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- **KEN BLOCK REMEMBERED**
- HOW JOEST BEAT PORSCHE AT LE MANS
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ISSUE 227 DigitalEdition

FUTURE

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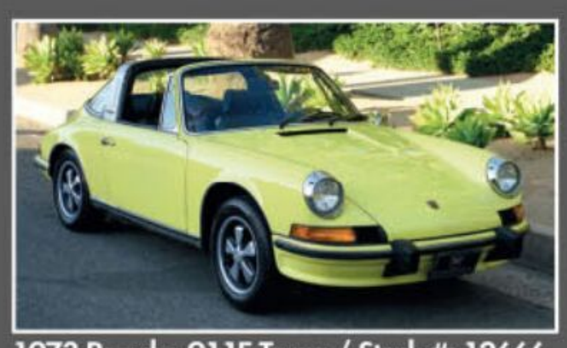
1985 Porsche Carrera Coupe Turbo Look M491 / Stock #: 14637

This rare limited production 1985 Porsche Carrera Coupe Turbo Look M491 featured with matching numbers and 29,182 miles on the odometer is available in its factory color code #700 black with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.2-liter engine, air conditioning, automatic speed control, limited-slip differential, central locking system, steering wheel with raised hub, sports seats, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, and spare tire. Also included are receipts copies totaling over $3,000 which included a major service done on September 2, 2021, at a cost of $2,595. An excellent opportunity to jump into the ownership of this original California car. An extremely collectible and well-equipped factory Turbo Look Porsche that is mechanically sound.

For $135,000



1973 Porsche 911E Targa / Stock #: 12666

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

For $89,950

1976 Porsche 911S Targa / Stock #: 14868

Presenting this 1976 Porsche 911S Targa is available in its factory color code #936 Silver Metallic with a black interior. The 911S comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 2.4-liter engine, 4-wheel disc brakes, Fuchs wheels, jack, and spare tire. spare tire, jack. Also includes service documents and receipts copies totaling over $8,000. A very presentable air-cooled Porsche that is mechanically sound.

For $56,500

1969 Porsche 911 T Targa Stock # 15896

This rare 1969 Porsche 911T Targa is featured with matching numbers and finished in its factory color Oxsi Blue (6803) complemented with a black interior. This Longhood is equipped with a 5-speed manual transmission, 2.0-liter Weber carbureted engine, four-wheel disc brakes, single exhaust outlet, VDO instruments, chrome headlight rings, removable black Targa roof panel, Targa bar, wraparound rear glass window, chrome bumpers/trim, four-spoke steering wheel, Michelin tires, solid wheels, chromed hub caps, jack, tool roll, and a full-size spare tire fitted in the front trunk. Amenities include a fender-mounted antenna, glove compartment, driver-side mirror, door pockets, manual-crank windows, vent windows, sun visors, analog clock, AM/FM radio, and a dashboard cigar lighter with an ashtray. In addition to the equipment, this highly desirable example comes with the owner's manual booklet, maintenance booklet with stamps dating from the 60s and manufacturer's literature. An extremely coveted 911T Targa that is currently not running and is an exciting opportunity to be a part of a select few to own a piece of German automotive history

For $49,950

1989 Porsche 930 Turbo Coupe Stock #15289

Presenting this highly collectible 1989 Porsche 930 Turbo Coupe featured with matching numbers and 56,517 miles on the odometer. Finished in its factory color scheme of Black (A1) over a black leather interior. This Porsche 930 Turbo is equipped with a G50 5-speed manual transmission, Flat 6 Cylinder 3.3-liter engine, four vented disc brakes, dual exhaust outlets, VDO dash gauges, fog lights, three-spoke steering wheel, ducktail spoiler, rear bumperettes, rear window wiper, Porsche-branded floor mats, Fuchs wheels with Starfire tires, and a spare tire fitted in the front trunk. Amenities include air conditioning, sport front seats with electric height adjustable, power sunroof, AM/FM radio, door pockets, dashboard ashtray, lockable glove compartment, and sun visors with vanity mirrors. In addition to the equipment, this car comes with the owner's manual booklet, a maintenance booklet with stamps dating from the 1980s, manufacturer's literature, a copy of the Certificate of Authenticity, and service receipt copies totaling over $30,900 dating from May 1996 through April 2008. This example that was previously owned by a PCA member (Porsche Club of America) also comes with a clean Carfax report. The color code and options sticker are both still in place under the hood. Do not miss your opportunity to get behind the wheel of this astonishing 1989 930 Turbo that is ready to be enjoyed and is mechanically sound.

For $179,950

1977 Porsche 911S Coupe / Stock #: 14342

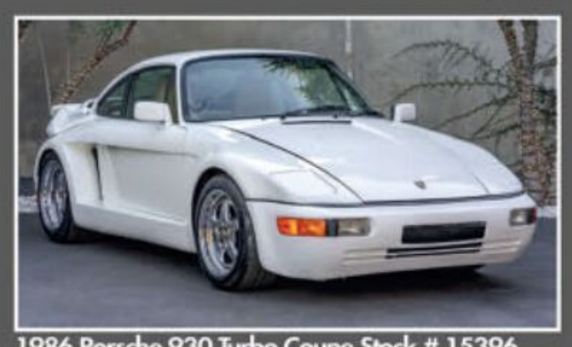
Presenting this matching numbers 1977 Porsche 911S Coupe that is available in its factory color code #266 Ice Green Metallic with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 2.7-liter engine, air conditioning, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, and spare tire. An extremely desirable and beautiful color combination 911S Coupe that is mechanically sound.

For $54,500

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



1986 Porsche 930 Turbo Coupe Stock # 15396

Presenting this stylish 1986 Porsche 930 Turbo Coupe featured with matching numbers and 98,100 miles on the odometer. This 1980s classic is finished in a color scheme of Grand Prix White combined with a tan interior. Equipped with a 4-speed manual transmission, 3.3-liter engine, four ventilated disc brakes, dual exhaust outlets, sunroof, five-spoke steering wheel, Gemballa Avalanche aftermarket body style kit, pop-up headlights, salvage title, chrome wheels with Porsche Stuttgart wheel center caps, Michelin tires, jack, tool roll, and a spare tire fitted in the front trunk. Amenities include climate control, power-adjustable sport seats, power mirrors, VDO Quartz-Zeit analog clock, JVC radio, sun visors with vanity mirrors, door pockets, and a locking glove compartment. An eye-catching 930 Turbo that is running and driving, however, it will benefit from some current servicing in order to be roadworthy

