 25 years that the to-do list isn't just about recharging and sleeping within one time zone for longer than a week. I'll also be getting creative, building some spaces and executing on some ideas, and being accessible for some of the teams that have relied on me. Not just Porsche Cars North America and Porsche Motorsport North America [PMNA], but also my team at Luft.

This past year I've felt every bit as passionate and every bit as busy. The only difference is that I don't have those long, triple stints in the middle of the night.

Have you always had a plan for when you hang up your racing gloves, or have these new projects developed organically?

I think there's a part of a professional racing driver and maybe all professional athletes that's fuelled by fear. Not fear on the track, but fear of what happens when the well runs dry. What am I going to do next?

I've been doing the same thing since I was seven, so I don't have many other talents, interests or networks. From the beginning of chasing a dream of racing cars professionally, my dad always said to be realistic – it was a tough avenue and that there were so many people who dream of having this opportunity. He said I needed to be educated, I needed to be networked, and I needed to look left and right.

I can't say that my final destination – post-racing – will have something to do with classic Porsches or advising the CEO of PMNA. Some of it has happened organically just through opportunity, but I started laying some seeds and thinking about my next act probably three or four years before I decided to hang up those gloves.

Did you ever think you'd be a NASCAR driver or did you go the European route because that's what you really wanted?

My mindset was to aim as far as I could and see where I landed while striving for the very top, but also being aware that beggars can't be choosers. I didn't have the family money to be selective in where I raced, what country I raced in, which team I raced for. I just went year on year and tried to link scholarships with opportunities, and with that I was trying to make a living as a racer.

I loved racing, riding two wheels... everything. My background in southern California was going to short-track dirt races and watching the Saturday night sprint car scene. I had a diverse background and when I was racing karts I was maybe 13 or 14, and woke up early to watch Formula One. I saw Senna throw the cars up on the curbs at Adelaide and thought they looked like go-karts. I wondered if perhaps I should focus on that direction because it seemed relatable to me, rather than watching NASCAR, a drag race or a circle track race.

There seemed to be a natural fit from a youngster's and enthusiast's perspective, but then ➔





Thanks

This exclusive interview was brought to you by the 9WERKS Radio podcast, available across all podcast platforms.



ABOVE A Porsche 911 GT3 R Hybrid clears the ground during 2011's Nürburgring 24 Hours, with a driving team of Patrick Long, Jörg Bergmeister and Marco Holzer



LEFT Patrick Long gears up before driving a Porsche 911 RSR from Dempsey Proton Racing in 2015



as business becomes a part of the sport early on, you start to understand that opportunity comes in different forms and always plants seeds. My main goal was to always be in a manufacturer-related opportunity. This was something that had a little bit of job security – if there was any in the sport.

Describe how you got signed by Porsche...

It was meeting them at Indianapolis. I was in the Red Bull drivers' scholarship for an American to go to Formula One. It was the first year and it had the most pageantry and media behind it, and I was in Indianapolis for the Grand Prix with the 16 other contestants. Danny Sullivan, who was the mentor of the programme, said that we should go over to the Supercup paddock because he wanted to introduce me to a few people from Porsche. Some drivers were there for Formula One and Formula One only, but I knew there was only going to be one winner from the 16, so why not use this momentum and opportunity to meet as many people as I could?

Shaking the hand of Uwe Brettel and seeing the Supercup supporting Formula One was so cool. Porsche came along to the final stage of the Red Bull Scholarship and they saw something in me. I was the only one out of the 16 who received an invitation to test one of their cars only a few weeks after the Red Bull Scholarship. It didn't work out with me and Red Bull, but it did give me the intro to Porsche.

Were you a Porsche enthusiast before being offered the contract, or has that grown since becoming a Porsche driver?

I remember telling my dad, "I don't think I like Ferraris, but I do like a 911." I had a Countach and a 930 Turbo on my wall as a kid, and thinking back, it wasn't that I was an undeniable fan of the 911. Rather, I had so much recognition for its essence of cool. My friend's father would come home in his G body Targa, and I remember thinking about the sound of the engine and how aesthetically pleasing they looked. I was only 15 when I had my first quick drive in a 911 and I remember the rear squatting and how quickly it accelerated. It wasn't intimidating, but it was unique.

The only other early memory I have, before testing for the factory, was that Marino Franchitti had landed a job. He was my roommate because we were both racing in the UK and he was at his first gig with Porsche Cars GB. He was given a Boxster around 2001/2002 and when he brought it home I thought to myself, "Damn, that's a super-cool car." When I sat in it, what struck me was the driving position, the smell, the touch, the feel. It was a very race-orientated experience and now I chuckle that a base Boxster affected me so much. I don't think he let me drive it – I could only sit in it and then he told me to get out!

Then fast forward to 2002. I'm at Leipzig and I jump into this UPS junior team 996 GT3. It was a natural fit to my driving style. I felt right at home, even though I had limited time in anything with a roof over my head, and I excelled in the car. I remember, by the end of the first day, I was overlaying data with guys who had been racing for the team for a year or two. I thought to myself, "I can do this."

When did the interest in air-cooled and classic Porsches start to grow?

Almost right away. Even before I did my first race that year in 2003, I was living in Stuttgart and I got a phone call from Marc Lieb. He said that the museum was going to the Mercedes-Benz gathering in Stuttgart because Mercedes was opening a new museum. We'd been invited to bring a few classics and do some exhibition races.

So I called Klaus Bischoff who heads up the museum and he said, "You're American. Do you know James Dean, the 550 Spyder? Come on Sunday and drive the 550 Spyder." It was the Carrera Panamericana icon. To me, at the time, it was a gloried VW Bug with the roof chopped off and I asked Klaus how hard he wanted me to push the car and he said, "You must push to 7,000rpm. You must win the race – go!" I jumped in the car and the rest was history.

I was immersed in the driver experience, and felt the passion of these cars and how they made you feel as a driver. I started thinking that I would love to own a 911, but I was far too frugal because I didn't know when my next job was coming. I didn't want ➡

BELOW Patrick Long and Jorg Bergmeister celebrate at the New England Grand Prix in 2006





to spend much on a car when people wanted me to drive theirs. Eventually, I bought my first air-cooled 911 and I discovered a passion and community that I hadn't encountered in many years.

What gave you the idea to start Luftgekühlt?

The driving aspect, and having the opportunity to drive some of the big cars that have the history and performance I had only dreamt of having the opportunity to drive. The opportunities might not always be there, so when I pulled something together, I wasn't going to miss it. And selfishly, I was saying "Yes" to every opportunity that came my way. By 2018 I'd gained a little bit of knowledge, confidence and momentum. It was coming from all angles.

However, it wasn't always like that. It wasn't automatic: just because I was a works driver didn't mean I was going to drive every car that Porsche brought to an event. The private side was even harder because those guys owned those cars, knew their value and were aware of the reputation of pro-racing drivers. It didn't mix well with the classic Porsches. The objectives of Luft included a bit of the racing side. However, Luft to me was about giving the community an alternative to what the market had

for them by way of social gatherings, and I wanted to look at that differently.

Ultimately, the objective has remained the same, which was to walk somebody around the space and allow them to experience what I was so captivated by, and to enable them to get a snapshot and education of what the difference was between a survivor, restoration or outlaw; the numbers and acronyms that us Porsche people speak in. It can be intimidating going to a niche gathering as an outsider who doesn't speak the language. It might not be that inviting or interesting.

Did you want it to be an event that you could take your partner or family to?

Exactly. I remember the many times when I was dragged to a classic car gathering or race or something, which just wasn't at all interesting to me and I couldn't wait to leave.

There had to be something for everybody. I think that the cars are the art, the backdrop and the reason

for everyone coming together, but it really needed to be more than a dark parking lot at 7am on a Saturday morning where everybody's got their hands in their pockets talking about tyres. We needed music, tacos, beer, girls, dogs. It need to be more upbeat than just a cold parking lot.

What does the air-cooled part of your collection look like at the moment?

Every car that I've found has either been offered to me or I've heard about it. When I find something that I can't say no to, freeing up a little bit of capital is one of the objectives, but another is not to hoard the same model or line. My rule is that one air-cooled car from each decade is the maximum. So if I find a new one, then one already in my collection has to go.

A car that I knew of and idolised... the owner was a mentor of mine and he taught me what to look for in cars and how to buy them. It was his personal car. It was Aubergine, it was RS flared and had been ➡

"Luft, to me, was giving the community an alternative to what the market had for them"



BELOW Visitors at Luftgekühlt 8 were able to get up close and personal with Gunther Werks Project Tornado, which is based on the 993-generation Porsche 911



ABOVE The 50th anniversary of the 2.7 RS was celebrated at Luftgekühlt 8 with this eye-catching indoors display

BELOW Patrick's Porsche collection features a model from each decade (mostly). This is his 1960's entry: a much-loved Irish green 912





looked after by many people I knew, and this was Johannes van Overbeek who was one of the founders of Flying Lizard.

When he told me, we were in Nürburgring racing in World Championships and he said he needed to find a new home for his 911. I looked at him with big eyes and said, “I never thought that day would come. I’ll take it!” I didn’t ask how much. I just said, “Don’t tell anybody. You’ve found your buyer.”

I had to move my ‘E’ for that car, but I still know the owner. It’s funny because when you move a car on to a new owner, they become friends. I’ve found that more times than not.

I moved my ‘58 Silver Coupe on and that’s another one that I really miss – a 356 Coupe that was really tried and tested and crusty but mechanically completely dialled – and I missed that on to a now-friend for a ‘57 project that I just drove in a non-metallic Aquamarine. My ‘60s car is an Irish green 912 that I’ve posted about a little bit. I love that car. I bought it from the original owner and it’s a lot of fun.

The ‘70s is the Aubergine car I spoke about. I also broke my own rule and snuck a 914 in there. The ‘80s is a 3.2 Carrera. That car has gone through five or six ownerships between three friends and it’s too pure to let go, but also too pure to use and abuse. So it’s an ongoing joke that we’re divorced parents who have shared custody of this car. For the ‘90s, I did have a White 964 C2 that I passed on to a friend, but I dearly miss that car now and think I made a mistake letting it go. I replaced it with a Polar silver 993 C2 with black interior. To me, when I was in high school, the 993 C2 was the memento of a sophisticated business man who really understood his cars. They were understated, and he knew what he was doing.

Where next for Luft?

I feel like we’re just getting started. My co-founder called Luft the greatest side-hustle. It was always something that filled the time between racing or creative jobs for him and now, for me, it’s my daily priority. I’m still an ambassador for Porsche and still work with Motorsport, but Luft is that traditional start-up: it’s my baby and I love it. I love the team who I work with – there are about five of us that are in communication daily so it’s certainly a lot more than the days where I would meet for coffee with Howie and talk about what we wanted to do and how we were going to produce the next show.

I think it’s formulating the madness so that we give a little more notice on the next date, the queues are a little shorter and I try to make it a well-oiled

machine without losing the essence of what Luft is: mystery, disfunction and not too much variety of car and people. I want that. I want it to be an alter ego. I never want it to be this polished, corporate and predictable being. It’s keeping it fun and enjoying it.

I’m thinking about another gathering that I’ve been talking about a bit and that may be on the horizon for 2023 if I can pull things together. Maybe an even larger gathering with more models of Porsche and places where Luft is a lot more selective. This event might cater for more people, for vendors, different types of cars. There’s a spin-off that I have a hunger for and beyond that, it’s quarterly pop-up (online or offline) storytelling product, gathering, etc. Making sure that there aren’t a few months which go by where Luft doesn’t give an experience to the loyal following. **911**



ABOVE Luftgekühlt 8 in Los Angeles, held in October this year, featured Porsche displays arranged with Instagram photos in mind



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With thanks...

Total 911 is grateful to the Porsche Museum's Iris Haker and Kuno Werner for their help with this article. The *Spirit of Carrera RS* exhibition is on at the Porsche Museum, Stuttgart until 18 December 2022, and shows the history of the RS and RSR through film, photos, racing posters and interactive features. **Total 911** always recommends a visit, as the displays are ever-changing.





RS

10 THINGS YOU NEVER KNEW

To celebrate 50 years of RS, Total 911 delivers 10 little-known facts to test even the most die-hard of Rennsport fans

We've celebrated 50 years of the RS model 911 throughout 2022, and while every fact, figure and statistic has long been pored over by ever-keen enthusiasts,

Total 911 knows there's always more to learn. With this in mind we chatted to Iris Haker, Porsche Museum

curator and Kuno Werner, head of the Porsche Workshop, as they showed us around the Porsche Museum's fabulous *Spirit of Carrera RS* exhibition.

In the process, the Porsche experts reveal all manner of RS trivia. Whether you're new to 911s, or have owned an RS since 1973, here are some RS-themed trivialities you may not have been aware of...



1 | The most popular colour is...

Think of the iconic 2.7 RS and you're probably visualising a white car with red Carrera graphics. But do you know which colour proved to be the most popular with RS customers? You may be surprised to learn that it isn't White, but rather Light yellow.



2 | The story of R2's battle scars

Porsche's own 2.8 RSR may have taken 3rd place in the Targa Florio, but not without incident. The roof was damaged in a training accident, with Giulio Pucci at the wheel. Mechanic Werner Hillberger worked overnight in a wine cellar to repair the car. The dent in the roof was banged out, but for paint he had to make do with red façade paint. You can still see the brush strokes on the car today. The original side-window surround was refitted, still wearing scratches and scrapes from the accident.

The car is VIN number 20, built for the Motorsport Department. It started as a normal RS, but unusually the oil cap is on the right-hand side. Later, the body was changed to wide RSR arches, and the engine went from 2.7 to 2.8, but today it sports a 3.0-litre motor. The original identity sticker on the rear screen reveals it to be race car no. 2 =R2. EFVF is the Motorsport Department sticker.





3 | Origin of the species: a Sportomatic

The earliest RS test car wasn't even manual, it was a Sportomatic. The test car that paved the way for the RS was a mid-70s spec 911S, built to decide on the direction of the 911's development. Exploring the comfort route rather than a sporting one, the metallic green prototype car was a 911S featuring the 2.7 engine mated to a Sportomatic 'box. Wearing a prototype VIN – number 13 – it's a very early Oel Klappe shell on cookie-cutter alloys. Not the usual starting point for a racing-inspired 911, you may think.



4 | Every RS had a 'birth certificate'

When a car is produced, it has a sheaf of paperwork that validates the build specification, confirms that each key manufacturing step has been performed, and identifies components. Sometimes called the 'birth certificate', today it's digital and scanned as the car goes down the line. In the 1970s, though, it was all paper and pen. When a major component was fitted, identity stickers were placed on the build document denoting engine or gearbox number and the date, and the car slowly took on an identity, becoming a numbered vehicle.

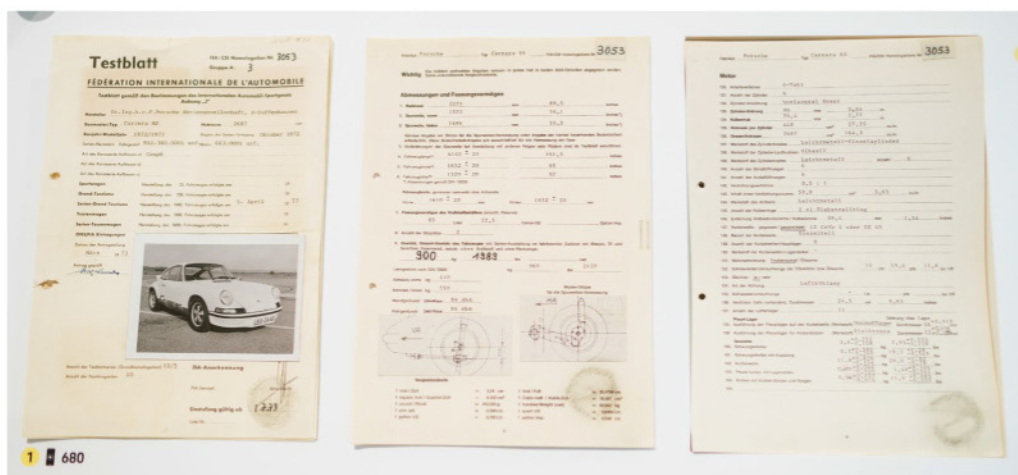
At many points, checks were made, which were all denoted on the record cards. Kuno points out an amusing example: "On this checklist for our 2.7, in the mechanic notes the oil pressure should be higher, notes the generator, and adds, 'The engine drove poorly in the mid-range.'"





5 Lost and found: 2.7 RS homologation papers

The Carrera RS 2.7 was built to homologate the 911 to race, so there's a set of homologation papers required. It runs to 48 pages that specify and sign off every element of the car for production. The original papers for the 2.7 weren't always reverentially kept under lock and key, as you may think. "We found them a few years ago, in a cellar," reveals Iris.



6 Prototypes in the brochures

"On the first prototypes, the Carrera script was different," says Iris. But the press photography was completed using a prototype and, you guessed it, the brochure had been designed and printed when the company changed its mind. Rather than print a whole new brochure, Porsche's solution was to print a flyer that was slipped inside the brochure later on, showing the final production design. Those original press images reveal more differences to the final production version. "Look closely at the brake discs," points out Kuno, "and you'll see holes." All those original press and brochure photographs of that prototype are still in the Porsche archive to this day.



Porsche Carrera RS

Porsche 911 T	Hubraum 2341 ccm	130 PS	Coupé	DM 24.480,-
Porsche 911 T	Hubraum 2341 ccm	130 PS	Targa	DM 26.700,-
Porsche 911 E	Hubraum 2341 ccm	165 PS	Coupé	DM 28.780,-
Porsche 911 E	Hubraum 2341 ccm	165 PS	Targa	DM 31.000,-
Porsche 911 S	Hubraum 2341 ccm	190 PS	Coupé	DM 32.480,-
Porsche 911 S	Hubraum 2341 ccm	190 PS	Targa	DM 34.700,-
Porsche Carrera RS	Hubraum 2687 ccm	210 PS	Coupé	DM 34.000,-
Umbausatz 471				DM 700,-
Umbausatz 472				DM 2.500,-

526	85 Liter-Tank	49
532	4 Druckgußfelgen 6 J x 15 in Verbindung mit M 424 - 85 Liter-Tank und Notrad	
220	Sperr-Differential (80%)	
	5 Gang-Getriebe	
	Sportomatic	
424	85 Liter-Tank mit Notrad 5 1/2 J x 15, Stahl	
425	Heckscheibenwischer	
473	Spoiler	
567	Getönte Windschutzscheibe	
568	Getönte Rundumverglasung für Targa	
	dto., mit 2-stufig beheizter Heckscheibe für Coupé	
650	Elektr. Schiebedach	

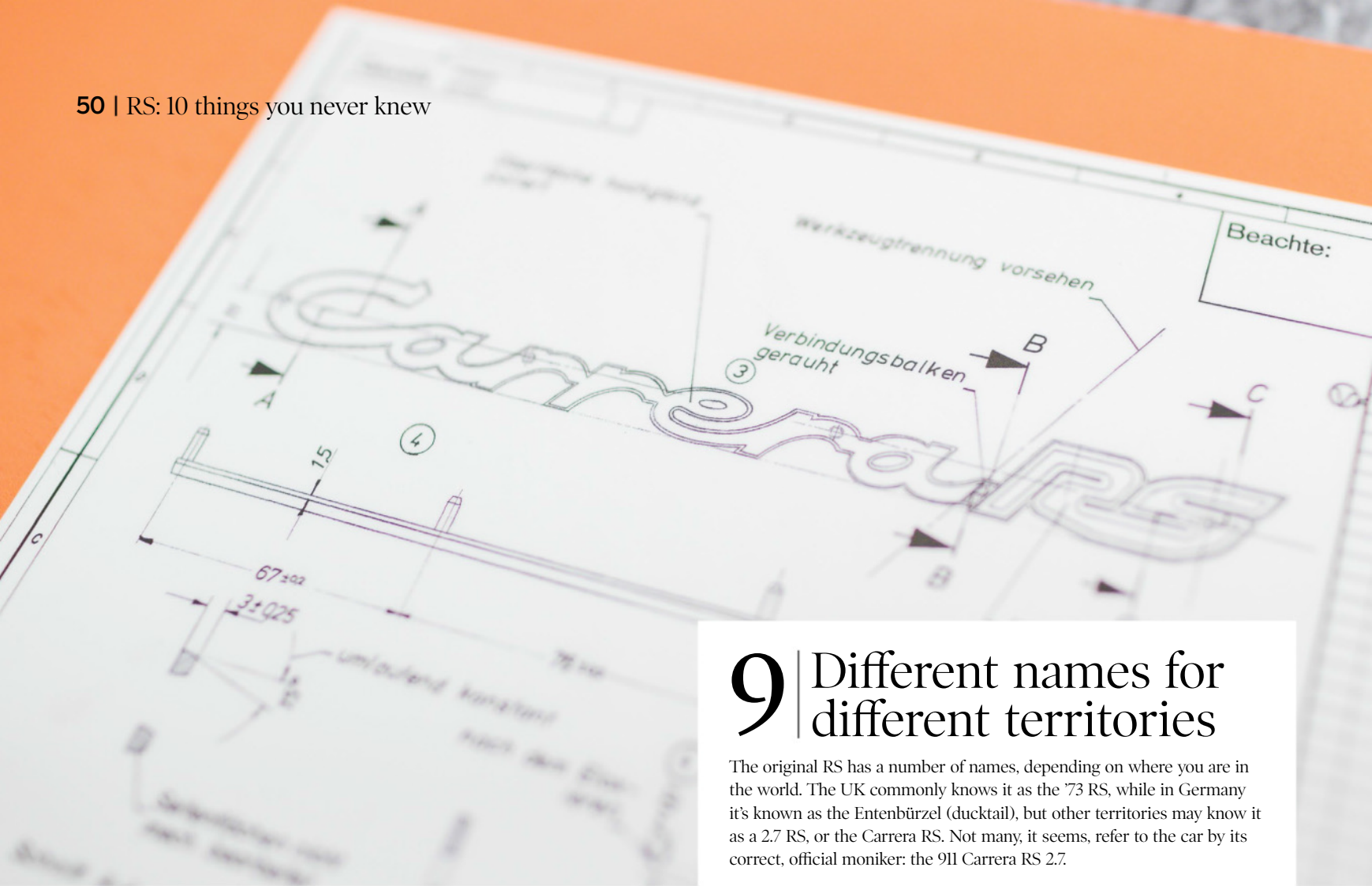
7 | The 2.7 RS wasn't the most expensive 911

That honour went to the 911S, with a list price of 34,700 Deutsche Marks (DM). The RS was actually slightly cheaper at DM 34,000, with the option of spending an extra DM 700 for the M471 Lightweight spec or DM 2,500 for the Touring spec.

8 | The original model isn't a 1973 RS

It was a 1973 model year, where model years ran (and still do) from August through to the following July. However, the 2.7 RS debuted in the calendar year of 1972, at the Paris Motor Show.





9 | Different names for different territories

The original RS has a number of names, depending on where you are in the world. The UK commonly knows it as the '73 RS, while in Germany it's known as the Entenbürzel (ducktail), but other territories may know it as a 2.7 RS, or the Carrera RS. Not many, it seems, refer to the car by its correct, official moniker: the 911 Carrera RS 2.7.

10 | Each RS model was effectively built twice

Collectors may clamour for a 'first 500' 2.7 RS, but they aren't necessarily the purest. The initial quota of 500 cars was increased to 1,580 to also take in the next racing group.

As part of the homologation process, each car needed to be weighed. The cars left the production line, went to be weighed to receive their homologation papers, and were then brought back to the factory to be built as each customer specified. In effect, they were built twice. This approach was expensive, but Porsche bore the cost to get the cars through the all-important homologation checks.

"So this was very unusual: to build a car, weigh it, bring it back and then be remodelled for the customer," says Iris, who then reveals that, "Only 50 models were ever kept as original factory spec." All the others were modified after homologation checks, with customer specifications.

Furthermore, Iris says, "You cannot say with these cars that the first 500 are the lightweights, and that 'they always

have' an aluminium body, or GRP. Every car is different." Sometimes a material was around in production, so they used it. When the first 500 were finished, for the next group the following homologation wasn't as tough, so other materials were used simply because they were available – a very Porsche thing to do.

Sometimes, people come to the museum to check a specification when restoring a car, to refer to what an RS Lightweight should be. "You cannot say, 'But that [museum] car is like this, so this is how it has to be,'" argues Iris. "That car is like this, and the next car is different."

Add in the passing of time and years of modifications, and the process of defining a car's accurate specification for restoration becomes difficult. "Done right, the research is more work than the restoration. It's always complicated, but for the RS it's different," continues Iris. So rather than one of the first 500, perhaps those rare 50 in bare, unsullied, factory RS spec are the examples to own? **911**



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52 | 40 years of Group C

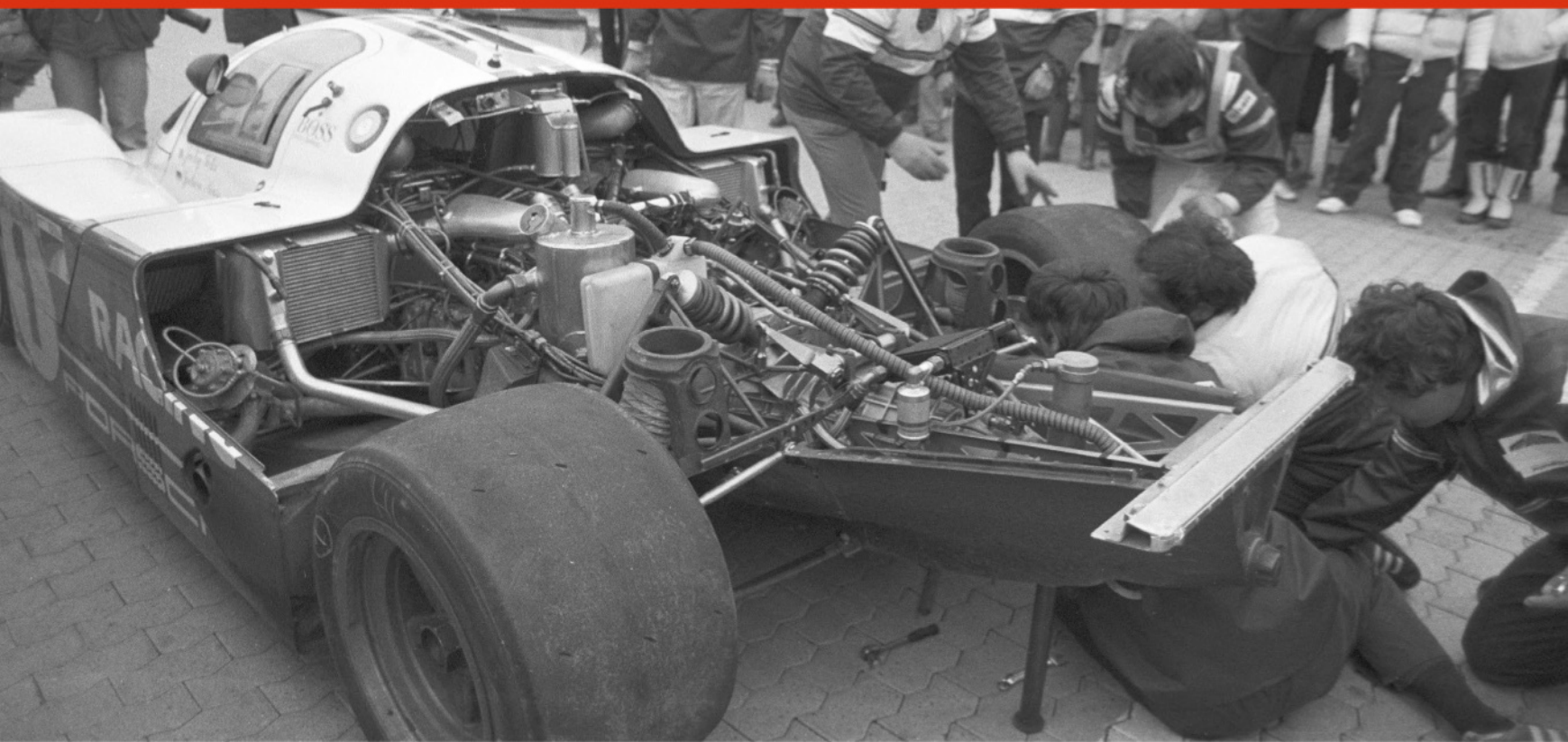


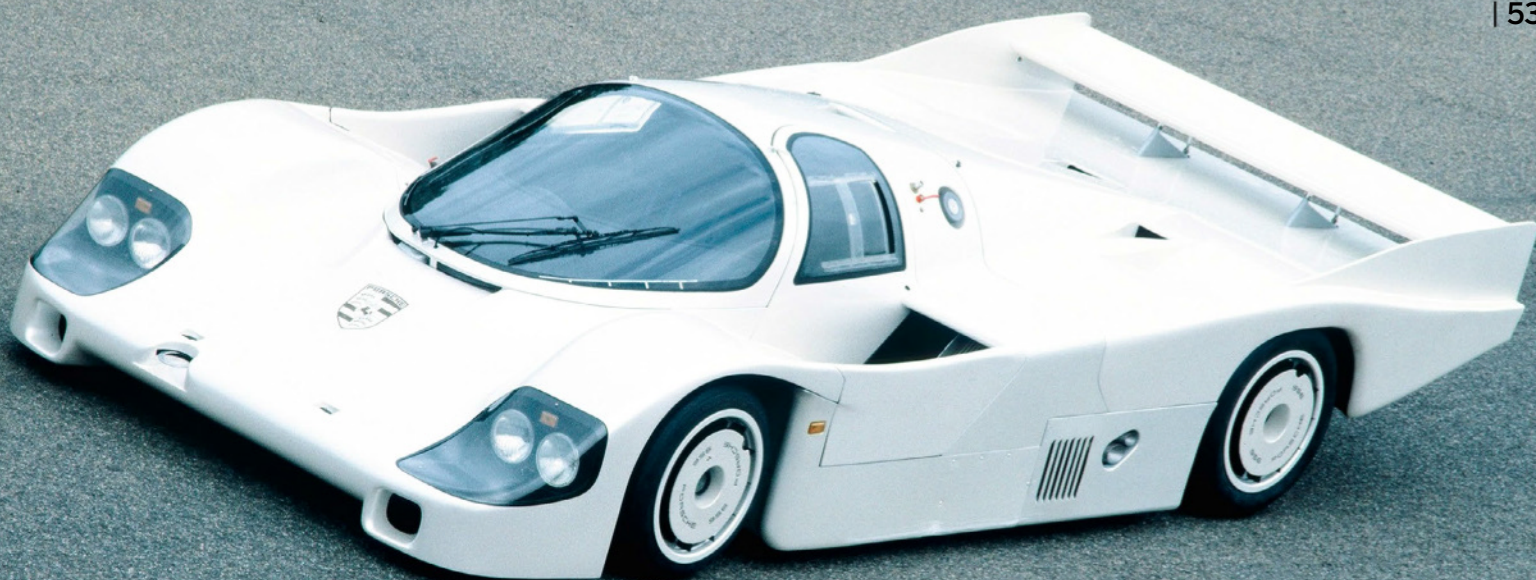
40 YEARS OF

GROUP C

As Group C celebrates its 40th anniversary, Total 911 looks back on Porsche's unprecedented dominance through the entirety of the era

Written by **Richard Aucock** Photography by **Alisdair Cusick & Porsche Archive**





Group C racing cars were so beloved, fans protested furiously when the Automobile Club de l'Ouest (ACO), organiser of the annual Le Mans 24 Hours, announced its intention to replace them with Le Mans Prototypes. For many, the decade of Group C racing was almost a way of life, and the series itself rivalled Formula 1 in terms of popularity. The end of Group C was like the end of days.