For $59,950

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

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

1996 Porsche 993 Turbo / Stock #: 15340

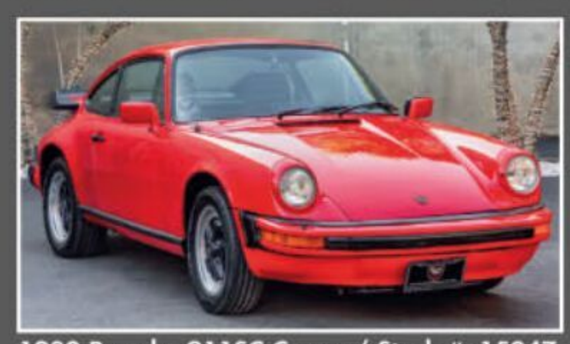
Presenting this 1996 Porsche 993 Turbo Coupe featured with 37,613 on the odometer and finished in a gorgeous color combination of Polar Silver Metallic with a black interior. Equipped with a 6-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, 4 vented disc brakes, air conditioning, power side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

For $208,500

2005 Porsche 911 Carrera Coupe 6-Speed / Stock #:

Presenting this elegant 2005 Porsche 911 Carrera Coupe 6-Speed featured with 52,680 miles on the odometer and is available in its factory color code #041 black with a black interior. The vehicle comes equipped with a 6-speed manual transmission, heated front seats, air conditioning, power windows, Bi-Xenon headlamp package, Power seat package, power steering, Bose high-end sound package sunroof, Michelin tires, and 4-wheel disc brakes. A well-equipped 911 Carrera Coupe that is mechanically sound.

For $49,950



1982 Porsche 911SC Coupe / Stock #: 15047

Presenting this 1982 Porsche 911SC Coupe featured with matching numbers and finished in Guards Red combined with a black interior. Equipped with a five-speed manual transmission, Flat 6 Cylinder 3.0-liter engine, four-wheel disc brakes, single exhaust outlet, sunroof, VDO instruments, Hella branded headlights, three-spoke steering wheel, rear rubber bumperettes, Fuchs wheels with Extensa tires, and spare tire fitted in the front trunk. Amenities include cruise control, air conditioning, analog clock, Alpine radio, an ashtray, glove compartment, dual-side mirrors, door pockets, and sun visors with a vanity mirror on the passenger side. In addition to the equipment, this 1980s comes with a maintenance booklet with stamps and service receipt copies. A well-priced 911SC that has been with the same owner since 1988 and is mechanically sound

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Welcome

This year looks set to be a cracker in the world of Porsche. We've got some big milestones to celebrate, including 60 years of our iconic 911, 50 years of RSR, 30 years of 993 and 50 years of the G-series era.

Porsche will also mark its 75th anniversary in June by holding events in dealerships worldwide. Then there's the small matter of the 100th running of Le Mans, with Porsche of course returning to the top table in endurance racing in a bid to claim this most precious of crowns. Le Mans will also host its Classic festival later in the summer, while Rennsport Reunion returns for a seventh instalment, where thousands of enthusiasts will once more descend on Laguna Seca's storied circuit from right around the globe.

There will be plenty of new Porsche 911s coming your way, too. Perhaps the most exciting is the 911 ST, which Porsche will release as a 75th birthday present to itself. The new ST will be rear-wheel drive, have the 4.0-litre, 510hp naturally aspirated flat six from the 992 GT3 as well as its six-speed Motorsport gearbox, and weigh as little as 1,300kg – with 2,000 models to be made. A high watermark for the GT department in the 992 era, the ST will be the 911 of the decade, much like the 991 R in the 2010s.

You can also expect a 60th Anniversary 992. Following in the footsteps of the 964-based '30 Jahre', 996-based '40 Jahre' and 991-based '50 Jahre' models, the '60 Jahre' 992 will feature an array of design trinkets inspired by cars from throughout the history of the 911. Unlike its predecessors though, the '60 Jahre' or 60th Anniversary 911 will hail from Porsche Exclusiv Manufaktur's Heritage Design programme, the third of four such cars promised by the end of 2023 (and which has already given us the Heritage Design Edition Targa and Sport Classic).

An Anniversary 911 is one of the most desirable models outside of the GT lineup, and the '60 Jahre' will be no different. Expect a GTS-spec engine, rear-wheel drive, and a numbered production run of 1,963 units.

So, there's plenty to look forward to in 2023, and **Total 911** will be right at the very heart of it. Enjoy the issue.

"A high watermark for the GT department in the 992 era, the ST will be the 911 of the decade"

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4 | Daytona, Florida

Total 911 Opening Shot

Photograph by **Porsche AG**

On the storied circuit of Daytona, Porsche prepares for its return to prototype racing. The company will compete in partnership with Roger Penske's renowned outfit as Penske Porsche, and will aim to conquer the top league of endurance racing in 2023, starting with Florida's famous twice-round-the-clock race at the end of January.

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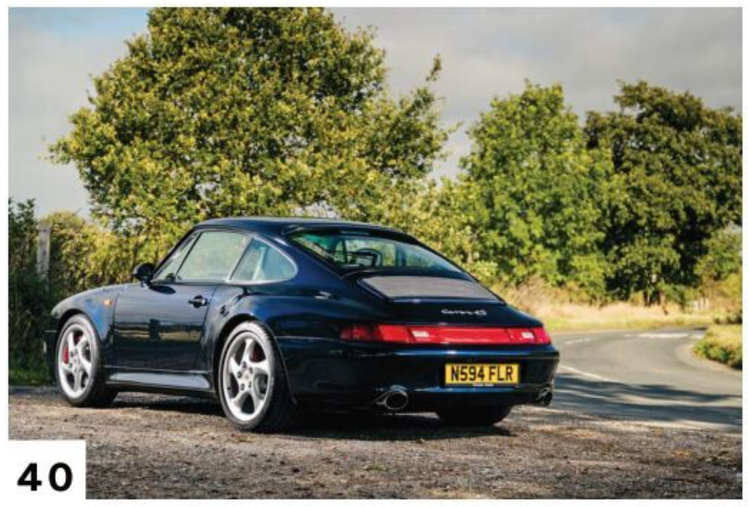

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Update

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

Everrati unveils its electric 911

The UK-based EV specialist is targeting the US market with its first electric 964-generation 911, with more models in the pipeline

Everrati Automotive has been in the business of restoring classic cars and converting them to electric power since its inception in 2019. Now the UK specialist has completed its first 964 generation Porsche 911 with US customers in mind.

Everrati designs, develops and engineers its restorations from a bespoke workshop in Oxfordshire, and offers electrified Coupe, Targa and Cabriolet 964s in its Pure, Signature and Gulf Signature Editions. However, builds are also carried out by Everrati's technical partner, Aria Group, a leading low-volume vehicle engineering and production specialist that's based in California. The arrangement enables Everrati to manufacture on both sides of the Atlantic.

Alongside electric versions of the 964, Everrati's growing portfolio now includes the Range Rover Classic, Land Rover Defender, Land Rover Series, Ford GT40 and Mercedes-Benz W113 SL Pagoda. All of Everrati's builds feature state-of-the-art, OEM-grade electric vehicle powertrains. The company's conversions aim to transform icons of the automotive world such as the 911, making them fit for the 21st century.

Multiple 964 models are currently in the build phase, destined for markets around the world, proving that demand for Everrati's products, and the interest in electrified classics in general, is growing. The first completed US-built cars are now ready for delivery in North America, led by the 911 you see here, finished in striking Mexico blue with Bridge of Weir Dark blue leather. Based on a fully restored 964, the car is Everrati's Signature wide-body model with carbon-fibre elements.

The reimagined 911 boasts an EV powertrain consisting of a 62kWh battery pack and battery management system. It has an emission-free driving range of over 200 miles, with the capability of both AC and DC fast charging. Allied to this comes an impressive equivalent 500bhp and a 0-60mph time of under four seconds. While updating this 911, Everrati claims to have retained the timeless quality of the 964's original character and DNA – both dynamically and aesthetically – while adding the benefits of "amplified performance, enjoyment and fun".

Everrati founder and CEO, Justin Lunny, says: "It's a huge milestone to see the completion of our first US customer car. This is both a sign of our rapidly growing presence in markets around the globe, especially North America, and a representation of the shifting paradigm in car ownership for a conscious, progressive and responsible generation. Our Signature 911 (964) is a redefinition of an automotive icon that will have its legacy live on for generations to enjoy. It's a truly sustainable supercar."

Prices for Everrati's Signature 964 start at £270,000, while its Pure (narrow-body) version, providing an equivalent 440bhp and a 0-60mph time of 4.5 seconds, costs from £220,000 – both in addition to the cost of a donor vehicle in good condition. Visit **www.everrati.com** to learn more.

Porsche goes for motorsport glory

Victories at Le Mans and in Formula E are just two of Porsche's motorsport goals for the 2023 season

In the wake of a failed bid to take part in Formula One in an alliance with Red Bull, Porsche is entering the 2023 motorsport season with ambitious goals and an amplified factory commitment as it searches for glory elsewhere on the track.

Porsche announced its 2023 programme at its annual Night of Champions in Weissach, an event that sees Porsche racers from around the world gather together in celebration of their achievements.

Driving in the tyre tracks of the successful 919 Hybrid, two 963 prototypes will enter endurance racing's new hybrid LMDh category, competing in both the FIA World Endurance Championship (WEC) and the North American IMSA WeatherTech Sportscar Championship (IMSA). Following an 11-month test and development programme that's seen the roster of talented works drivers cover a total of 29,714 kilometres (18,463 miles), the Porsche Penske Motorsport entries are aiming for overall victories at Le Mans, Daytona and Sebring this year.

In addition, Porsche has already entered a new Formula E era with its 99X Electric third generation (Gen3), a new car for the electric racing series developed in Weissach. It's making its debut in January's Mexico City E-Prix – the opening round of the championship's ninth season. The new Gen3 Formula E cars are the fastest, lightest, most powerful and most efficient electric yet. The Porsche version produces 350kW (476 PS), which is 100kW more than its predecessor. With it Porsche aims to claim podium places, win races and clinch the overall title in 2023.

Porsche wouldn't be Porsche without its GT cars, and alongside its works commitments and in the absence of a 911 RSR, Porsche will provide many customer teams with the 992-generation 911 GT3 R in 2023 to race on GT racing stages around the world. Works drivers will be in support as the cars race in championships such as IMSA, DTM and at the Nürburgring 24-hour race.

Not to be forgotten comes a new sim racing factory squad. The Porsche Coanda Esports Racing Team consists of established eSports experts Josh Rogers, Mack Bakkum, Mitchell DeJong and Tommy Østgaard. All will compete for Porsche digital glory in 2023.

Porsche launches PCCM Plus for 997

A retrofit factory option now brings modern sat-nav, Apple CarPlay and Android Auto functionality

Porsche Classic has launched its much-anticipated PCCM Plus double-din infotainment system for the first generation 997. The PCCM Plus units feature a seven-inch touchscreen and DAB+ radio. Crucially, they provide Apple *CarPlay* and Android *Auto* functionality to the 997 for the first time. Full worldwide availability is anticipated from February 2023.

For those with older 911s, the PCCM head unit is already available via Porsche Classic for models with a DIN-1 or DIN-2 slot, so all 911s from the F-model up to the 993 are catered for. The PCCM Plus version, already available for the 996, has now been extended to 911s from 2008 onwards.

Prices for the new 997 PCCM Plus unit are anticipated to come in at around £1,420 (including VAT), with an SD card for sat-nav maps expected to cost £100. The part number for Europe, Australia and New Zealand is 99764259000. For the US market the part number is 99764259100.

Milltek develops 992 Exhaust

A new exhaust system for the 992 Carrera S and Carrera 4S improves sound, looks and the 911 driving experience

Performance exhaust manufacturer Milltek Sport has launched a handmade titanium Signature Series exhaust system for the 992. It's compatible with 2019 Carrera S and Carrera 4S models. The Signature Series has been designed, developed and manufactured in-house in Derby, with additional development taking place at the firm's German facility, located near the Nürburgring.

Available for GPF-equipped vehicles, the system replaces the original rear silencer. It's lighter too, with the rear silencer bypass alone accounting for a 9kg saving. The system is built from durable and anti-magnetic T304L aircraft-grade stainless steel, and its mandrel bending ensures full flow bends for better gas flow, with an increased bore to ensure ultimate performance without the loss of mid-range torque. It's priced at £3,216.00.

Milltek Sport has also revealed that it'll soon be able to extend its Signature Series Titanium line-up to the 992-generation GT3.

News in Brief

New Porsche GB CEO

Following the exit of Sarah Simpson at the end of last year, Porsche Cars Great Britain has a new CEO. Krishan Bodhani has left Mercedes-Benz to take over the vacant role. The UK is the fourth-largest market in the world for Porsche, making 43-year-old Krishan's appointment a key role within the company.

Prior to his positions at Mercedes in the UK and Europe, Krishan worked for Audi and Volkswagen in various sales and marketing roles.

911 T-Shirt

This stylish, 911 'Connecting Rod' T-shirt is new to the Porsche Shop. The half-sleeved crew neck shirt depicts a 911 engine connecting rod, a Porsche silicone print on the neck area and a small label on the hem. It's manufactured from 100 per cent cotton, and both the sleeve and T-shirt hems are double-stitched. Item number WAP6703XL0PESS is available via **shop.porsche.com**, priced at £45.