Porsche was the dominant manufacturer in Group C; its mighty 956 was the most successful sports racing car in the world. Surely, therefore, the 956 was the product of tireless and diligent development over many years, as the company strove to repeat the

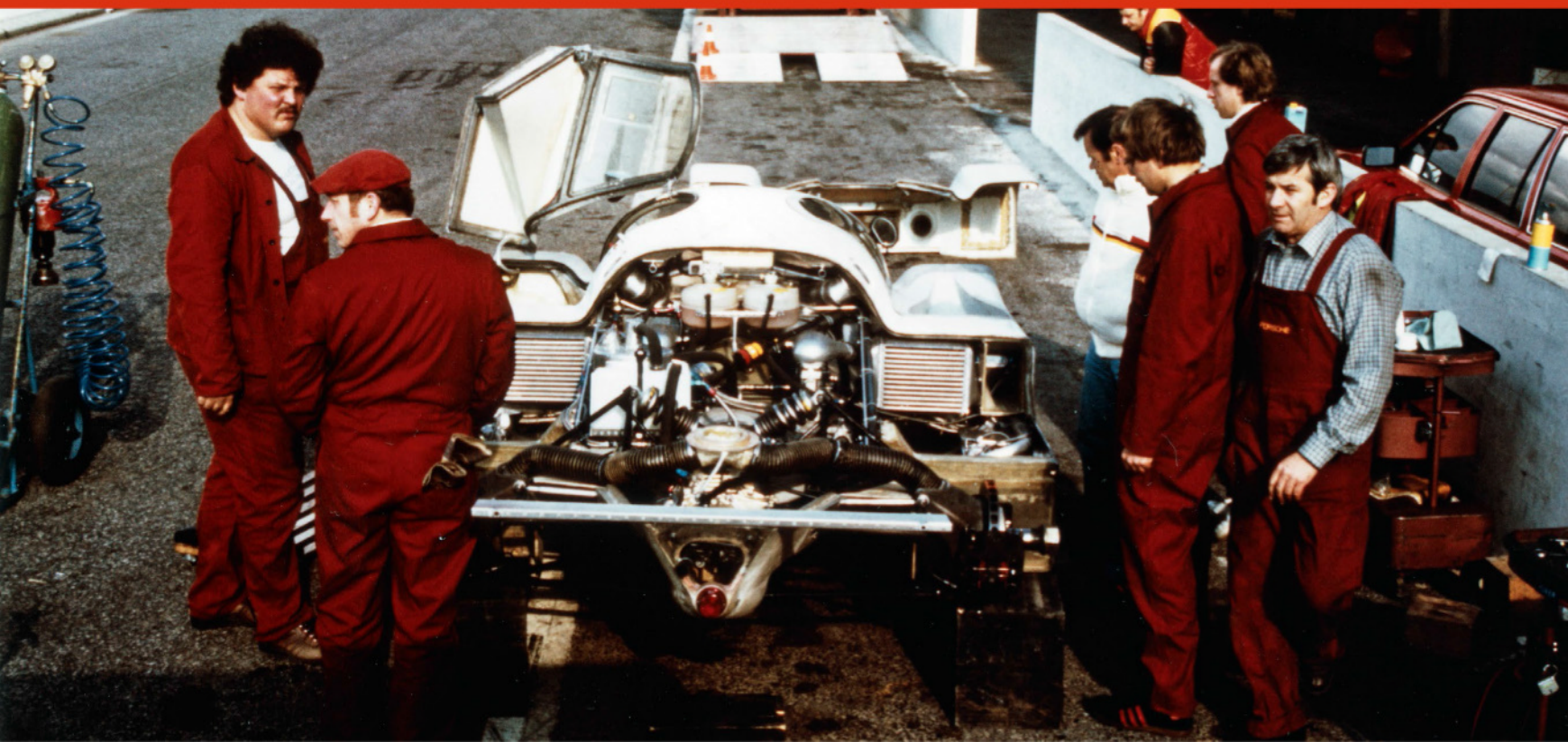
success of the closed-top Porsche 935 Group 5 and open-top 936 Group 6 racers?

Far from it. The first Group C race was scheduled for May 1982, yet work on the 956 project wouldn't commence until July 1981. It didn't even get the official green light until 1 August 1981, the start of the firm's financial year. This was despite Group C being a brand new set of regulations from FISA (the Fédération Internationale du Sport Automobile, forerunner of the FIA), which themselves weren't finalised and made official until October 1981. The idea was to reduce the former Groups One to Six down to three: Group A for touring cars, Group B for GTs and Group C for prototypes. They were pure prototypes at that, with no homologation

requirements either for a minimum number of vehicles built or the use of series components.

Group C was instead a 'fuel consumption formula'. FISA mandated a minimum vehicle weight of 800kg, and a maximum fuel tank capacity of 100 litres. Five refuelling stops were allowed during a 1,000km race – the minimum distance in the World Sportscar Championship. It equated to a restriction on fuel consumption of 60 litres per 100km. That's 4.7mpg.

While Porsche legend Peter Falk was head of the newly established Motorsports department, it was Norbert Singer who led the 956 project. Peter oversaw the major decisions, but it was Norbert who had free rein to develop the new sports racer – and also design the F1-style ground-effect aerodynamics. ➔





For the first time, Porsche used a monocoque chassis rather than its usual tubular frame. Because this was a ground-effect car, one generating serious downforce, only a monocoque could deliver the necessary stiffness. It was also much safer for the drivers – another requirement of Group C regulations.

Initially, a carbon fibre monocoque was considered, but Porsche didn't possess its own autoclave. Norbert looked at outsourcing: "It came to over a million Marks, which was a lot of money." The quote was declined, and Porsche built it from 1mm-thick aluminium sheeting instead.

Because Porsche had no experience of monocoques, it approached aircraft manufacturer Dornier for advice. "They were very helpful in telling us which rivets, rivet spacings, adhesive and tooling we needed to make a monocoque," said Norbert. The first experimental chassis was subjected to torsional rigidity tests: it was already 80 per cent stiffer than the 936's tubular spaceframe. The second chassis built became 956 001 – the very first race car.

While producing the monocoque was highly elaborate, the Porsche 956's body involved the more familiar material of glass fibre-reinforced plastic, or

GRP, reinforced with Kevlar. A 1:1 model was made from rigid foam, creating negative moulds from which the bodywork parts were manufactured.

There were short- and long-tail versions of the 956, but both were 4,800mm in length. Front and rear overhangs couldn't be more than 80 per cent of the wheelbase; the 956's 2,650mm wheelbase was Porsche's longest to date. Another FISA stipulation was that the difference between the front and rear overhang couldn't exceed 15 per cent. That's why the long-tail had an attached and much lower rear wing, but the short-tail had a protruding, prominent wing.

An iconic Porsche 956 feature is the famous 'Singer dent' at the front of the short-tail. This was part of the ground-effect solution. Norbert created a diffuser ahead of the front axle by curving the underbody upwards. This accelerated the airflow, creating negative pressure and, therefore, downforce.

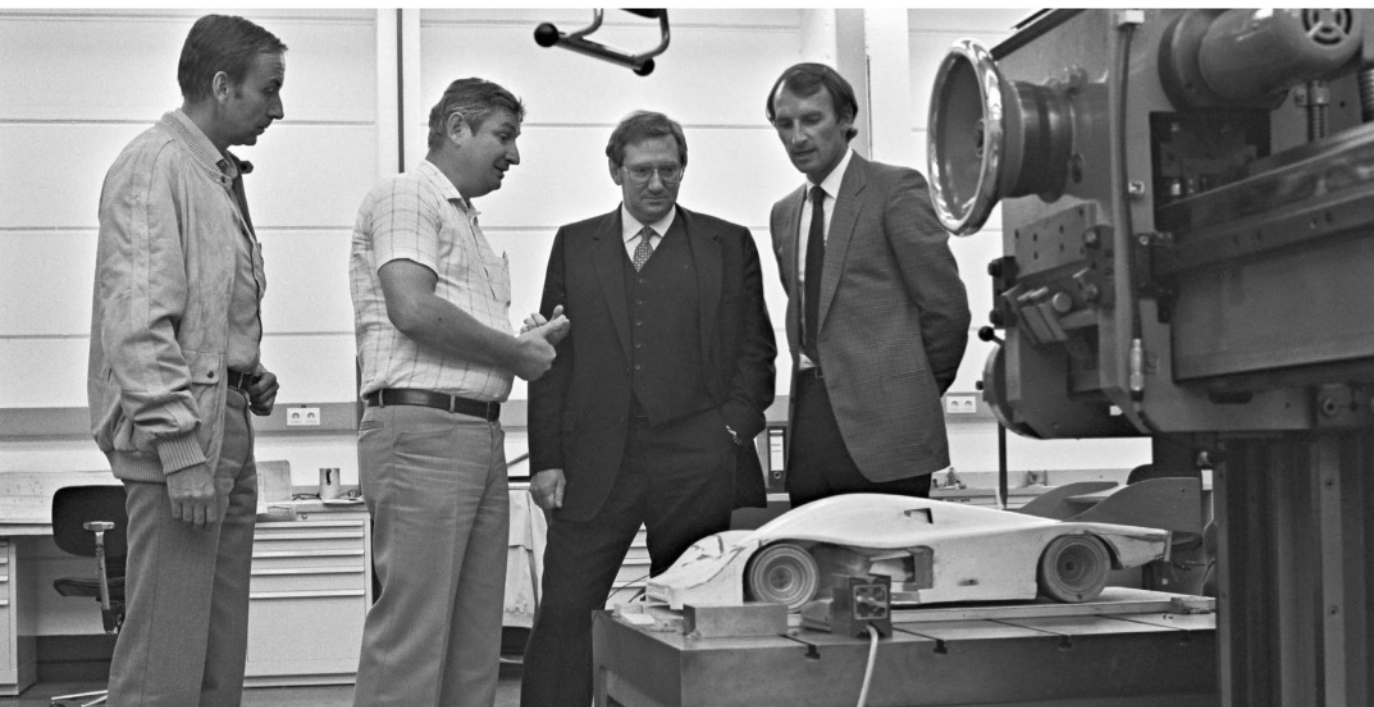
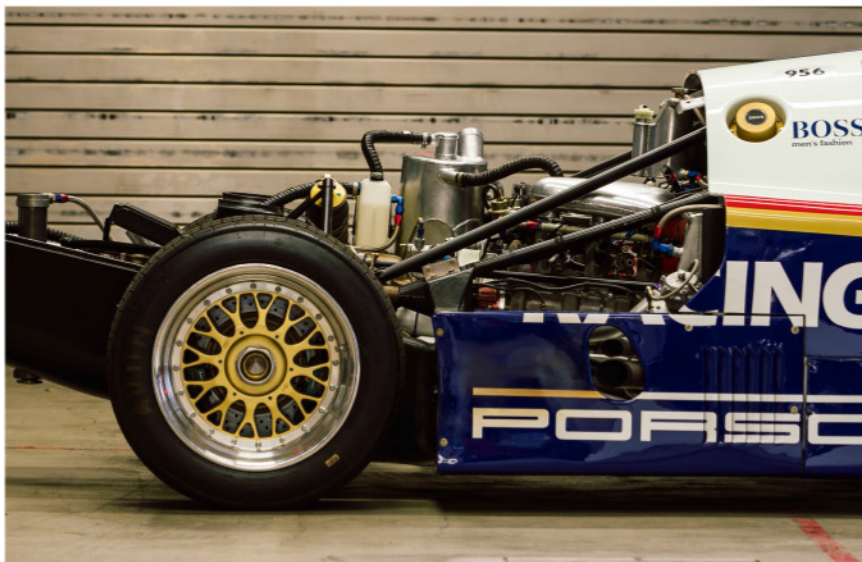
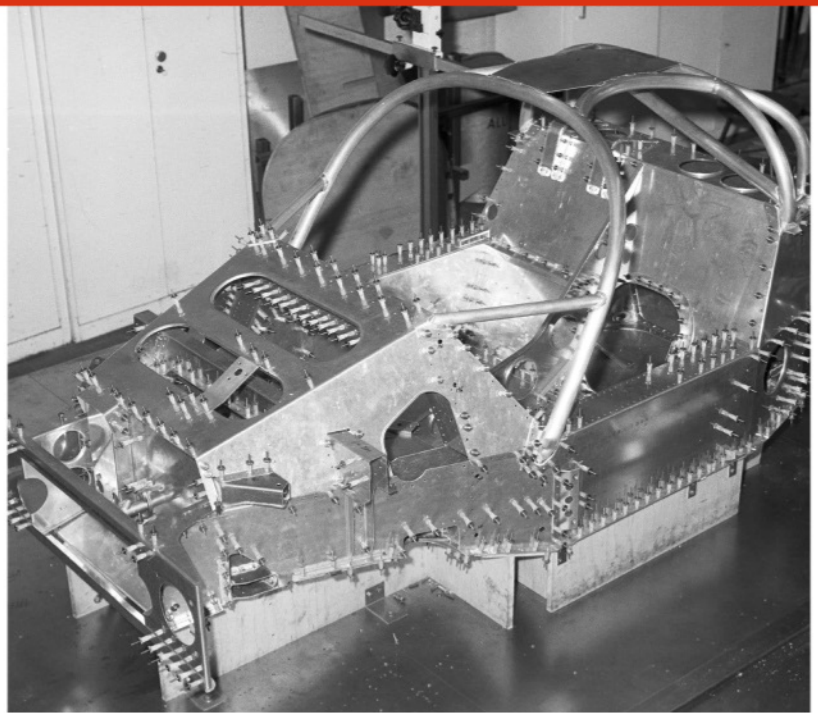
Regulations also stipulated that the underbody below the cockpit was flat. Behind it, there were left and right diffusers, comprising elongated channels extending to the rear. Unlike sliding skirt 'sealed' F1 cars, air was allowed to flow in from the sides as well as the front, developing the necessary downforce.

For the long-tail car, the focus was on drag reduction, so the two rear diffusers had a flatter, lower-drag shape, which created less downforce. To ensure the overall aerodynamic balance was maintained, the Singer dent was closed. Porsche says the short-tail 956 generated twice as much downforce as the long-tail version.

Porsche built 28 examples of the 956 between 1982 and 1984. But the car never raced in the US IMSA GTP series, because regulations required the driver's feet to be positioned behind the front axle. The company resolved this with a long-wheelbase development, the 962 IMSA, which was launched at the end of 1984.

FISA then adopted some of the IMSA regulations, including the need for a steel roll-over bar and pedals behind the front axle. Porsche's solution? The 962C – which became the most commonplace generation, with a total of 91 built between 1984 and 1991.

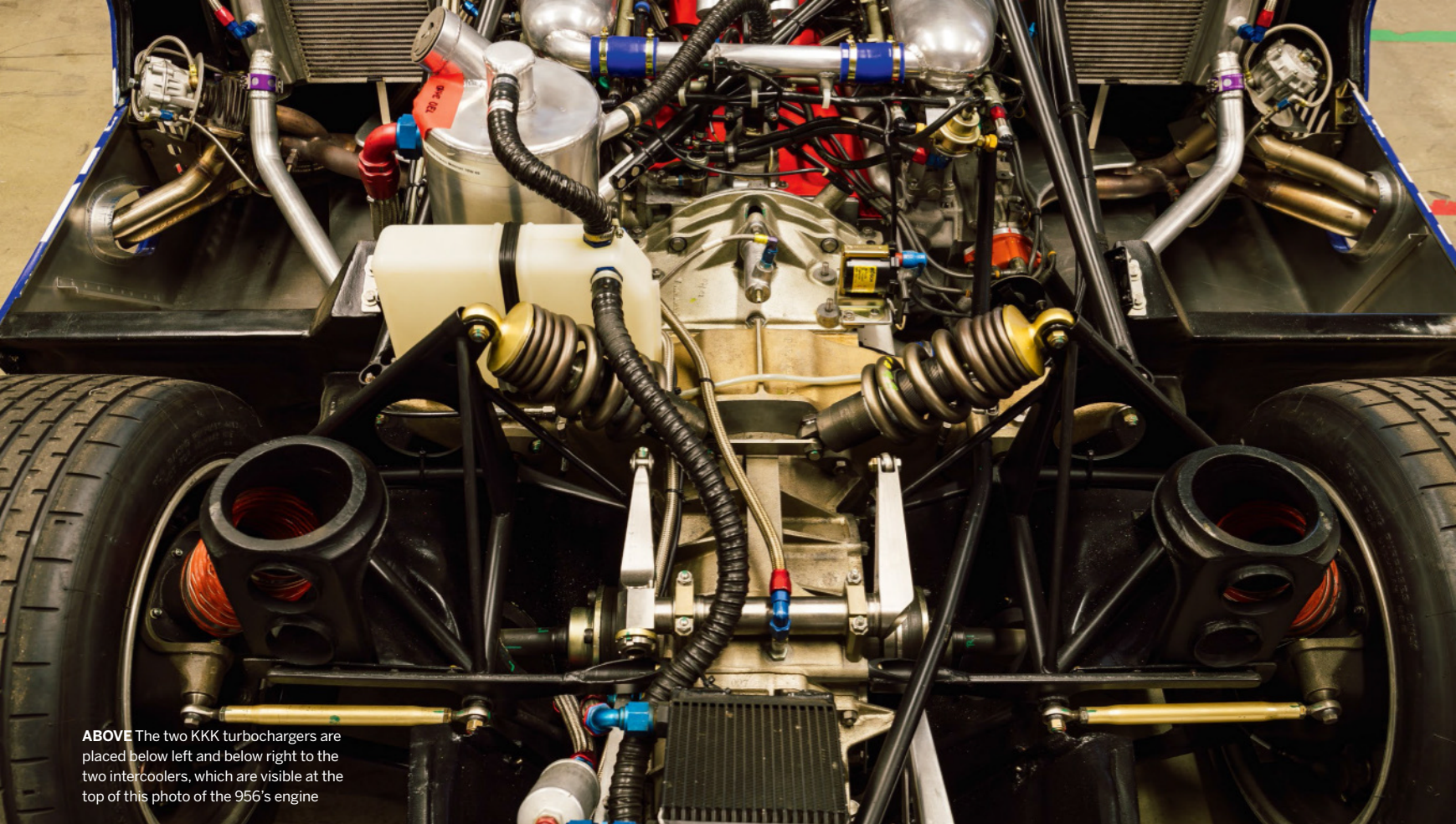
As updated regulations for 1985 saw Porsche focus on the 962C, Norbert's time in the wind tunnel led to an interesting development: narrower tyres and wider diffuser channels. This was because the flat six engine was a limiting factor; its shape and location ➔



TOP Norbert Singer led the development of the 956's monocoque, manufactured using 1mm sheet aluminium

ABOVE A short-tail 956 with its engine exposed. The 2,649cc flat six achieved 620hp at 8,200rpm

LEFT Norbert (in the short-sleeved shirt) discusses the 956 scale model with Porsche CEO Peter Schutz and head of PR and Sports Manfred Jantke



ABOVE The two KKK turbochargers are placed below left and below right to the two intercoolers, which are visible at the top of this photo of the 956's engine

didn't allow the rear venturi channel to be as wide and fully optimised as possible.

Aided by tyre partner Dunlop, 16-inch-wide wheels were narrowed to 14 inches, while their diameter grew from 18 to 19 inches. The tyre contact area was broadly the same at higher speeds, but the reduced width enabled 50mm wider diffuser channels. The result was even more vacuum and ground-sucking ability, with the boost in downforce more than compensating for any loss in mechanical grip.

It's an achievement made all the more remarkable by the fact Porsche didn't have its own wind tunnel. Instead, it had to use the 1:5 scale wind tunnel at the University of Stuttgart. Full-scale model testing was possible at Volkswagen's Wolfsburg wind tunnel, but only during strictly controlled periods. It was easier to stick with Stuttgart.

The heart of the 956 was the well-proven ex-1981 936 2,649cc flat six engine, the basis of which was Hans Mezger's 1963 Porsche 911 motor. It boasted two KKK turbochargers, generating a maximum of 1.2 bar. Peak power of 620hp was developed at 8,200rpm, and 630Nm of torque at 5,400rpm. Twin turbos were banned in IMSA, so the 962 used a 2,869cc motor derived from the 935, with a single turbo. It produced 650hp. A later 3.2-litre version produced 720hp, while IMSA regulations for 1987 fixed a 3.0-litre capacity.

With water-cooled cylinder heads, air-cooled cylinders and four-valve technology, the engine had exotic internals such as titanium conrods and, from the mid-80s, shot-peened titanium conrods – the same process used in Porsche's TAG turbo F1 engine. Supercar fans will know the Porsche 959's engine was related to the 956 and 962 motors, too.

Porsche welded the cylinder and cylinder head together. This was to overcome an issue where race cars burned out their cylinder head gaskets after heading back out on-track after pit stops. The

cylinder head fittings cooled more closely than the aluminium cylinders and heads, so welding them together resolved this. It placed extra demands on honing the Nikasil-coated cylinders, but Porsche had perfected the process so it raced "without any issues".

Early engines had mechanical fuel injection. To deliver better fuel efficiency along with more power, Bosch Motronic MS2 electronic fuel injection was tested in September 1982, and raced for the first time at the 1,000km of Monza in April 1983. Bosch even helped develop a data logging system, recording engine speed, boost pressure, throttle valve and accelerator pedal position, all to help programme ignition and fuel injection maps. A later Motronic 1.7 system saw knock control added to the mix.

Remarkably, the original five-speed manual was based on that of the 930 Turbo. It even had synchromesh, because Porsche valued 24-hour longevity more than marginal gains. With the advent of electro-hydraulic control systems, the PDK gearbox Porsche had been testing since the late 1960s could be used. At a Paul Ricard test in 1984, Jochen Mass was 2.3 seconds slower using PDK than the regular manual; by 1986, the gap had been reduced to 1.4 seconds, but PDK was still consuming 20hp of power.

However, in 1987 the power loss was reduced to just 2.6hp – and Hans-Joachim Stuck drove 0.7 seconds a lap faster than the comparable manual 962 C. The top speed was faster as well. Although most cars still used the manual 'box due to the labour-intensive nature of the PDK, Hans-Joachim used it to win the German Supercup in 1986 and 1987, setting the scene for racetrack-to-road PDK development.

In 10 years, the Porsche 956 and 962 won five consecutive world championships, together with every single classic sportscar race in the world: the Le Mans 24 Hours seven times, the Daytona 24 Hours six times and the Sebring 12 Hours four times. The

cars clocked up 39 world championship events and 55 IMSA races, not to mention the International German Sportscar Championship and Supercup.

The Porsche 956's first race was the 1982 Six Hours of Silverstone. It proved competitive from the outset, and a victory was only prevented by teething troubles with the fuel allocations, which saw Derek Bell and Jacky Ickx drive around 10 seconds or more off their ultimate pace. The race was won by a Lancia LCI running to the less-restrictive Group 6 regulations, but Derek and Jacky's Rothmans-branded car still finished second, gaining the inaugural Group C class victory.

The 1982 24 Hours of Le Mans was just five weeks later. Porsche scored a one-two-three finish, with Derek and Jacky taking the flag after 359 laps. It won again a year later, with Jacky becoming World Sportscar Champion. Another highlight of 1983 was Stefan Bellof's Nurburgring Nordschleife practice lap of 6:11.13, a record that wasn't broken for another 35 years (by Porsche, during the 919 Tribute Tour, but only after seeking the blessing of Stefan's family).

The Porsche 956 was unbeaten at Le Mans from 1982 to 1985 (although Porsche didn't race there in 1984 due to a row with the organisers), with the 962C taking over the winning record in 1986 and 1987.

The Porsche 956, 962 IMSA and 962C also raced in the All-Japan Sports Prototype Championship. And despite regulations tweaks seeing Group C fizzle out in the early 1990s, the car achieved a final Le Mans 24 Hours victory in 1994, as the Dauer 962 Le Mans GT. This was a Porsche 962C approved by Dauer for road use and built to race at Le Mans under new GT1 regulations. It competed not as a prototype, but as a road-going sports car.

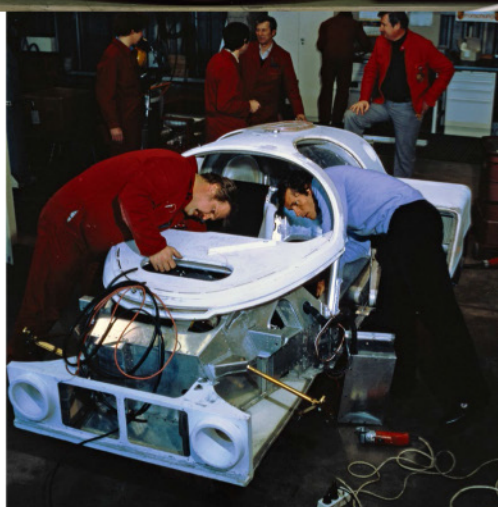
Sadly, the ACO closed the regulations loophole. More than a decade of global racetrack dominance was over. But the legend of Porsche's Group C icons was only just beginning. **911**



RIGHT Norbert (red jacket) oversees the assembly of an early 956 at the Weissach workshops in 1982

FAR RIGHT The Rothmans-branded 956 of Derek Bell and Jacky Ickx lead the pack at 24 Hours of Le Mans 1982

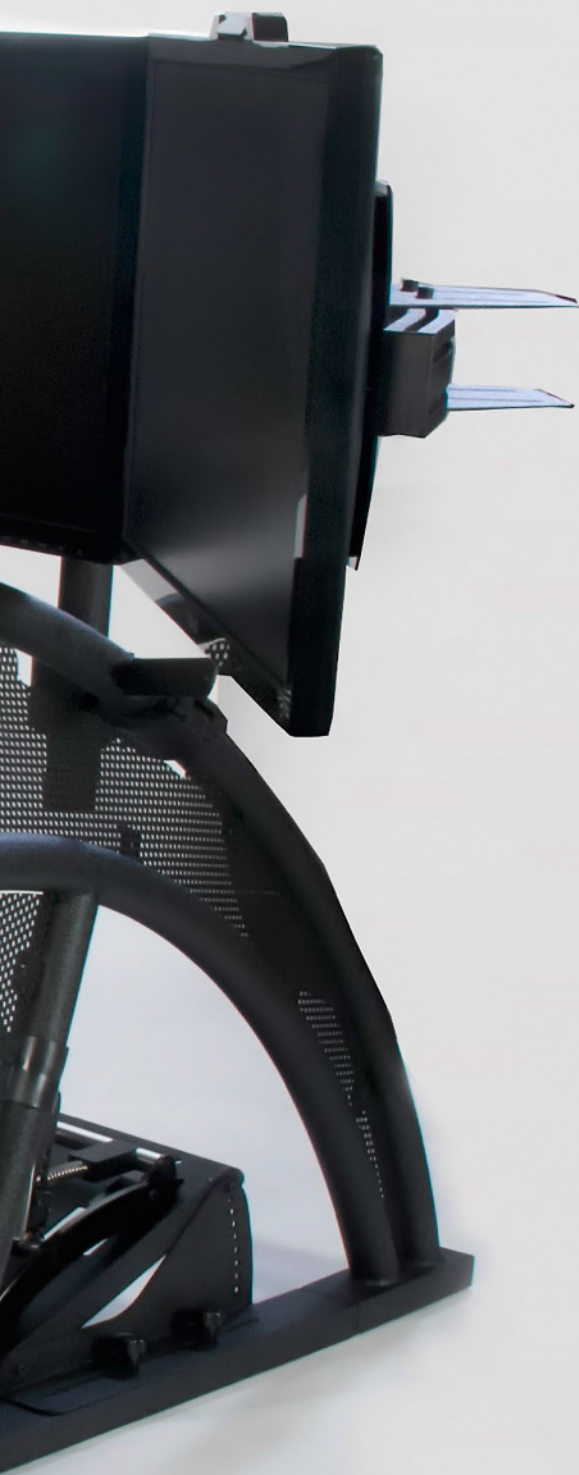
BELOW The Porsche 962C longtail was a direct replacement of the 956



“In 10 years, the Porsche 956 and 962 won five consecutive world championships, together with every single classic sportscar race in the world”







READY, PLAYER ONE

Sim racing has exploded in popularity since 2020. Total 911 discovers how anyone can race realistic Porsche cars and compete for huge cash prizes

Written by **Simon Jackson** Photography by **Dan Bathie & Gilles Gardner**

The drivers wait, sitting nervously, eyes fixed firmly on the gantry ahead. One light. Two lights. Three. Four. Eventually, the lights go out and away we go.

This is racing, but not as you know it. I'm fully immersed in my environment, the scenery appears photo-realistic, the 992 GT3 Cup I'm in control of looks and behaves exactly like the real thing, while ahead, behind and alongside are real-life rivals. My nerves are genuine.

And yet, real this is not. Am I sat in a Porsche 911 racing car on the starting grid at Silverstone? No, I'm at home, snug in a simulator, racing virtually against tough eSports competition from around the world. Welcome to sim racing – one of the most exciting developments entry-level motorsport has yet seen. And, since the lockdowns of 2020, it's a huge growth area with which anyone can get involved. Via Esports Carrera Cup GB, TAG Heuer Esports Supercup and more, Porsche itself is heavily invested.

As a child of the 1980s, I grew up in the arcade racing simulation era with video game classics like

Atari Pole Position. In the 1990s, the genre migrated to consoles with a glut of Formula One, touring car and GT racing titles, but in 1997 the milestone *Gran Turismo* was released for Sony's first PlayStation. Breaking new ground, *Gran Turismo* was a game-changer – no pun intended. It gave rise to a new era of titles with improved graphics and, importantly, fresh levels of driving realism.

In the 2000s things moved up a notch. The release of *rFactor* and *Asphalt Corsa* thrived on new-found PC power to deliver hyper-realistic visuals and accurate driving thrills. Thanks to broadband internet, racers could now compete with their peers across the globe in real time with zero lag. A move away from joypads to gaming steering wheels and pedals gained momentum and, towards the end of the decade, came *iRacing*. This is a subscription-based online racing simulation that's now widely regarded as the gold standard.

During the coronavirus pandemic, sim racing exploded in popularity. Motorsport events were cancelled overnight, and practiced online racers and real-world competitors turned to eSports for their 🏁



BELOW This is no photograph – highly detailed Porsche 992 GT3 Cup cars race around a virtual recreation of Brands Hatch



ABOVE The level of detail that the *iRacing* software achieves – both for the cars and the race tracks – is astonishing. This is Tom Slater's 992 GT3 Cup car

racing kicks. Among them? None other than Formula One's then champion-in-waiting, Max Verstappen, alongside gifted F1 newcomers like Lando Norris, George Russell and Alex Albon – often streaming their fun live via social media. Allied to this came the voices of long-term advocates, such as Porsche Le Mans winner Nick Tandy, and sim racing YouTubers like Jimmy Broadbent. Here was an accessible and appealing world of motorsport where anyone could race the world's finest drivers – all on a level playing field. Sim racing went mainstream and it hasn't looked in the rear mirror since.

Initially, the industry struggled to keep pace with the new level of demand for hardware. Everything from wheel bases and pedal sets to widescreen monitors and gaming chairs went out of stock in a flash. Yet the injection of interest also drove investment and invention, and today the scene has never been better served. With the winter weather closing in, now is the perfect time for budding racers to get involved. I've done just that and you can, too.

There's no escaping the fact that motorsport is expensive. Budget is the primary road block for anyone wishing to take up the sport, and sim racing can be pricey, too. However, comparatively speaking, eSports is a financial leveller, giving entrants affordable access to proper competition. Plug-and-play entry-level gaming PCs that will do the job well are available from around £500 – probably the most expensive part of the sim-racing equation.

Next comes your wheelbase, steering wheel and pedals. The wheelbase is the box of tricks that provides realistic feedback to your steering wheel.

Typically belt driven or what's termed 'direct drive', these translate bumps in the road, camber, oversteer or understeer, to your hands with varying levels of force depending on your setup. Steering wheels are either hard-mounted to the base or interchangeable (gear-changing paddles are attached). Again, these vary in cost. Industry-leading Bavarian firm Fanatec will sell you a Porsche-endorsed GT3 R replica steering wheel for around £600. It's so beautifully engineered and accurate that you won't want to use it. Yet there are far cheaper alternatives, and the second-hand market for sim-racing hardware is rife.

Meanwhile, pedal sets offer two or three pedals – two is plenty. Accessories such as gear-shifters, handbrakes and headphones are all nice to have, but far from essential. Likewise, curved monitors or virtual reality (VR) headsets. Largely any television or monitor is enough to get you going, and the same is true of seating. An office seat, sofa or borrowed dining room chair is serviceable. Like anything, the deeper you get, the more elaborate your modular setup can become.

The dream? That's probably a rigid frame aluminium profile rig, fixed-back bucket seat and a triple (even quadruple) monitor arrangement with a direct drive wheelbase. That's juicy, high-end stuff, and it may even help find tenths of a second against the clock on track, but all you really need to get started are the essentials: a PC, monitor, wheelbase, wheel and pedals. You can be up and racing for less than £1,000 with an *iRacing* software subscription weighing in at \$110 (roughly £95) per annum – and there are frequent promotional discounts available. ➡



LEFT Tom Slater sits in the 'cabin' of his racing setup, which includes a Fanatec pro-level steering wheel



2023 Esports Carrera Cup GB calendar:

Sunday 15 January
Rounds 1 & 2
Silverstone GP

Sunday 29 January
Rounds 3 & 4
Brands Hatch Indy

Sunday 12 February
Rounds 5 & 6
Snetterton 300

Sunday 26 February
Rounds 7 & 8
Oulton Park

Sunday 12 March
Rounds 9 & 10
Circuit de Spa-Francorchamps

Sunday 26 March
Rounds 11 & 12
Silverstone National

Sunday 16 April
Rounds 13 & 14
Donington Park GP

Sunday 30 April
Rounds 15 & 16
Brands Hatch GP



LEFT The industry-leading sim-racing firm Fanatec offers all you need to drive your virtual racer, including Porsche-endorsed steering wheels

Sim racing offers time to practise at your own pace, but any preconceived ideas that this is all “just a game” melt away the instant you launch into a session alongside real competitors. Laser-scanned circuit renditions are inch-, or rather pixel-perfect. That bump on the exit of the pit lane at Brands Hatch? It's there. The compression through Eau Rouge at Spa, the off-camber entries or grippy corner exits you know from Knockhill – all present and correct in incredible detail. The same is true of the cars.