KEN BLOCK: 1967–2023

The Gymkhana YouTube star, rally driver and car culture icon has passed away at the age of 55

The automotive world has been paying tribute to Ken Block, who died aged 55 following a snowmobile accident on his ranch in Utah on 2 January, 2023.

Ken was perhaps best known for his breathtaking stunt driving in the Gymkhana series of YouTube films. The Californian was also a professional rally driver who competed in the World Rally (WRC) and World Rallycross championships. In addition, he became a modified car icon via a selection of notable creations, including the recent 'Hoonipigasus' – a build based on a Porsche 911.

An adventure-seeker from an early age, Ken's short-lived career as a draughtsman gave way to a love of skating and snowboarding. This led him to co-found the DC Shoes fashion brand in 1994. DC Shoes was sold a decade later and Ken immediately indulged in his life-long passion for stage rally driving. He attended a school to learn the ropes and soon began competing in the Rally America series, taking 16 wins across 10 seasons.

An adoration for 1980s and 1990s rallying meant the WRC was always on Ken's radar. However, he lacked experience of driving on tarmac and so enrolled himself in a small 'gymkhana' series in southern California. It was here that he learnt to four-wheel drift on asphalt. Ken's memorable Gymkhana videos soon followed, and when the films went viral they bolstered his profile and aided his rise to WRC, Rallycross and X-Games competition.

In more recent years, Ken became known for his wild modified car builds allied to his Hoonigan lifestyle brand. This gave rise to a series of one-off creations dubbed Hoonicorns. In 2022, the latest project attracted the attention of Porsche enthusiasts. The Hoonipigasus Porsche SVRSR was designed to tackle the 100th running of the famous Pikes Peak International hillclimb, with Ken seeking to emulate the success of his heroes such as Walter Röhrl, Ari Vatanen and Sébastien Loeb. The bespoke build by Porsche specialists (and Pikes Peak category winners) BBi Autosports and Hoonigan Racing Division was based on a classic 911. Its eye-popping exterior was designed by Oil Stain Lab while its livery paid homage to the iconic 917 'Pink Pig'. Powered by a BBi-developed 4.0-litre engine based on a 2017 911 GT3 R unit, the jaw-dropping four-wheel-drive, twin-turbocharged machine produced 1,400bhp, but hopes of a Block victory at Pikes Peak in 2022 were sadly dashed by mechanical issues.

Ken Block is survived by his wife Lucy and their three children. **Total 911** sends its sincere condolences to his family and friends. 911

Photography courtesy of BBi Autosports

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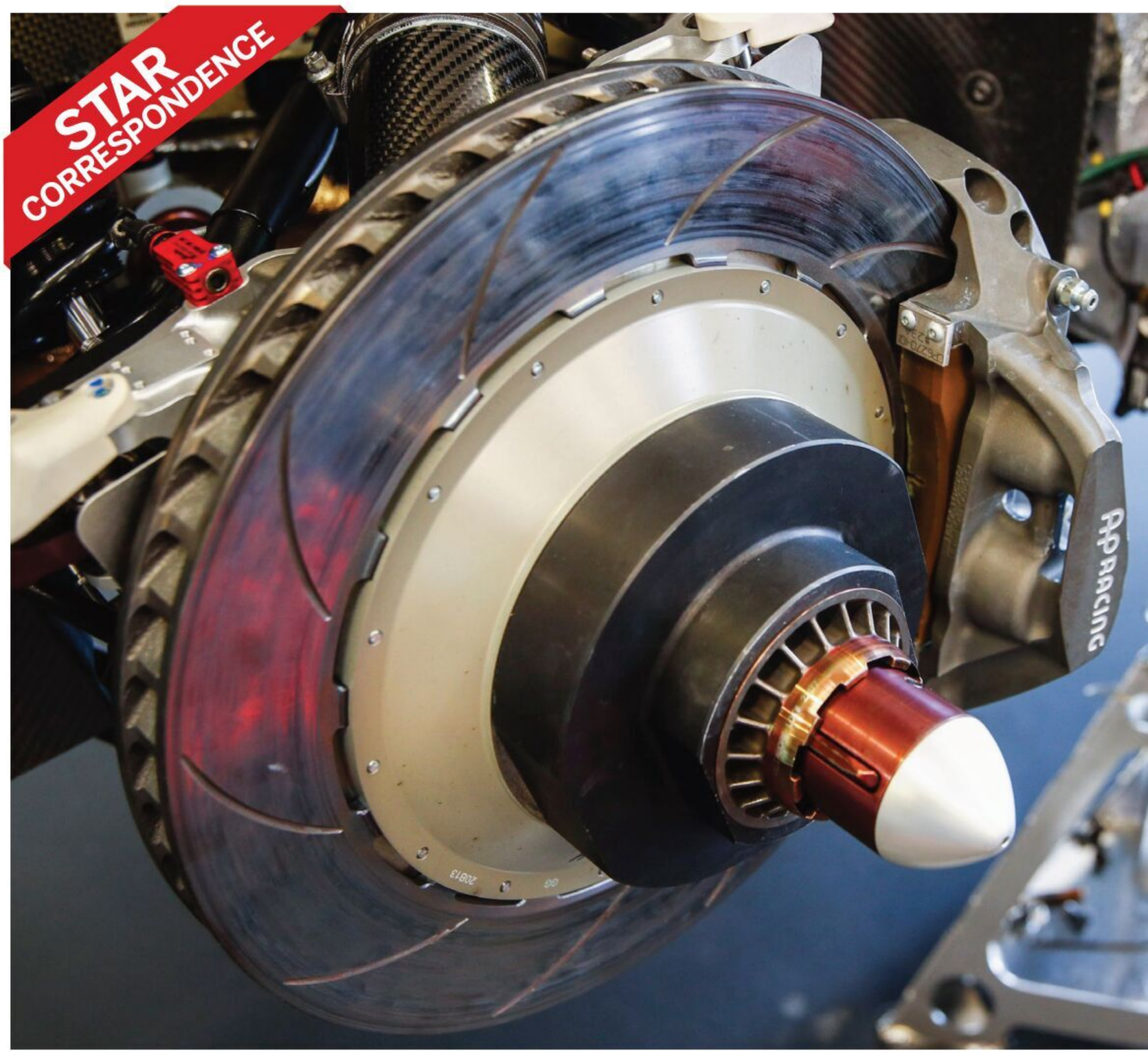

PCCB vs iron discs in racing

Dear Sir,
I've been a loyal subscriber Stateside for several years and enjoy this publication as a great supplement to my Porsche Club of America membership and its magazine, *Panorama*.