To the same granular level, *iRacing* replicates racing machines like the 992 GT3 Cup and all of its intricacies. As an *iRacing* ‘Rookie’, I progressed from driving the humble Mazda MX-5 to Cayman GT4 Clubsport, finally arriving at the Cup car. Boy, is it a challenge. Roughly half the current Carrera Cup GB grid use *iRacing* as a means of practice between race weekends, including 2022 champion Kiern Jewiss, such is the realism it offers. That serves to underline the ‘simulation’ part of ‘sim’ racing. Ultimately, the skill involved really shouldn't be underestimated. *Atari Pole Position* this is not.

Further on his sim racing journey is Tom Slater. The 30-year old started racing in 2020 with a rudimentary rig comprising a cheap PC, and a borrowed wheelbase and pedal set bolted to his kitchen table. He's since progressed to become Porsche Club GB Club Class champion. Think of Tom as an eSports Club racer.

“As quite a few others did, I started racing in lockdown,” says Tom. “A friend was competing in the Porsche Club GB championship (PCGB), which is broadcast on YouTube. After watching that I thought I'd give it a go.”

Tom got started with a £200 PC running an upgraded graphics card purchased via Amazon, a friend donated his old Logitech wheel and pedal set while a spare TV served as a makeshift monitor. With his *iRacing* subscription confirmed, Tom was ready for his first season in the Club championship racing the 911 GT3 Cup. “After my first season I decided to upgrade my equipment to second-hand Fanatec kit, which cost around £650. I got myself a decent PC for £500, a Playseat rig for £180 and a monitor for £150. They all made huge differences, not only in time but consistency in my performances.”

Tom has clearly enjoyed his racing to date, competing at both Pro and Amateur level. He finds the Am class a more fun and laid-back affair. “The Cup car suits my driving style I think. It's fun to learn its limits – it can bite if you aren't careful. But the PCGB group has been incredible, it's such a friendly bunch of people who are always willing to help,” he says. “There's a range of levels which is great – there's always a group of four or five drivers who you can race closely with, regardless of how quick you are.”

A highlight of Tom's most recent campaign was category victory at Donington Park, and taking championship glory by two points at the season final. His prize was a driving day at Porsche Experience Centre, Silverstone, at the wheel of a 992 Carrera S. For Tom, sim racing is a hobby, a way to have fun that's far cheaper than a real-life track day. He has some advice for any newcomers: “Buy the



“eSports is a financial leveller, giving entrants affordable access to competition”

best equipment you can afford, and don't be afraid to opt for second hand – there are plenty of pages on social media dedicated to selling sim-racing gear,” he says. “When it comes to racing, patience is key. Don't expect to be the best from day one!”

While I might aspire to enjoy Tom's level of club racing success one day, there are professional sim racers out there for whom this is a full-time career. Kevin Ellis Jr has been racing for five years and now competes professionally as part of the Apex Racing Team in Northamptonshire. He lives in what's called a “sim house” with a bunch of equally talented team mates, earning a salary, while competing for eSports prize pots – like the \$200,000 on offer for the eSports Supercup champion from Porsche Germany.

Kevin was crowned eSports Carrera Cup GB champion for 2021. Its second season mimics the Carrera Cup GB, with the virtual championship taking in a mixture of UK circuits. It's broadcast live on Sunday afternoons with commentary and post-race interviews, just like real racing. Kevin missed out on the 2020 title by one point: he took the 2021 fight with Red Bull-supported rival, Sebastian Job, down to the wire in a nail-biting final at Brands Hatch.

At a recent event at Silverstone, Kevin was presented with his trophy and winnings – a cheque for £7,500. The Scottish eSports star was also guided around a real 992 GT3 Cup car by Porsche GB Junior driver Adam Smalley, and tasted a 911 on the Porsche handling circuit. An equal level of respect was evident between the two 911 racers as they swapped notes between their disciplines. Sim racing is now a genuine level of motorsport in its own right, rather than a route to a real-life drive. Racers like Kevin are pioneering new ground.

“The GB championship has been so much fun to be a part of for the past two years. The format lends itself to tight racing, the British tracks do too – you've really got to get your elbows out to get a move done,” says Kevin as he stands next to Adam's 2022 Cup car.

“The 911 Cup is different to race compared with other GT3 or prototype cars,” continues Kevin. “It doesn't have a lot of grip, you can race a lot closer as it's not so aero sensitive – there's a good chunk of slipstream but there's also a little bit of dirty air to contend with. To see the Cup car in person and to sit in it, you realise how good a job *iRacing* has done in replicating it for the sim – inside the car everything looks identical. And, chatting with Adam Smalley, getting to understand the differences between the real world car and the sim version, has been insightful.”

For Kevin, the Silverstone experience was a chance to try the 911 road car, too. “The driving experience in the 911 was mind-blowing. You get used to a normal road car which you can push a little bit, but the 911 is on another level. And the Cup car Adam races is a whole level above that. I have a new-found respect for what drivers like Adam do in real life – it's scary to race close in the sim, but it's nothing compared to what these guys do in real life.”

The work of a racing driver is never done – a new season is always around the corner. Kevin will come back fighting for the third eSports Carrera Cup GB season. He enters 2023 as title favourite, but he'll face fresh challenges from the established names and an increasing number of sim-racing hopefuls. Anyone can attempt to make the cut in open qualifying on 18 December 2022. The season then gets underway at an online Silverstone on 8 January 2023. Maybe I'll see you on the grid? **911**

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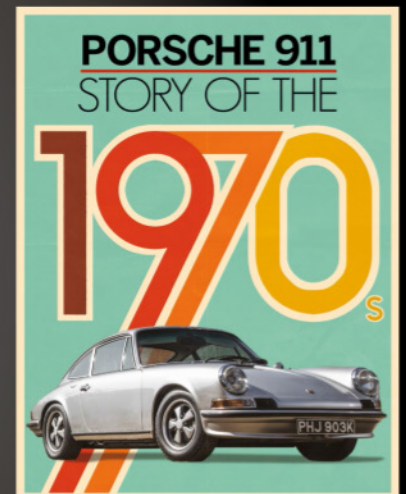
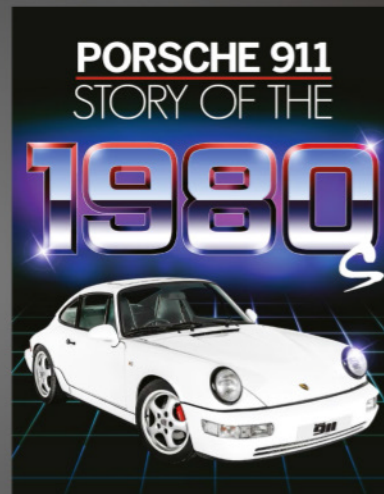
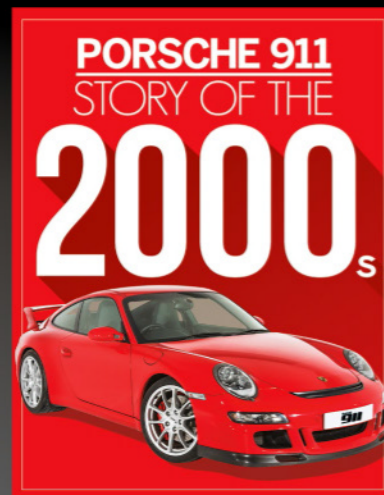
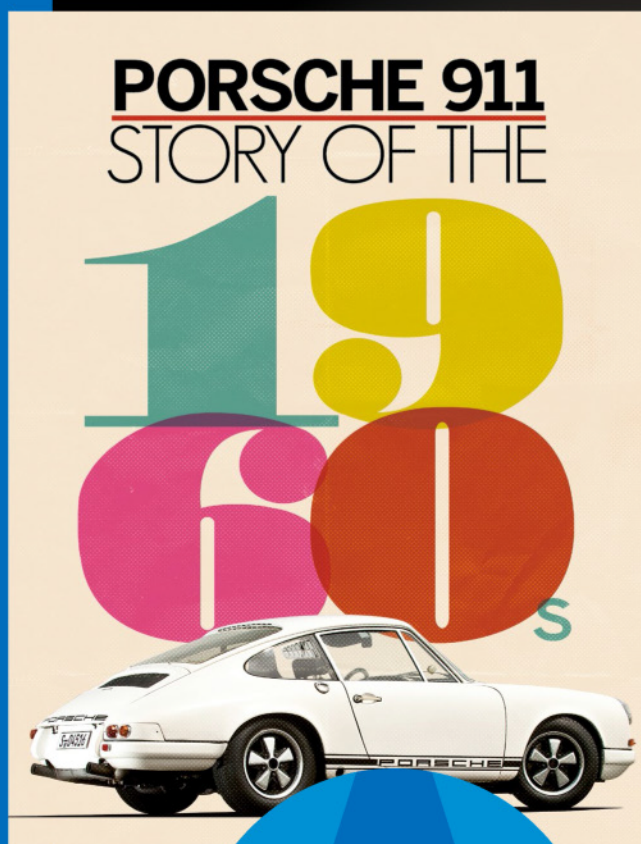


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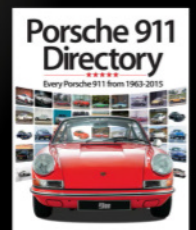
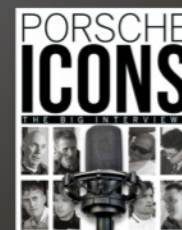


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James Bullen
Herts, UK

 @greenandtheblue

Model **991 50 JAHRE**
Year **2014**
Acquired **2022**

Model **991.1 GT3**
Year **2014**
Acquired **2022**

Model **996.1 CARRERA CABRIOLET**
Year **1999**
Acquired **2022**



I felt very proud to be asked by Editor Lee to start a column for the Living the Legend section of this magazine. It's

a section I look forward to every month because it takes a step away from the aspirational and back to the real world as we readers get to learn about other enthusiasts' recent experiences with their cars. I join an illustrious panel of columnists from the UK and around the world, many of whom I've known for some time now, so I hope my condensed Porsche-life, relayed to you each month, is half as interesting as theirs.

Having owned 16 Porsches (mostly 911s) of both air- and water-cooled varieties, it's fair to say this addiction has caught me and won't let go. I've recently had a major garage change around and so I start this column with a new line-up to share with you. 991-generation 911s have a gravitational pull for me (I'm now on my sixth) and having owned a few different flavours of this platform, I'm convinced this is peak 911!

I took the difficult decision to move on a much-loved 991.1 Carrera GTS in the summer, but not before the wife and I gave it one last good run down to Reims in France. A car like this is made for the billiard-table tarmac of the péage, but we also explored the adjacent scenic routes over the five-day tour of Champagne.

Although I enjoyed every second of my time behind the GTS' wheel on roads superior to those back home, I knew by the time we returned a change was on the cards. The catalyst was the hotel car park. On the first morning of our stay I discovered that a late-evening arrival parked next to us was a 911 I've eyed enviously for many years: the 50 Jahre anniversary edition. This limited edition car features a rich array of embellishments, some obvious and some subtle, in a package that perfectly celebrates the 911's half-century.

Surveying the French-registered example that would tease me each day by parking alongside the GTS, I realised this was an itch I just had to scratch, so the search began. In truth, this was a path I'd walked before. I almost

purchased a 50th anniversary 911 early in the first outbreak of Covid 19, but I felt at that point it was overpriced. As they say, hindsight is 20/20 vision.

Back to the present day, and after shortlisting a few I settled on a two-owner car from Porsche Centre Teesside that ticked most of my wish-list boxes and, importantly for me, had low mileage with a linear Porsche history. A month after returning from France the GTS had gone as part of the deal to bring this special 911 50 Jahre to my garage.

Early experiences are really positive. Every journey in the car feels special and its sense of heritage and nod to those first production cars of 1963 makes ownership a privilege. I was even more delighted to learn that the first owner of the car is a guy based just two miles from



Peter Wilson
Adelaide, Australia

 @peterwilson_oz

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



We're now back in Australia after a fantastic driving holiday through Sweden, Norway and the UK. The time in

England reacquainted me with driving on the right (left!) side of the road before we hit the Aussie streets, and I'd left the 930 on a trickle charger that eliminated any risk of battery damage during the month or so of inactivity.

My first job was to go to the body shop where I'd left the near-side sill cover for painting after the rust repairs I've described in previous columns. The finish looked great, with just the right amount of stipple in the stone guard to match the original, and thankfully my welding and panel-beating efforts were all but invisible.

The paint colour match (based on the LZ3T Zyklamrot Metallic paint code) wasn't quite so great, with a deeper red colour and less-metallic effect than the rest of the car. It reinforces my suspicion that this isn't the colour the car was resprayed in 1990, but I'm at a loss to work out exactly what colour it is. The slight colour disparity isn't a problem in practice, because the sill cover faces downwards and is separated from the door and fenders by a wide black rubber strip.

Once back together, I was finally able to take the 930 out for some spirited Hills drives now that the weather has started to improve. The other deadline for getting her ship-shape was that the car had been requested as a wedding car by Liam, the son of some close friends. Liam has been a Porsche fan since he was a kid and currently drives a Subaru WRX, which shares the Porsche flat engine layout.

The car was polished and ribbons fitted to pick up the groom and take him to the wedding ceremony and reception. There were pictures taken of him and bride Chelsea in the car before we headed off in glorious sunshine. The bride and her parents travelled in a Ford Mustang. It was only about a 25km journey, but there were several straight sections of road where I could stretch the car's legs.

As we climbed up Sellicks Hill away from the coast, we entered storm clouds and it started to drizzle. By the time we reached the wedding venue, a cherry orchard, it was raining quite heavily and the dirt entrance road had been turned to slush by the earlier arrival of wedding guests.

Fortunately, the rain eased for the outdoor service and the reception was indoors. The car was dirty, but I was relieved that it had behaved itself for the important mission despite the dramas that it's caused over the past 12 months. Just a few days later I saw a classic American muscle car stranded on the side of the road complete with wedding ribbons and several very stressed gents in wedding suits! What could have been...

On the DIY front, I may have found a solution to my occasional oil burning on start-up. I went through my setup and problems with a local turbo specialist, who described the 930's original KKK 3LDZ as a "very reliable old truck turbo". He believes that any intermittent oil leakage is likely due to my oil scavenge system rather than the turbo oil seals. My non-vented scavenge tank is the prime suspect, allowing excess oil to be sucked back into the turbo after shutdown. I'll add a vent pipe and see how we go.

me who had lavished the car during his six-year ownership and was very happy to hear it was back in the area. Friends who have driven the car since it arrived concur that Porsche really did get this car right in a way that it hadn't quite with some previous anniversary editions, so I look forward to getting to know this car and sharing the journey with you.

Together with a Porsche-owning friend, I've taken a 50 per cent stake in a project car to keep us occupied over the dark winter months. It's a Zenith blue 996.1 Carrera Cabriolet whose last custodian, a local lady, had run the car for 19 years before trading it for something more modern (though happily still a Porsche). As we attempt to bring the lustre back to this honest little car, I'll keep you posted with our progress.





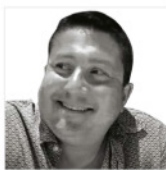
Nick Jeffery
Surrey, UK

@npjeffery

@npjeffery

Model 991.1 GT3
Year 2015
Acquired AUGUST 2022

Model 997.1 GT3
Year 2007
Acquired NOVEMBER 2019



The month has just flown by, probably because I've started a new job in the City and now have much less spare time on

my hands than previously. However, that doesn't mean the cars have been tucked away – far from it!

I've spent much of the time focusing my efforts on the GT3, before its imminent MOT and oil change, by attending a supercar breakfast meet at The White Hart Inn near Ingatestone, Essex, followed by Brands Hatch for the final round of the Porsche Carrera Cup Great Britain as a guest of Porsche East London. It was really interesting and insightful hearing from some of the drivers on the latest 992 GT3 Cup cars' performance, which are on average four to five seconds quicker per lap than BTCC cars around the Brands GP circuit.

I also took the GT3 to the October Bicester Heritage Scramble, which is one of my favourite events of the year with

over 7,000 people attending. The following weekend I visited Heritage Parts Centre in Shoreham-by-Sea, enjoying some excellent car chat, coffee and a fascinating tour of the facility by Andy Gregory.

My 991 GT3 made its first appearance at the last 911 UK Porsche Night of the year at The Fairmile pub in Cobham and, just like the 997 GTS, coped extremely well getting into and out of the field opposite the pub, drawing lots of admiring looks and positive comments, especially around the unblemished Agate grey paintwork that's really grown on me. It seems super stealthy and hides the dirt and road grime so well. So much so in fact that I've only cleaned it once since picking it up at the end of August! And for the vast majority of the time, this is the one that sits on the drive.

I've now covered around a thousand miles in the 991 and I have yet to uncover a chink in its armour. With the seasons changing I've now driven it in monsoon-like conditions and it felt as sure footed as ever, which was a pleasant surprise given it's shod with Pirelli P Zeros.

I drove the GT3 to the We Are Scambler's Poster Car and Supercar Assembly at Bicester Heritage. This didn't seem as well attended as previous events, but was saved by a Classic Car auction in the main hangar. There were numerous Porsches were going under the hammer, but nothing I was particularly drawn to.

The following morning I enjoyed taking the GT3 to the Stuttgart South meet at

The Anglesey Arms near Goodwood.

I mentioned last month that acquiring the 991 has had a positive knock-on effect around how I'm feeling about my other Porsches. Without criticising the 991 platform, it does feel completely different to the 997 GT3 and 987 Spyder because they're both far more intimate machines with smaller footprints, although I realise that this is mainly because of the 991's interior cabin space afforded by the slightly longer wheelbase.

Beyond that though, with each subsequent generation you do tend to lose something in the driving experience. The 991 is an extremely capable and enjoyable thing to steer down a road, and yet it's not quite as analogue or engaging. It's a bit like the switch from vinyl to CDs and then streaming. As the way we listen to music progresses and becomes more instant and accessible, you do feel you're missing out on some of the critical detail, realism, richness and warmth that makes the older formats so rewarding.

For me, it's exactly the same with Porsche models, and why I've drawn a line under the 991.1 generation and said that this as far as I'm currently prepared to go. It's the last of the naturally aspirated non-GT 911s with enough feedback and feel to keep me entertained. It also points ominously to how I might yet look to Porsche's back catalogue and finally scratch that air-cooled itch at some point in the future. I just need to secure more garage space!



Ben Przekop
Mercer Island, USA

 @benjaminprzekop

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



"To everything there is a season, and a time to every purpose under heaven," goes the ancient verse, and for those of us

who live in far northern climes, summer is all about taking maximum advantage of those long, sunny days to do fun things outdoors, before the dreaded arrival of the short, chilly and rainy days of winter. For me, seeing the leaves turning crimson and gold with the gentle arrival of autumn always fills me with feelings of nostalgia and melancholy, as I think back to what I did and didn't do during those precious few months of perfect weather.

And, of course, a major part of my summer plans this year naturally included activities with my 911, and in retrospect I have to give myself a 'B' for doing many, but not all, of the things that I had planned. Her Ladyship and I did take quite a few road trips in our new 992 to some of our favourite towns

and restaurants around the Puget Sound area, and during those jaunts it was fun to see people's universally positive reaction to the car, and chat with folks about the car. On those longer highway trips where we could cruise over 65mph, this powerful sports car amazed me by getting up to 30mpg in "Normal" drive mode, and only dropped to 27mpg in "Sport". Now I only use "Normal" in city driving, where the Auto Start/Stop feature makes fuel-saving sense.

We also took advantage of several car club events to show off our Carmine red beauty, including Exotics at Redmond Town Center, our local PCA chapter's All Porsche Grand Display at the Carillon, Mercer Island's Summer Car Show, as well as many informal Cars & Coffee gatherings around the area. Throughout, the 992 has continued to perform flawlessly, aside from a couple minor but irritating PCM quirks I've mentioned in months past, such as the Favorites list of audio stations or the Bose audio settings

suddenly disappearing, requiring all of those things to be set up from scratch. But in terms of performance the car has been totally reliable and a complete joy to drive, with awesome power and incredible handling, and not a single trip to the Porsche dealer for service has been required.

Looking ahead to the next two months when there'll still be some decent weather, there are a couple more trips that Debbie and I are thinking about taking before winter sets in. One would be a scenic trip along the Pacific Coast Highway on Washington's Olympic Peninsula, and another a jaunt up to neighbouring Canada (just two or so hours away and the border is back open!) to restock our Murchie's tea and Rogers' chocolates for the winter. After all, isn't that what winter is for? Hands wrapped around a hot mug on a dark and rainy night as we reminisce about the fun times of the past year, and make plans for the summer to come...





James McGrath
Minneapolis, USA

@auto.amateur

Auto Amateur

Curb and Canyon

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



The driving season here in the US Midwest is coming to an end, because the days are getting a little shorter and

the weather is getting a whole lot colder. Between local outings with my friends here in Minnesota and Wisconsin, my tour of the Rocky Mountains out west in the spring and now having just returned from a tour of the Smoky Mountains out east, I feel like I've crammed in a lot of great driving into the fairer seasons this year. My 996 has really proven itself to be a rock-solid, incredibly enjoyable 911 to drive. Six months, 6,000 miles driven across 18 states, two replacement front suspension struts and a pair of Soul Performance sport cats... epic!

Now that winter is here and my 911 will be sitting in my garage for the next four or five months, this is usually the time of year when I'm drawing up my list of jobs for what I usually refer to as 'mods season'. Given how much work has gone into the car this year, the list isn't quite as long as it usually is, but there are certainly a few things I want to tackle.

First up are rattles and creaks. In a 20-year-old car you have to expect that you're going to have a few noises inside the cabin, but I have a couple that are starting to bug me a little. I have a creak coming from my steering wheel column, which comes and goes. When it comes, a quick firm grip of the trim usually stops



the noise for a few miles, but invariably it returns to one degree of volume or another. After my recent trip to the Smoky Mountains I developed another intermittent squeak on the passenger side of the cabin, directly above and to the side of my head. I think there's a trim piece under the ceiling fabric that's creaking at speed. That's about it, which like I say isn't too bad for a car of this age, but it probably represents several hours of investigation and diagnosis on and off throughout the winter months.

Second, restoring several pieces of interior and exterior black plastic trim. For a car this age, this is an ongoing love/hate type of task. No matter how good a product you have for restoring the shine and finish of ageing black plastic trim, it looks great for a few months and then you find you're back in the garage with your microfibre pads and towels, putting

in some more elbow grease to bring it back. For the exterior, I'll be refinishing the trim within the front bumper grill, the cowl around the base of the windscreen, the plastic arms of the door mirrors and the gasket around the sunroof. For the interior, it's basically everything at this point: the dash, the steering column, the door sills, the seat-backs, the centre console, the door panels, the window and door trim... it's the job that never ends.

Finally, I have some decals I've been dying to install all year, but haven't found the time: the Sports Classic-style stripes that run from deck lid to hood emblem. This is a job I'm not looking forward to. It's fiddly, it's messy, it's easy to get wrong and incredibly difficult to do well. Wish me luck! Stay tuned to YouTube and Instagram for the successes (and most likely a fair share of bloopers...).





Max Newman
Aylesbury, UK

@maxripcor
9WERKS Radio

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



The decision to replace the failed PADM engine mount last month, despite the cost, was predicated by the need to have the car in tip-top shape for a **Total 911** feature. My car was to be the least glamorous among a trio of lovely 991s, alongside a GTS and a 50th Anniversary edition. You can read the article elsewhere in this issue – safe to say the C2S gave a good account of itself.

One of the most interesting things on the day was my first experience of a 911 with PDCC (Porsche Dynamic Chassis Control). My perception has long been that it's something that would mask the inherent and idiosyncratic characteristics of the car, and is an option I actively avoided during the search for my 991. Behind the wheel on the day, my impression was that it added an extra layer of precision and accuracy, and that the car rode rather well. It certainly didn't mask the location of the engine and I won't avoid it in the future.

The fourth and final Bicester Heritage Sunday Scramble of the year was held in early October. The site was resplendent in the autumnal sunshine and there were Porsches aplenty as you'd imagine. Singer has a unit on site and one of its cars present was a beautiful metallic grey 'classic' example – always a treat to see.

As always, the best thing about these events was the social, and I spent much of the morning chatting with Paul Pressland among others. Paul had come in his Rubystar 992 Turbo S, which had a satisfying layer of road grime showing how much Paul uses it. The 992 continues to be a 911 I really like, and the recent launch of the Carrera T model piqued my interest. I've been saying for a couple of years now that it would be my perfect 911 and I'd make every effort to buy one when it eventually arrived. I've always wanted to spec and order a brand new 911, exactly as I'd like it.

I've gone as far as getting finance quotes from my local OPC and building



my ideal T on the configurator. The colour I can't decide upon – maybe Ice grey – but definitely the manual gearbox and RS Spyder wheel option. I've also gone for rear seat delete, rear axle steer, and a sunroof – but not the glass one so the purists won't realise! The bucket seats aren't on the UK configurator, so I've left the standard sport seat and hope they'll be added in due course.

That all said, I must be honest and admit the economic environment isn't conducive to me making such a big move at the moment, so I'll probably have to let it slide. In the meantime I'm looking forward to reading how the car is received here in **Total 911**.





Andy Brookes
Poole, UK

 @993andy
 9WERKS Radio

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



I've written before about the influence that Luft GB had on me back in 2018. It was the trigger

that made me finally buy a Porsche after years of dreaming about owning one.

Luft GB was a great event, but I knew I wanted to experience a Luftgekühlt event in the US, its birth place. For my 50th birthday, my present to myself was to attend Luftgekühlt 7 in Durham North Carolina in May 2020. I had the flight and the accommodation booked for the event, but that was, of course, shelved due to Covid. Travel restrictions put paid to attending the Indianapolis event last year unfortunately, so my 50th birthday present was delayed until this year. I was pleased to see the event was going to be

based in LA this year, because I wanted to experience the car culture in LA.

We flew into LAX on Friday afternoon and by the following evening, just over 24 hours later, we'd attended four car events. It was a full-on introduction into how much is going on in LA. The Gunther Werks pre-Luft party, Goodboybob Cars & Coffee, The Petersen Museum Air Meets Coffee Gathering and the Kinesis Motorsport launch at the Hoonigan Tire Slayer Studios – what a whirlwind! There were plenty of other events going on that we couldn't fit in. Car culture in California is alive and well, for sure!

Jetlag and excitement for the Luftgekühlt show on the Sunday led to a night of broken sleep and thoughts along the lines of "This is all too much" and "Will the main event actually live up to expectations?" We had the early riser tickets, so departure from our digs in the Palisades above Santa Monica was early. We grabbed a coffee and the keys to the rental Dodge Charger and hit the road down to San Pedro, which was just a 30-minute journey at that time of day.

The weather was grey and misty – very un-Californian – but the entry queue dispensed pretty quickly and then we were in. The next few hours were a blur. I decided not to take any photos for the

first few hours, which were filled with meeting new people, interviewing people for an episode of 9WERKS Radio, buzzing around the event to make sure we haven't missed any big areas of the show, gate-crashing the episode of Spike's Car Radio that was being recorded, soaking up the late morning sun that had appeared, and grabbing some lunch from one of the many food trucks.

I was totally buzzing with the experience. The event lived up to my expectations and would fully recommend attending if you get the chance.

During the afternoon things slowed down a little. The local crowds dissipated, the place became a little more mellow, a few of the cars around the periphery of the show started to leave, the big shed with all the RS cars was pretty empty, and so it was time to get the camera out to get some photos and enjoy the more relaxed atmosphere of the late afternoon sun. We stayed late – late enough to see cars from the RS shed leaving.

One of the last people I bumped into was Rob Dickinson from Singer. Rob's such a nice guy – check out episode five of 9WERKS Radio for a short interview with him along with interviews of other great people that I met that day. What a blast. I'll be back for more, for sure.





Lee Sibley
Poole, UK

@9werks_lee

9WERKS TV

9WERKS Radio

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



What's your definition of meditation? For most this may conjure images of sitting cross-

legged, in silence, channelling your inner thoughts. For me, meditation is far more of an open concept than that. It's not what you're doing, more what you're not doing: namely, worrying about the future or reflecting on the past. It's about focusing on the joy of the here and now, thereby decluttering your mind of absolutely any and everything else.

For me, there's no better place to indulge in this than from behind the wheel. Driving my 911 gives me my 'me' time. Simply put, to me that 996 cabin is a space that's impenetrable by stress, anxiety and everything else associated with modern life. My focus becomes the drive (often without a destination), and it's a pastime I genuinely revel in. My 911 is my church, and I'm the vicar!

I've been doing a lot of driving in my 996 lately. This past week, in fact, I've clocked up over a thousand miles in it, on various trips around the UK. I could have taken my 'daily' Cayenne, but instead I've enjoyed the release of



climbing behind the wheel of my 996 and heading out into the world in what has become a great stress reliever, but also a real highlight of my day.

I've owned my 996 for very nearly three years now, but I feel I'm better connected to it than ever before. I know every granular detail of its character in the way it drives, the way it revs, the way it grips. I'm proud to have built the car from what was – let's be honest – an absolute shitter, and turned

it into something which (in the words of others) has become something of a bastion of the fifth-generation 911's resurgence. All I know is I've never enjoyed driving the car as much as I have this year, which only makes me excited to continue my escapades with it into 2023. There are many hours of meditation ahead for me, and there's not a yoga mat in sight! In our complicated, modern lives I very much hope you get the same from your 911 experience, too.



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**



To what extent does your easy access to wonderful sports car roads influence the type of 911 you dream of? For me,

this topic has some impact to where I choose to live. Of course, family/work/community are more important considerations for selecting the right place. But once you figure you've got those parts of your life in place, why not add "fun roads nearby" to the list?

For me, "nearby" means being on the great roads within a 10-15 minute drive from my house. The roads need to be a good mix of tight corners and high-speed sweepers. The amount of straight road needs to be minimised. They need to be quiet. And I want elevation change – climbs and descents ranging from 3,000 to 6,000 feet of vertical.

I'm grateful to have several 911s to choose from. But there's something special about the air-cooled cars on these roads. The suspension and chassis of the older cars demand that the driver be more involved than in the newer cars. That's a big part of the fun, having to be on your game to move at a brisk pace. The immediacy of feedback using all the

controls on the older cars is different and in many cases better than in the water-cooled era. You want to earn the pleasure, not just be along for the ride.

Of the four air-cooled 911s in the garage, there's no question which are the best for these remote mountain roads. At the bottom of the list is the 1997 993 Turbo. Although it handles and accelerates/brakes well, the level of feedback is a grade or two below a couple of the other cars. Second from the bottom is the 1982 930. It's a fast car and handles these roads well, but I don't get the level of confidence to attack corners with as much gusto

as the next two cars on this list. It's basically a tie between the best two air-cooled 911s for the back roads. The 1972 911 S longhood built to RS 2.7 engine spec and the 1991 964 C2 from Singer with the 4.0-litre 400hp Ed Pink-built engine nail the brief for me. Intoxicating, if I may use such a term.

There's 100 per cent involvement 100 per cent of the time. It's extra fun to get them out together and swap back and forth. The sounds, the smells, the feedback through the steering and seat, the heel-toe downshifts... 911 heaven for me. After every drive, I'm ready to turn around and do it again. **911**





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PREMIER PORSCHÉ

EVERYTHING YOU NEED FOR YOUR 911

Data file

Full specs, ratings and market values of every Porsche 911 model from 1963 to 2022 can be found starting on page 76



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Data file

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



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



General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 2023 Q1 will be January. The review for 2022 Q4 was October.



Ratings

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



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

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



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

Production numbers	19
Issue featured	94
Engine capacity	1,991cc
Compression ratio	10.5:1
Maximum power	210hp @ 8,000rpm
Maximum torque	152Nm @ 6,800rpm
0-62mph	5.9 sec
Top speed	152mph
Length	4,163mm
Width	1,610mm
Weight	800kg
Wheels & tyres	F 4.5x15-inch; 185/70/R15 R 7x15-inch; 185/70/R15

● (C & D series) ★★★★★
911S 1970-1971



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

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



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

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



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

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



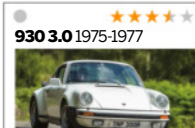
● (G series) ★★★★★
Carrera 3.0 RS 1974
Updated version of the 1973 2.7 RS, complete with impact bumpers and Turbo-spec wheelarch rear wing. Steel arches added by hand at the factory, with 917 brakes.

Production numbers	109
Issue featured	145
Engine capacity	2,994cc
Compression ratio	8.5:1
Maximum power	230hp @ 6,200rpm
Maximum torque	275Nm @ 5,000rpm
0-62mph	5.3 sec
Top speed	152mph
Length	4,135mm
Width	1,680mm
Weight	900kg
Wheels & tyres	F 8x15-inch; 215/60/R15 R 8x15-inch; 215/60/R15



● (H series) ★★★★★
930 3.3 1978-1983
A larger engine resulted in extra 40bhp, and an intercooler on top of the engine led to the adoption of a 'teatray'. Brakes were upgraded from 917 racer.