Issue 223 contained a great Technology Explained piece on PCCB (Porsche Carbon Ceramic Brakes). It's quite clear how this technology offers superior heat dissipation and thermal stability, resulting in superior fade resistance. This, in addition to reduced unsprung weight, would seemingly make them the superior choice for endurance racing.

Imagine my surprise, then, when reading through the *Guide Pratique* and *Les Engagés* for the Le Mans 24 Hours to discover that not only Porsche but Corvette, Ferrari and Aston Martin all use disques en acier, or steel disc brakes!

I doubt cost is the reason. Might this have to do with the fact that ceramic discs can be subject to breakage when changing tyres?
Lou Hess

This is a great question, Lou! There are many reasons why ceramic-composite brake discs are superior to iron. PCCBs (or a version of) aren't used in GT racing classes such as at Le Mans because they're banned for cost reasons. This eliminates ceramic composite brakes because the discs are made of carbon fibre-reinforced silicon carbide, and so iron discs are used.

We also wouldn't want to be responsible for changing a wheel at circa 2am at Le Mans in a matter of seconds in a high-stress environment, knowing that a PCCB disc would chip if our actions were anything less than precise! ➲

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GT3 RS gripe?

Dear Sir,
Please be aware that a well-specced 992 GT3 RS for the UK market is nowhere near a cost of £265,100, as claimed in your article. Even with the full Weissach package for a very well-specced RS, £219,000 will more than suffice. Try the Configurator yourself!

As an aside, it seems apparent (to me, anyway) from article comments in the past three magazine editions, regarding that model, that it doesn't seem to have the blessing or acceptance of **Total 911**. Begrudging acknowledgement of it, at best, seems to sum up what I've read so far. Yes, these special GT models usually do end up with well-off Porsche customers, who regularly spend an awful lot of cash with their main dealers over the years and, as such, are – whether you or anyone else likes it – higher up the pecking order when it comes to GT vehicles allocation by Porsche.

I speak from experience, as an oft-disappointed and would-be buyer of GT3s, but I understand how the world works, and don't get all bitter and twisted when I can't buy a new one. I just hope I'm not too old to drive by the time more pre-used models drop to list prices.

Josef Reithinger

We're not sure which of our articles you're referring to here, Josef, as our coverage of the new model has been overwhelmingly positive. Within the enthusiast sphere we always seek to produce articles that are objective and balanced. We feel we've done that with the GT3 RS each and every time we've reported it. In reference to the price, £265,100 was the cost of the demo car we drove.

Cars to buy in 2023

Dear Sir,
I greatly enjoyed your feature article on the cars to buy in 2023 (issue 226). These articles always provide some insight into the general marketplace, and more often than not remind me of other Porsche 911 models that I've long since forgotten about.

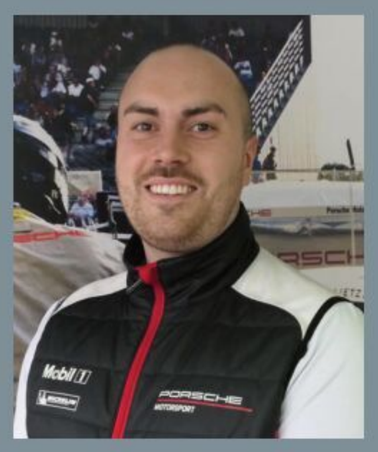
Something to consider: it struck me how the 964 Carrera could once be pigeon-holed into the 'best for under 50k' category, and also 'most underrated', not forgetting that for a long time the 964 played second fiddle to the 3.2 Carrera and 993 either side of it. Now though, I'd argue the 964 could be placed into the 'sure-fire investment' category.

It seems everybody is in pursuit of a 964 these days, and I believe the costs will keep going up and up. I can't think of another 911 model that's had such a dramatic turnaround in fortunes, illustrated neatly by the fact it was once an underrated, sub-50k 911, and is now a guaranteed investment piece. I'm glad I'm the owner of one!

Steven James

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 can't get to the bottom of a water ingress issue in my 996 Turbo (Coupe). When I get inside the car after periods of rain it smells damp. I've felt water drips alongside the underneath of the passenger door (the door card itself appears dry). The membrane appears to be fine. The door drains have also been checked and they're clear, and the window height has also been reset.

What else could it be? I do hear a faint whistling coming from the passenger side when driving along, so I wonder if it could be linked?
George McGowan

A water leak is always a tricky one, especially if the common culprits have been addressed. The door membranes are the cause of 95 per cent of the leaks from the door panel area. Typically, the glue becomes hard and unbonds over time. Alternatively, it's possible that the membranes weren't renewed at the same time as foot lock module replacements or window regulator replacements.

The membranes are sensitive and even when brand new from Porsche the glue can still sometimes not be as tacky as it should be. Heat is required to soften the glue prior to installing. In addition, when removing the existing membrane the old glue residue is a nightmare. It's a time-consuming job to clean off, and if rushed and not fully clean can create issues with the new membrane adhering correctly.

Another possibility on the door are two upper grommets for the window adjustment. It's common for people to remove and never refit them, resulting in an area where water can enter.

I think in your case the obvious culprits have been addressed/checked. So my best advice would be to remove the interior door panel so just the membrane is exposed. This provides an opportunity to inspect it for areas in case it's become unstuck, but also enables you to carry out a water test with a hose to simulate rain. Then, over a course of 10-minute intervals, carry out checks from the driver's side to see if you can locate the source of the drips.

It can be a time-consuming operation, but it's worth doing if you're determined to solve this annoying water problem.