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



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

Production numbers	2,850
Issue featured	157
Engine capacity	2,994cc
Compression ratio	6.5:1
Maximum power	260hp @ 5,500rpm
Maximum torque	343Nm @ 4,000rpm
0-62mph	5.5 sec
Top speed	155mph
Length	4,291mm
Width	1,775mm
Weight	1,340kg
Wheels & tyres	F 7x15-inch; 185/70/VR15 R 8x15-inch; 215/60/VR15

(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 @ 5,500rpm
0-62mph	8.0 sec
Top speed	137mph
Length	4.163mm
Width	1.610mm
Weight	1,030kg
Wheels & tyres	
F	5x15-inch; 165/80/R15
R	4.5x15-inch; 165/80/R15

(A series) ★★★★★

911L 1968

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

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

(A series) ★★★★★

911T 1968

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

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

(B series) ★★★★★

911E 1969

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

Production numbers	2,826
Issue featured	n/a
Engine capacity	1,991cc
Compression ratio	9.1:1
Maximum power	140hp @ 6,500rpm
Maximum torque	175Nm @ 4,500rpm
0-62mph	7.6 sec
Top speed	130mph
Length	4.163mm
Width	1.610mm
Weight	1,020kg
Wheels & tyres	
F	5.5x15-inch; 185HR
R	5.5x15-inch; 185HR



(B series) ★★★★★

911S 1969

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

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

(C & D series) ★★★★★

911E 1969-1971

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

Production numbers	4,927
Issue featured	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 low power output of 130bhp despite the new 2,341cc engine size.

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

(E series) ★★★★★

911S 1972

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

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

(F series) ★★★★★

Carrera 2.7 RS 1973

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

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



(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 (165hp from '76)
Maximum torque	235Nm @ 3,800rpm (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

(G & H series) ★★★★★

959 1986-1988

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

Production numbers	337
Issue featured	142
Engine capacity	2,850cc
Compression ratio	8.3:1
Max power	450hp @ 6,500rpm
Max torque	500Nm @ 5,000rpm
0-62mph	3.9 sec
Top speed	196mph
Length	4.260mm
Width	1.840mm
Weight	1,450kg
Wheels & tyres	
F	8x17-inch; 185/45/ZR17
R	9x17-inch; 255/40/ZR17



(G & H series) ★★★★★

911 SC 1978-1983

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

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

(G & H series) ★★★★★

SC RS 1984

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

Production numbers	21
Issue featured	158
Engine capacity	2,994cc
Compression ratio	10.3:1
Maximum power	255hp @ 7,000rpm
Maximum torque	250Nm @ 6,



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Speedster 1989

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

Production numbers	2,274 (for both wide and narrow-bodied)
Issue featured	128
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	239hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	6.0 sec
Top speed	148mph
Length	4.291mm
Width	1,775mm
Weight	1,220kg
Wheels & tyres	
F 6x16-inch; 205/45/ZR16	
R 8x16-inch; 245/50/ZR16	

3.2 Clubsport 1987-89



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

Production numbers	340
Issue featured	126
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.1 sec
Top speed	152mph
Length	4,291mm
Width	1,650mm
Weight	1,160kg
Wheels & tyres	
F 6x16-inch; 205/55/ZR16	
R 7x16-inch; 225/55/ZR16	

930 LE 1989



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

Production numbers	50
Issue featured	110
Engine capacity	3,299cc
Compression ratio	10.1:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6 sec
Top speed	173mph
Length	4,290mm
Width	1,775mm
Weight	1,350kg
Wheels & tyres	
F 7x16-inch; 205/55/ZR16	
R 9x16-inch; 245/45/ZR16	

964 Carrera 2 1990-1993



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

Production numbers	19,484
Issue featured	119
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.6 sec
Top speed	162mph
Length	4,250mm
Width	1,652mm
Weight	1,350kg
Wheels & tyres	
F 6x16-inch; 205/55/ZR16	
R 8x16-inch; 225/50/ZR16	



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964 Carrera 4 1989-1993

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

Production numbers	13,353 (Coupe)
Issue featured	111
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.7 sec
Top speed	162mph
Length	4,250mm
Width	1,652mm
Weight	1,450kg
Wheels & tyres	
F 6x16-inch; 205/55/ZR16	
R 8x16-inch; 225/50/ZR16	



(C & D series) 964 3.8 RS 1993

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

Production numbers	55
Issue featured	12
Engine capacity	3,746cc
Compression ratio	11.6:1
Maximum power	300hp @ 6,500rpm
Maximum torque	359Nm @ 5,250rpm
0-62mph	4.9 sec
Top speed	169mph
Length	4,250mm
Width	1,775mm
Weight	1,210kg
Wheels & tyres	
F 6x18-inch; 235/40/ZR18	
R 11x18-inch; 285/30/ZR18	



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	164mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F 7x17-inch; 205/50/ZR17	
R 9x17-inch; 255/40/ZR17	

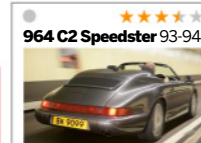


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964 RS America 1993

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

Production numbers	701
Issue featured	157
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.5 sec
Top speed	164mph
Length	4,250mm
Width	1,650mm
Weight	1,340kg
Wheels & tyres	
F 7x17-inch; 205/50/ZR17	
R 8x17-inch; 255/40/ZR17	



Combined the 964 bodyshe'll 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/ZR17	
R 9x17-inch; 255/40/ZR17	

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/ZR18	
R 10x18-inch; 265/35/ZR18	



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993 Carrera 4S 1995-1996

The 4S was effectively a Carrera 4 with a Turbo wide bodyshe'll, 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/ZR18	
R 10x18-inch; 285/30/ZR18	



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993 Turbo 1996-1998

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

Production numbers	5,937
Issue featured	147
Engine capacity	3,600cc
Compression ratio	8.0:1
Maximum power	408hp @ 5,750rpm
Maximum torque	540Nm @ 4,500rpm
0-62mph	4.3 sec
Top speed	180mph
Length	4,245mm
Width	1,795mm
Weight	1,500kg
Wheels & tyres	
F 8x18-inch; 225/40/ZR18	
R 10x18-inch; 285/30/ZR18	



993 Carrera S 1997-1998

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

Production numbers	3,714
Issue featured	118
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	285hp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
0-62mph	5.4 sec
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,450kg
Wheels & tyres	
F 7x17-inch; 205/50/ZR17	
R 10x18-inch; 285/30/ZR18	



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-
0-62mph	4.600rpm
Top speed	4.2 sec
Length	189mph
Width	4,435mm
Weight	1,830mm
Wheels & tyres	1,540kg
F 8x18-inch; 225/40/ZR18	
R 11x18-inch; 295/30/ZR18	



996 Carrera 4S 2001-05

Basically a C4 featuring a Turbo bodyshe'll, 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/ZR18	
R 11x18-inch; 295/30/ZR18	

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-
0-62mph	4.500rpm
Top speed	4.1 sec
Length	196mph
Width	4,450mm
Weight	1,830mm
Wheels & tyres	1,440kg
F 8x18-inch; 235/40/ZR18	
R 12x18-inch; 315/30/ZR18	



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



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.

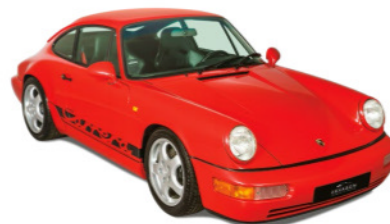
Production numbers	22
Issue featured	131
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	269hp @ 6,720rpm
Maximum torque	304Nm @ 6,200rpm
0-62mph	4.5 sec
Top speed	123mph
Length	4,275mm
Width	1,652mm
Weight	1,100kg
Wheels & tyres	
F	7x16-inch; 205/55/ZR16
R	9x16-inch; 245/55/ZR16



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	7.5x17-inch; 205/50/ZR17
R	9x17-inch; 255/40/ZR17

★★★★★

964 Turbo S 1992-1993



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

Production numbers	81
Issue featured	108
Engine capacity	3,299cc
Compression ratio	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	1,755mm
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/R18
R	10x18-inch; 285/30/R18



996.1 Carrera 1998-2001

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

Production numbers	56,733
Issue featured	160
Engine capacity	3,387cc
Compression ratio	11.3:1
Maximum power	300hp @ 6,800rpm
Maximum torque	350Nm @ 4,600rpm
0-62mph	5.2 sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,320kg
Wheels & tyres	
F	7x17-inch; 205/50/R17
R	9x17-inch; 255/40/R17



996.1 C4 1998-2001

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

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



996.1 GT3 1998-2000

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

Production numbers	1,886
Issue featured	117
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	360hp @ 7,200rpm
Maximum torque	370Nm @ 5,000rpm
0-62mph	4.4 sec
Top speed	188mph
Length	4,430mm
Width	1,765mm
Weight	1,350kg
Wheels & tyres	
F	8x18-inch; 225/40/R18
R	10x18-inch; 285/30/R18



996.2 C4 2002-2004

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

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



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

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



996.2 GT3 2003-2005

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

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



996 GT3 RS 2004-2005

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

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

Sales debate

Are Guards red 964 RSs worth less than other colours?




We explore something of a perennial topic among 911 owners and enthusiasts this month, concerning values and common colours. Is there any truth in whether Guards red adversely affects a 964 RS's value compared to other hues?

Jonathan Aucott of Avantgarde Classics (www.avantgardeclassics.co.uk) points out there are possibly two colours that don't sell as well on a 964 RS: White and Guards red. He goes on to say that we should remember there are two types of buyer: one who prefers a low-key approach, in contrast to a second, who craves the model-specific RS colours. "Most replicas you'll see are often Guards red, which can create a doubt when you see an RS in that colour, right or wrongly," says Jonathan.

Jason Shepherd of Paragon (www.paragongb.com) broadly echoes a hierarchy of colours, admittedly after recently selling a Guards red 964 RS. "We think that the best colours for the 964 RS are Rubystone, Maritime and possibly Mint, followed by Black, Yellow, Silver, White and Red in this order," he says, after canvassing the rest of the Paragon team. "Although we would change our opinions about this daily, I'm sure," he adds, making a point that should be kept in mind.

The slight market preference for the pure RS colours today is perhaps an echo of the current optic on the model. In period, you'd have to be of strong mind to choose Mint green or Rubystone, in an era favouring solid Guards red and subdued metallics. As such, those bold colours are perhaps rarer, something which enthusiasts or collectors appreciating the model now covet. "The muted colours do allow you to have an RS without attracting attention," says Jonathan, which for some can hold appeal of its own.

"Obviously, it's not worth buying a rotten car in the right colour, as you would much prefer the right car in the less-than-ideal colour," Jason quips. It's advice that applies to any 911, and any budget, it should be highlighted. Jonathan neatly sums things up: "You should always buy the colour you want. That's always the right car for you, regardless of the market."



★★★★★

996 Turbo S
2004-2005

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

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



★★★★★

997.1 Carrera
2004-2008

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

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




★★★★★

997.1 GT3 RS
2006-2007

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

Production numbers	1,106
Issue featured	156
Engine capacity	3,600cc
Compression ratio	12.0:1
Maximum power	415hp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.2 sec
Top speed	194mph
Length	4,460mm
Width	1,808mm
Weight	1,375kg
Wheels & tyres	F 8.5x19-inch; 235/35/R19 R 12x19-inch; 305/30/R19




★★★★★

997 GT2
2007-2009

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

Production numbers	1,242
Issue featured	127
Engine capacity	3,600cc
Compression ratio	9.0:1
Maximum power	530hp @ 6,500rpm
Maximum torque	680Nm @ 2,200-4,500rpm
0-62mph	3.7 sec
Top speed	204mph
Length	4,469mm
Width	1,852mm
Weight	1,440kg
Wheels & tyres	F 8.5x19-inch; 235/35/R19 R 12x19-inch; 325/30/R19



★★★★★

997.2 GT3 RS
2009-2012

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

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




★★★★★

997 Speedster
2010

Built to mark Porsche Exclusive's 25th year. Shorter windshield, 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 ducttail 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	199mph
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.

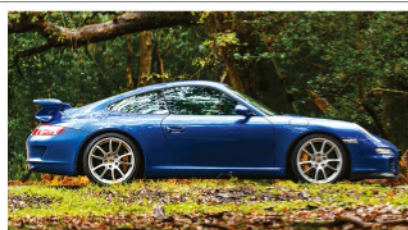
Production numbers	Unknown
Issue featured	137
Engine capacity	3,436cc
Compression ratio	12.5:1
Maximum power	350hp @ 7,400rpm
Maximum torque	390Nm @ 5,600rpm
0-62mph	4.8 sec
Top speed	179.6mph
Length	4,491mm
Width	1,808mm
Weight	1,380kg
Wheels & tyres	F 8.5x19-inch; 235/40/ZR19 R 11x19-inch; 285/35/ZR19



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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	409Nm @ 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	



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

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



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

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



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

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



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

Production numbers	10,500
Issue featured	144
Engine capacity	3,614cc
Compression ratio	12.5:1
Maximum power	345hp @ 6,500rpm
Maximum torque	390Nm @ 4,400rpm
0-62mph	4.9 sec
Top speed	179mph
Length	4,435mm
Width	1,808mm
Weight	1,415kg
Wheels & tyres	
F 8x19-inch; 235/40/R18	
R 10.5x18-inch; 265/40/R18	



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

Production numbers	15,000
Issue featured	61
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	385hp @ 6,500rpm
Maximum torque	420Nm @ 4,400rpm
0-62mph	4.7 sec
Top speed	187mph
Length	4,435mm
Width	1,808mm
Weight	1,429kg
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	



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

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



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

Production numbers	3,800
Issue featured	152
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	500hp @ 6,000rpm
Maximum torque	650Nm @ 1,950-5,000rpm
0-62mph	3.4 sec
Top speed	194mph
Length	4,450mm
Width	1,852mm
Weight	1,570kg
Wheels & tyres	
F 8.5x19-inch; 235/35/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 12x19-inch; 305/30/R19	



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

Production numbers	500
Issue featured	155
Engine capacity	3,600cc
Compression ratio	9.0:1
Maximum power	620hp @ 6,500rpm
Maximum torque	700Nm @ 2,500-5,500rpm
0-62mph	3.5 sec
Top speed	205mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	
F 9x19-inch; 245/35/R19	
R 12x19-inch; 305/30/R19	



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

Production numbers	Unknown
Issue featured	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-60mph	4.6 sec
Top speed	190mph
Length	4,435mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	
F 8.5x19-inch; 235/35/R19	
R 11x19-inch; 305/30/R19	



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

Production numbers	Unknown
Issue featured	125
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-62mph	4.6 sec
Top speed	188mph
Length	4,435mm
Width	1,852mm
Weight	1,480kg
Wheels & tyres	
F 8.5x19-inch; 235/35/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	1,399kg
Wheels & tyres	
F 8.5x20-inch; 245/35/ZR20	
R 11x20-inch; 295/30/ZR20	



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

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



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

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



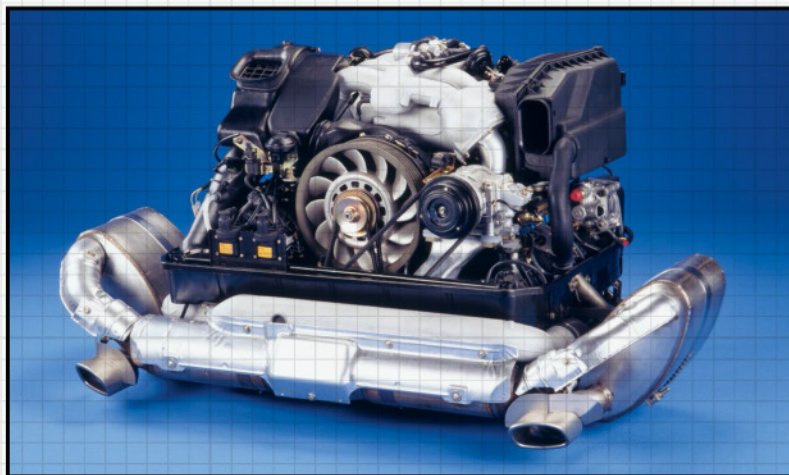
991.1 GT3
2013-2015
 Wide body from 991 Carrera 4 was used for the first time. Mezger engine from previous GT3s replaced with revamped DFI version of Carrera S engine. PDK only.

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

Technology explained

066 VARIORAM

Introduced for the last years of air-cooling,
Total 911 explains how VarioRam works



VarioRam is an intake system that optimises airflow across the rev range, to boost torque output. It appeared in 1995's 993 Carrera RS model, featuring the M64/20 engine, then the 993 Carrera line in 1996, on its M64/21 motor.

Intake tuning is critical for optimal engine performance. The more air you can get into the cylinder, the more fuel you can inject. The bigger the bang, the greater the torque at the crank. But that air delivery is affected by intake length, which is also tuned to match crank speed demands, and is a balance in itself.

When an engine operates, the cylinder sucks in air on the intake stroke. As the intake valve then closes, the air in the intake bounces off the back of the valve, causing a pressure wave back across the intake tube. At a certain speed, for a certain intake length, a natural resonance occurs, alternating back and forth between cylinder banks. This encourages more air in each cylinder. But it only occurs in a small rev band where the resonance naturally persists. Outside of that, it can have a negative effect. To help, Porsche designed a variable intake system. An intake plenum for each side was linked by a resonance chamber, controlled by a butterfly valve, to harness the back-and-forth air pressure at higher rpm. VarioRam enabled both the intake length and resonance chamber to be altered to suit throttle demands, enhancing torque across the board.

The intake has two throttle bodies, with two resonance tunnels to connect each intake bank. One throttle body contains six induction runners. Vacuum-operated, under 5,000rpm the induction runners extend closed, blocking off the primary throttle body and resonance chamber, but lengthening the intake runner. The longer intake suits intake demands at lower engine speeds.

Above 5,160rpm and over half throttle, the intake runners retract, engaging the main throttle plenum, while one of the two tunnels connecting both plenum banks opens. This shortens the intake, suiting medium engine speeds while the resonance chamber now permits a pulse of air between intake banks. Above 5,800rpm, the second resonance tunnel opens, further permitting a faster pulse of air. Shorter intake length and a free flow through both connecting tunnels harnesses the pressure effect to suit the high engine speeds.

Essentially, VarioRam enables the intake length to be altered to suit either low or high engine demands, while also allowing the resonance effect to be harnessed at high engine speeds. The effect is a much flatter torque curve in the mid-range, while not compromising high-end performance.



991.1 Turbo	★★★★★	Production numbers	Unknown
2013-2014		Issue featured	109
New Turbo marks introduction of rear axle steering, plus PDK-only transmission to forced-induction 991 models.		Engine capacity	3,800cc
		Compression ratio	9.8:1
		Maximum power	520hp @ 6,000rpm
		Maximum torque	660Nm @ 1,950rpm
		0-62mph	3.4 sec
		Top speed	193mph
		Length	4,506mm
		Width	1,880mm
		Weight	1,595kg
		Wheels & tyres	
		F	8.5x20-inch; 245/35/ZR20
		R	11x20-inch; 305/30/ZR20



991.1 Turbo S	★★★★★	Production numbers	Unknown
2013-2015		Issue featured	115
Same dimensions as the 991 Turbo, but with a tweaked map to provide extra 40bhp. Turbo options standard, including centre-lock wheels and PCCB.		Engine capacity	3,800cc
		Compression ratio	9.8:1
		Maximum power	560hp @ 6,500rpm
		Maximum torque	700Nm @ 2,100-4,250
		0-62mph	3.1 sec
		Top speed	197mph
		Length	4,506mm
		Width	1,880mm
		Weight	1,609kg
		Wheels & tyres	
		F	8.5x20-inch; 245/35/ZR20
		R	11x20-inch; 305/30/ZR20



991.2 Carrera S	★★★★★	Production numbers	Unknown
2015-2018		Issue featured	132
Shares Carrera's 3.0-litre turbocharged 9A2 engine, and features revised turbos, exhaust and engine management to produce an additional 50hp.		Engine capacity	2,981cc
		Compression ratio	10.0:1
		Maximum power	420hp @ 6,500rpm
		Maximum torque	500Nm @ 1,700-5,000rpm
		0-62mph	3.9 sec
		Top speed	191mph
		Length	4,499mm
		Width	1,808mm
		Weight	1,440kg
		Wheels & tyres	
		F	8.5x20-inch; 245/35/ZR20
		R	11.5x20-inch; 305/30/ZR20



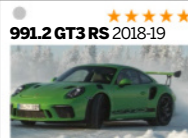
991.2 Carrera 4	★★★★★	Production numbers	Unknown
2016-2018		Issue featured	133
New 9A2 turbocharged engine fused with all-wheel-drive running gear, now electro-hydraulically controlled. Distinguishable by wider body and full-width rear brake light.		Engine capacity	2,981cc
		Compression ratio	10.0:1
		Maximum power	370hp @ 6,500rpm
		Maximum torque	450Nm @ 1,700-5,000rpm
		0-62mph	4.1 sec
		Top speed	181mph
		Length	4,499mm
		Width	1,852mm
		Weight	1,480kg
		Wheels & tyres	
		F	8.5x19-inch; 235/40/ZR19
		R	11.5x19-inch; 295/35/ZR19



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



991.2 C4 GTS	★★★★★	Production numbers	Unknown
2017-2019		Issue featured	151
As 991.2 Carrera GTS but with PTM four-wheel drive electrically controlling drive between both axles (rear always driven). Red connecting strip on rear.		Engine capacity	2,981cc
		Compression ratio	10.0:1
		Maximum power	450hp @ 6,500rpm
		Maximum torque	550Nm @ 2,150-5,000rpm
		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



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



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



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



991 Anniversary 2013-2014

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

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

991.1 Carrera GTS 2014-16



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

Production numbers	Unknown
Issue featured	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	430hp @ 7,500rpm
Maximum torque	440Nm @ 5,750rpm
0-62mph	4.0 sec
Top speed	190mph
Length	4,491mm
Width	1,852mm
Weight	1,425kg
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	4,549mm
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	10.1:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.2 sec
Top speed	183mph
Length	4,499mm
Width	1,808mm
Weight	1,430kg
Wheels & tyres	
F 8.5x19-inch; 235/40/ZR19	
R 11.5x19-inch; 295/35/ZR19	

991.2 Carrera 4S 2016-18



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

Production numbers	Unknown
Issue featured	154
Engine capacity	2,981cc
Compression ratio	10.1:1
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. Faster 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 six-speed manual gearbox. Features Cabriolet active rear wing with diffuser aiding downforce. Lightweight flywheel optional.

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



991.2 GT3 2017-2019

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

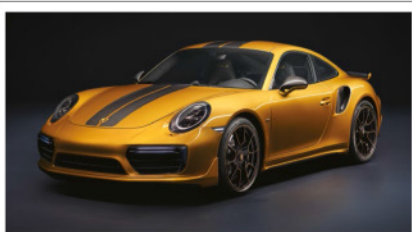
Production numbers	222 (UK est)
Issue featured	153
Engine capacity	3,996cc
Compression ratio	13.3:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,000rpm
0-62mph	3.9 sec (manual)
Top speed	199mph
Length	4,562mm
Width	1,852mm
Weight	1,413kg (manual)
Wheels & tyres	
F 9x20-inch; 245/35/ZR20	
R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

991 GT2 RS 2017-2019



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

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



991 Turbo S Exclusive Edition

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

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



991 Carrera T 2018

Purist take on the 991.2 Carrera with 20kg of weight saved and regeared 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	10.1:1
Maximum power	370hp @ 8,400rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.1 sec
Top speed	183mph
Length	4,499mm
Width	1,808mm
Weight	1,410kg
Wheels & tyres	
F 8.5x19-inch; 245/40/ZR19	
R 11.5x19-inch; 295/35/ZR19	

992 Carrera 4S 2019-



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

Production numbers	In production
Issue featured	174
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque	530Nm @ 2,500-5,000rpm
0-62mph	3.4 sec
Top speed	190mph
Length	4,519mm
Width	1,852mm
Weight	1,565kg
Wheels & tyres	
F 8.5x20-inch; 245/35/ZR20	
R 11.5x21-inch; 305/30/ZR21	

992 Carrera 2020-



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

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

992 Carrera 4 2020-



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

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

992 Turbo S 2020-



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

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

992 Targa HDE 2020-



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

Production numbers	992
Issue featured	193
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque	530Nm @ 2,500-5,000rpm
0-62mph	3.6secs
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	Unknown
Issue featured	199
Engine capacity	3,996cc
Compression ratio	13.3:1
Maximum power	510hp @ 8,400rpm
Maximum torque	470Nm @ 6,100rpm
0-62mph	3.4secs
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	



GT3 RS 2022-

992 GT3-based albeit with KERS system used for the first time on a Porsche road car, adjustable damping and a large, central radiator in the front boot.

Production numbers	Unknown
Engine capacity	3,996cc
Compression ratio	13.3:1
Maximum power	525PS @ 8,500rpm
Maximum torque	465Nm @ 6,300rpm
0-60mph	3.2 sec
Top speed	184mph
Length	4,572mm
Width	2,027mm
Weight	1,450kg
Wheels & Tyres	
F 10x20-inch; 275/30/ZR20	
R 13x21-inch; 335/30/ZR21	



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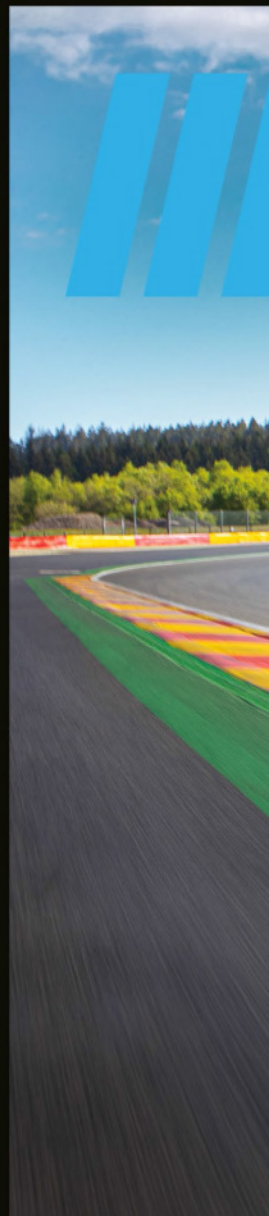
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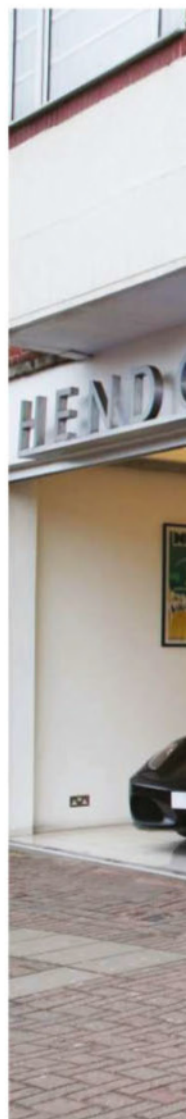
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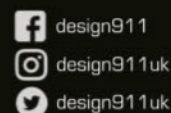
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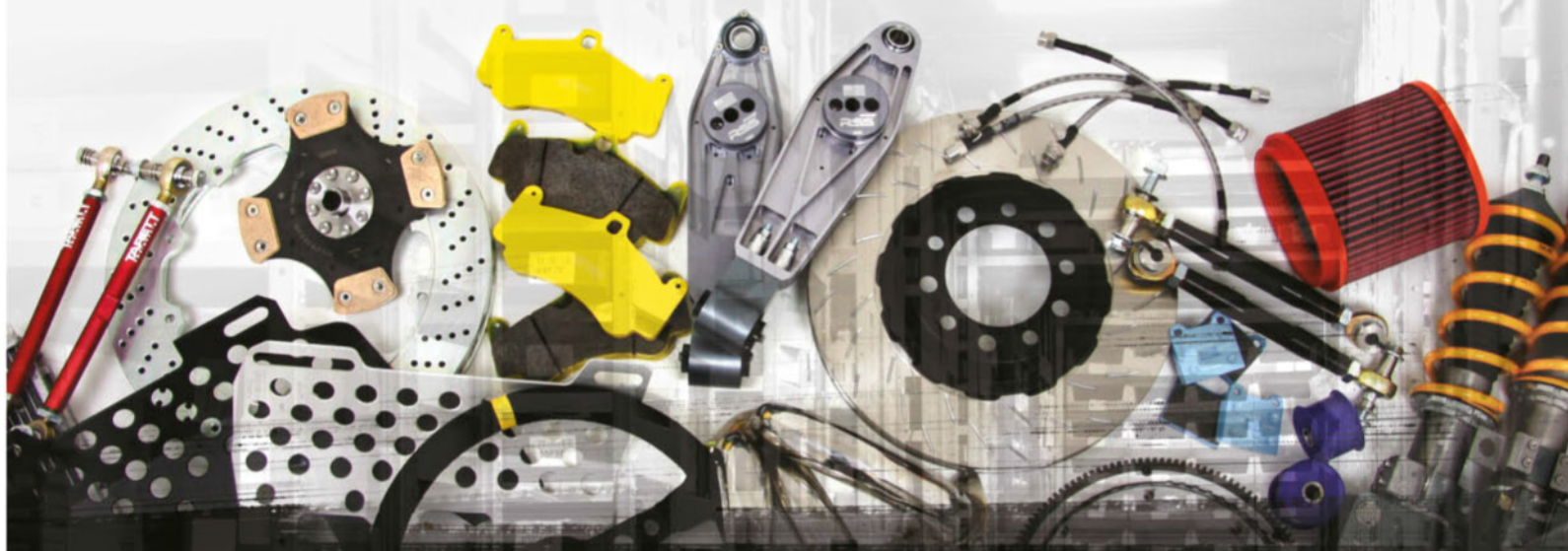
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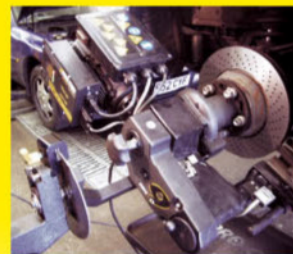
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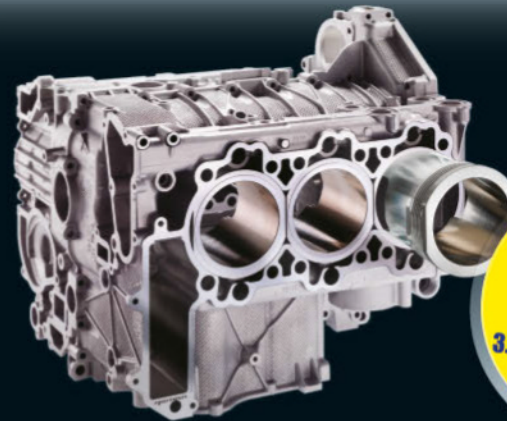
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Porsche Moment

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

Porsche fans with a taste for history will instantly recognise the moon face of Peter Schutz in this photograph. Appointed CEO of Porsche in January 1981, Peter was a classic case of right man, right time. A complete industry outsider (perplexed German newspapers were full of "who is this guy?"-style headlines), he brought a new perspective to a Porsche that under his predecessor Ernst Fuhrmann had become dangerously introspective.

And for a period, everything he touched turned to gold. Famously, he reinstated the 911, ordained that Porsche shouldn't go to Le Mans unless it could win (which it obviously wouldn't with Ernst's 924 GT) and restored Porsche's self-confidence. Old Porsche hands still remember how Peter used to introduce himself in those early days with an expansive, "Hi, aahm Peeder" and accompanying vigorous handshake. To the conservative Porsche establishment, this

was certainly different; Ferry Porsche emerged from self-imposed exile at Ludwigsburg to take up residence in a new office that Peter had carefully fashioned for him next to his own.

Peter's enthusiasm impressed people both inside and outside the firm, and he supported ventures like the 959. Yet Tony Lapine wasn't alone in noting that Peter never seemed to issue a written instruction. If things went well, Peter took the credit. If a project failed, it wasn't his fault – they hadn't heard him correctly. His long experience at Cummins Engine Company had evidently taught him to be a political operator.

Pictured here in November 1984, the American was at the apogée of his seven years at Zuffenhausen. The US market was booming with sales better year after year, Porsche was once more dominating sports car racing, and Niki Lauda had just won the F1 championship with a Porsche-engined McLaren. The wild

overspend on the 959 and the failure of Peter's pet project, the Porsche Flugmotor (which would also generate huge losses) were but distant clouds on the horizon. Of the collapse of the dollar, which Peter, fatally, hadn't hedged against, there was no sign.

In this photograph Peter is addressing an audience at the Porsche Parade in Stuttgart. His peroration seems to have gone on rather too long. To his right, Manfred Rommel, the mayor of Stuttgart and Lothar Späth, minister president of Baden Württemberg, appear desperate to get away. Beside him, Ferry, ever the diplomat, can't suppress a pained expression.

In the corner, Huschke von Hanstein, once Porsche's racing manager but now a roving ambassador for the company, looks grim. Could he and Ferry somehow have imagined that this self-congratulatory event would mark a turning point in Porsche's fortunes? **911**

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