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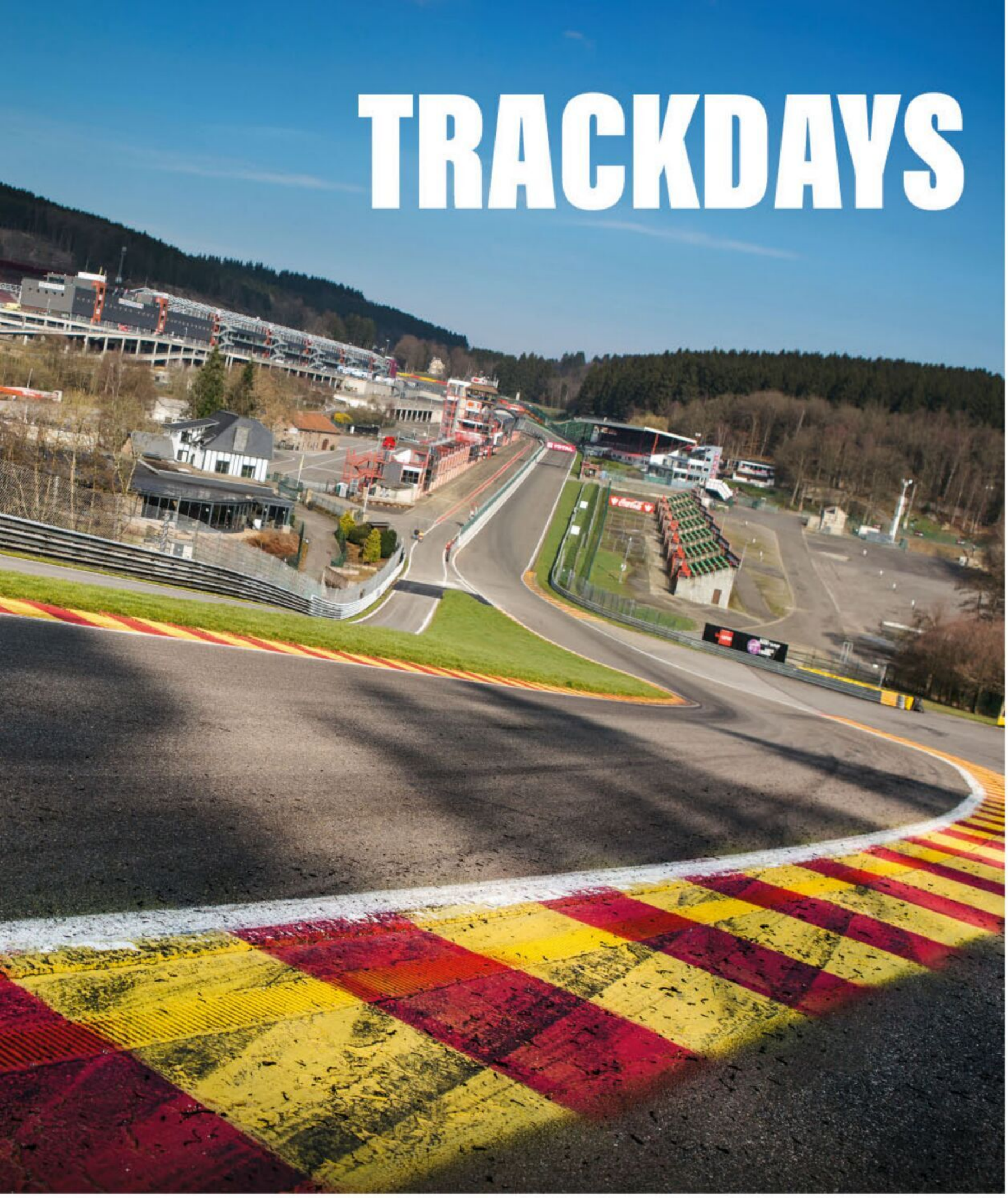

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Spotted

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

We've been on the hunt for an interesting RUF for sale to feature on these pages for a while, and that's exactly what we can reveal this month. Not just one car, either, with three 993-based RUFs being offered for the forthcoming Gooding & Company Amelia Island auction in March 2023. Evidently, a collector is having a clear out...

Any RUF is rare and special, but the pair of Turbo Rs are particularly interesting, one being a Coupe, the other a Cabriolet. The colour also grabbed our attention: Blood orange is an unusual colour on the 993. It suits it well, too, particularly in the sunshine in the USA. That pair of Blood orange Turbo Rs is joined by a similarly eye-catching RUF BTR2, finished in Speed yellow.

Of the three it's the Cabriolet that's the most appealing, because while the Coupe Turbo R is a rare beast, with around 15 built by RUF, this Turbo R Cabriolet is said to be the only one created without metal above your head. Who doesn't like the idea of owning a one-of-one RUF?

The Turbo R is, like all RUFs, its own model. That means it no longer wears Porsche badges and has its own RUF VIN, underlining RUF's status as a manufacturer rather than a tuner or modifier. RUF bodywork also features, along with the company's signature five-spoke alloy wheels, here 18-inch diameter examples, with RUF's usual interior refinements including RUF instrumentation, steering wheel and sports seats. The cabin is in black leather, which matches the black fabric roof.

The 3.6-litre air-cooled, flat-six is fitted with a pair of turbos for a power output of 490hp, coupled with a six-speed manual transmission and all-wheel drive. RUF is said to have undertaken extensive revisions to the bodywork to increase its rigidity.

As a one-off this car's certain to attract attention among collectors. It was considered significant enough to have warranted being displayed at the Peterson Museum in LA in 2021. With previous sales of Turbo R Coupes having been in the $600,000-$700,000 (£495,000-£580,000) sphere, it'll be interesting to watch what sort of premium this unique Cabriolet will bring.

Should you be more of a Coupe fan, then the Cabriolet's sister Turbo R in the same sale is a tantalising prospect, too. It's been back to RUF for some revisions, which means over the regular Turbo R specification it's gained larger 19-inch wheels, new coil-over suspension, an interior re-trim, some styling elements from the CTR2 and a boost in its output to 560hp. There are carbon ceramic brakes, too, to wash off what's certain to be easily gained speed. Inside, it's got bucket seats and rear seat delete, and having covered just 13,800 miles it presents in like-new condition.

The third RUF in the sale (there are actually four, but one's an RK Coupe, based on a Cayman) is a BTR2 Coupe. One of a production run of around 10 cars, it's based on a 993 Carrera, but the 3.6-litre flat-six gains a single turbo for an output of 420hp. Subtler in its look than the two Turbo Rs, its Speed yellow is neatly contrasted by black detailing, and it gains a tea tray spoiler, RUF five-spoke wheels and revised suspension, brakes and a limited slip differential. Previous sales suggest a price similar to that of the Turbo Rs, and we'll be watching (sadly not bidding) when they go over the block in a few months' time. **911**

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Porsche Torque with Alex Manos

The Beverly Hills Car Club CEO celebrates 50 years of impact bumpers with a look back at the era's premier model: the 911 Turbo

Always with a frisson of danger, the endlessly thrilling turbocharged Porsche 930 – the fastest production model Porsche had produced to date – was launched at the Paris Motor Show in 1974. These cars were built for raw speed and it was the same with their manufacture: by 1975 the Porsche 930 Turbo was being made and available to buy. Much later, celebrity owners would include Soundgarden's lead vocalist, the late Chris Cornell.

Economically, 1974 had been a crunch time. October 1973's international oil crisis instigated by the OPEC nations, led by Saudi Arabia – a consequence of the Yom Kippur war between Israel and the Arab states – meant that by January of 1974 the black gold had almost quadrupled in price, from $2.90 a barrel to $11.65. Interest rates soared. Sound familiar? And yet some of the most expensive and hyper-exotic cars were launched to grand effect in 1974.

Development on what would become the Porsche 930 had begun in 1972. This was a turbocharged version of the 911 with high levels of luxury and comfort, and capable of generating over 230bhp. This was a consequence of the accession to the chairmanship of Porsche in 1972 of Dr Ernst Fuhrmann. It was Ernst who had overseen the adaptation of the turbo technology employed in this ultimate 911, which made use of a single KKK turbocharger.

And so in Paris in October 1974, amid this financial turmoil, a car emerged from Porsche's Stuttgart stable with an astonishing performance that had been codenamed the 930: the Porsche 911 Turbo. With a top speed of 155mph and a 0-60mph time of 5.2 seconds, the 930 Turbo Coupe was as much a supercar as the Lamborghini Countach, launched that same year.

Initially, Ernst had intended a production run that was limited to 500 cars. Yet such was the demand at that Paris event, that number had already been surpassed.

By 1978 the engine had been shifted 30mm further back to improve handling and weight distribution. And in 1979 Porsche built 806 930 Coupes for the US market – it had been 1976 before they first went on sale in America. However, changing emissions regulations in Japan and the US meant that Porsche had to withdraw the 930 from those markets in 1980.

And we have one right now at Beverly Hills Car Club: an amazing, stunning colour combination 1979 Porsche 930 Turbo Coupe with matching numbers and 73,614 miles on the odometer. Available in Petrol blue metallic with a black interior, this 930 Turbo comes with a four-speed manual transmission, flat six 3.3-litre engine, air conditioning, sports seats, power windows, sunroof, four-wheel disc brakes, Fuchs wheels and spare tyre. Also included are service documents and receipts copies totalling over $6,000. This is an extremely sought-after air-cooled Porsche Turbo and is mechanically sound.

An abiding feature of the 930 Turbo was its renowned whaletail. This was intended to stabilise the car at the very high speeds its turbocharged engine was capable of achieving. Its gaping grille sucked more air to that very same engine, its only source of coolant. In harmony with the whale tail went its flared fenders.

Rather than being a pedantic add-on, the whale tail only enhanced the beauty of one of the best classic cars that money can buy. The 911 Turbo is gorgeously of its time, and yet so modern it could have been built today. 911

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DEEP Impact

Written by **Simon Jackson**

Characterised by its distinctive ‘impact bumpers’, the G-series of 50 years ago represented the first major step in the 911’s evolution. We chart its development and technological highlights

A bloody conflict between foreign nations, rising inflation and a worldwide energy crisis. While this might all sound depressingly familiar, we aren't talking about 2023, but rather some 50 years prior. The Arab-Israeli war of 1973 led to what historians now term the first oil crisis, and a time that called for change to global energy policies and fast-paced advances in automotive efficiency.

With spiralling fuel, food and household bills in countries all around the world, the striking similarities between that period and the present day shouldn't be lost on any of us. Then, as now, turbulent times demanded change – some of it radical, but for Porsche during this period, the oil crisis wasn't the sole concern.

Since the formation of the United States Department of Transportation (USDOT) and the National Highway Traffic Safety Administration (NHTSA) in 1966, automotive safety standards in North America had begun to take a real step forward. A new set of Federal rules appeared in 1973 that would forever change the shape of the 911 – literally. The 1973 regulations required cars to withstand a frontal impact at 5mph and a rear knock at 2.5mph, without damaging the body of the vehicle. Most manufacturers absorbed the requirements (no pun intended) without too much trouble, by fitting larger bumpers and robust assembly brackets both front and rear, but Porsche had a problem. How would the svelte lines of the 911 adapt? Some presumed it wouldn't, or worse still that it couldn't. Perhaps now, in its 10th year, the 911 was at the end of the road?

It looked as though the rear-engined sports car, the 911 in particular, was not long for this world. Amid this mounting pressure, Porsche began to develop a replacement: the 928. However, neither a V8 coupe designed from a clean sheet nor challenging legislation could kill off a Porsche icon. That said, one thing was for sure: the changes from F- to G-body would represent the most radical redesign the beloved 911 had yet seen. It remained make or break, its very future hung in the balance and the task ahead looked every inch the poisoned chalice. The era would come to define the car we now adore.

Never one to shy away from a challenge, it fell to Anatole "Tony" Lapine to make the 911 safer, more economical and even faster than ever. The Latvian-born design guru had been hired by Ferry Porsche at the back end of the 1960s. His repertoire already included time served on the styling team at General Motors, working on cars like the striking Corvette Stingray. Perhaps importantly, though, his long-term passion for Porsche stretched back beyond his employment in Stuttgart. Tony was an enthusiast at the core – one who also happened to be pretty handy behind the wheel of his own four-cam Carrera.

While the US powers ended up postponing the requirement for two-seater cars (911 included) to adhere to the new regulations until 1975, Tony was keen for the model to meet them as quickly as possible. 1973 therefore remained the target for radical changes. The bumper issue would be the ➲

first project undertaken with Tony at the helm of the Porsche styling studio.

Work quickly began on a solution and in typical Porsche fashion it would blend engineering practicality with slick styling and a functional aesthetic. Funnily enough, most observers at the time assumed the resulting design had been led by the engineering experts at Porsche. In fact, it was Tony and his stylists who successfully crafted the new, bulkier bumpers – with their accordion-style side trims – on to the 911. Those now-archetypal ribbed side sections and rubber mouldings that surrounded the single-piece aluminium bumpers visually represented their robust ability to concertina with impact. It was an overt bid to show functionality – that they'd travel backwards in a crash – rather than attempt a disguise. In place of a deformable bumper, as fitted by many other manufacturers, this was Tony's preferred solution. It was very Porsche.

Attached to the shell via collapsible steel rods, or in the case of US market cars, hydraulic shock absorbers (optional elsewhere in the world), the bumpers were mated to a deep frontal spoiler. Out back came a red reflector that ran the length of the rump, adorned with the Porsche moniker in script. Working cohesively in conjunction with the new bumpers, the package was designed to flesh the 911 out. The front wings and bonnet were expanded alongside deeper sills and swelled rear arches (capable of swallowing 7-inch wide rear wheels), and this provided the 911 with a bolstered, wider aesthetic all the way around. The results were well balanced and impressive. Indeed, observers at the time noted how well the chunkier bumpers suited the 911. A few commentators in the press stated it was as if Porsche had always been intended to run them. Others even went so far as to suggest that the older cars now appeared fragile, even unsafe, by comparison.

Under the skin came further changes. Facilitating longer journeys was a larger fuel tank and the provision for a headlight wash system. There was also now one larger-capacity battery where, since 1969, there had been two. Of course, there were other, more subtle alterations destined for the 911. The rear spoiler would also be made optional on certain models in some markets, while the whaletail version (with its rubber trim), was introduced in late 1973. With it came the introduction of a rubber chin splitter, reportedly required to balance downforce.

Inside came new seats and a new steering wheel design. The switchgear also came in for a makeover. Chrome was out across the board – including from the timeless five dials – and chunky black knobs were in, joined by redesigned door panels with armrest storage bins now more easily accessible while on the move. The Targa body style also made it through to a G-series makeover, sporting either a folding or single roof panel, much like that of the 914 before it. Its roll bar would switch from aluminium to black through the impact-bumper years.

There was also a change to the model hierarchy. Since the start of the 1970s the mainstay 911s in the range had been the T, E and S, with the range-topping S being trumped only by the arrival of the 2.7 RS ➲

FACING PAGE, ABOVE
Anatole "Tony" Lapine was tasked with ensuring the 911 met the new motoring regulations, as well as boosting its economy and performance figures

FACING PAGE, BELOW
An example of a Porsche 911 2.7 base spec, from 1974

LEFT Impact bumper 911s were the first to offer Coupe, Cabriolet and Targa styles in both narrow and widebody

BELOW A technical cutaway of a 3.2 Carrera. Note the concertina design of its impact bumpers

"The 1973 regulations required cars to withstand a frontal impact at 5mph, and a rear knock at 2.5mph without damaging the body of the vehicle"

LEFT A ‘flat back’ decklid with black grille came as standard, with tea tray and then whale tails available as options

BELOW The new impact bumpers with rubber strips and bellows have become a design icon for the 911

in 1973. Now the impact bumper cars took over, with their air-cooled flat six engines sharing the same capacity as that of the RS, yet with an over-aching philosophy that was anything but that of the pared-back racer-for-the-road. The entry-level G-body car was now termed simply 911 rather than 911T, the 911S replacing the 911E, with the Carrera now topping the range. All models ran the 2,687cc unit, albeit in differing states of tune.

The engine itself was a bored-out version of the existing flat six, now boasting Bosch K-Jetronic fuel injection that both lowered emissions and improved efficiency. That said, the range-topping Carrera retained the mechanical fuel injection used by the RS, promoting performance. For the middle child – the S – the changes actually meant a reduction in power from 190bhp to 175bhp, yet an increase in torque – up from 216 to 236Nm. However, thanks again to those stricter US regulations, those in the States often had to make do with less-powerful versions of the cars driven by their European counterparts, with local laws forcing the hand of Porsche.

With its new 911, Porsche was prioritising drivability above all else. As such, the same renowned, agile handling and overall balance remained, which pleased owners greatly. As before, the models further up the food chain provided increased driving thrills. The Carrera, for example, ran thicker anti-roll bars, aluminium semi-trailing ➲

G-SERIES THROUGH THE YEARS

A look at the evolution of the impact-bumper 911, from 1974 to 1989

"The entry-level G-body car was now termed simply 911 rather than 911T, the 911S replacing the 911E, with the Carrera now topping the range"

arms and Bilstein shock absorbers to promote road-holding. However, with engine capacity exploited as far as possible at 2.7 litres, power was deemed less than satisfactory. The K-Jetronic needed to stay to keep emissions down, so the obvious fix was to increase overall capacity.

Enter the 3.0 Carrera, or Carrera 3. The new unit was effectively a normally aspirated version of the 930 Turbo engine, now putting out 200bhp with a hike in mid-range grunt. Once again, the North American market would lose out, because this model wasn't destined for US shores. With the introduction of the 3.0 Carrera, Porsche would gradually replace the 911S, making the model line-up that of the 165bhp 911, 200bhp Carrera and the new range-topping model: none other than the 260bhp Turbo. You can read more on the 930 Turbo overleaf. Like the RS, that's a story all in itself.

While the G-series garnered much of the headlines, the H-, I- and J-series cars that followed each have a part to play in the natural evolution of the 911. In fact, it's worth noting that while in modern times Porsche folk tend to refer to all 911s built between 1974 and 1989 as G-series cars, so far as the Porsche factory is concerned, the internal G code really covers only the 1974 models.

The 1975 – H-series – cars enjoyed a subtle change, namely extra sound insulation, but it was 1976's I-series that gained noteworthy advances in anti-corrosion. For the first time Porsche adopted a hot-dip zinc coating. The manufacturing technique to rid the 911 of rust issues enabled the brand to offer a six-year anti-corrosion warranty on both chassis and body. That said, the method proved far from bulletproof with the passing of time.

Perhaps one of the most obvious visual identifiers on I-series cars were new door mirrors, which would become known as 'elephant ear' mirrors. Electrically adjustable and heated, these distinctive items would replace the Durant mirror and endure all the way through to the production of the 964.

The J-series cars that followed benefitted from extra, centrally placed air vents in the dash, and a thermostatically controlled heating system (already standard on the Carrera, but now featuring across the 911 range). The locks were also revised with recessed door-pins and release knobs that rotated. Finally, the Targa no longer featured opening front-quarter lights.

The 3.0 Carrera is widely considered something of a forerunner to what came next: the 911SC. In fact, the two share a fair bit in terms of both looks and mechanicals. Come 1978, those in the market for a normally aspirated 911 had one choice, and this was it. While to the untrained eye the SC was not a monumental departure, it superseded the 911 and 911 Carrera, with the biggest change taking place in its power plant. Out went the trusty 2.7-litre engine entirely, and in came the 3-litre mill (familiar from the aforementioned 3.0 Carrera) across the board, albeit now with an aluminium crankcase and camshafts over the magnesium items seen before.

The 180bhp SC of 1981 wore the same flared rear arches seen on the 3.0 model before it, but in addition came servo-assisted brakes – previously only seen on Sportomatic auto models. In combination, the changes gave the 911 a new-found appeal. No longer was it orientated towards the die-hard sportscar fan. Now it had a far broader, accessible charm. In essence, it was easier to drive for the everyman.

There might be those who question the authority of such a 911, but history tells us the move paid off. The SC and then 3.2 Carrera kept the 911 story alive right the way through to 1989, outselling the 911's supposed replacement – the 928 – by a staggering 50 per cent. In many regards we owe it much. The impact-bumper era also gave birth to the first 911 Cabriolet, a success story in its own right, and initiated its own set of evolutionary advances, including a hike in power to 204bhp in 1981.

Porsche company chairman Ernst Fuhrmann had once declared that as soon as 911 production fell below 25 cars per day, its time would be up. The popularity of the model, attributable in no small part to the G-series cars and those models that followed, ultimately secured the 911's continued existence. That Ernst pushed through development of the 911 Turbo, itself a major contributing factor in the model's success, should not go unnoticed. And yet with the installation of Peter Schutz in Ernst's role in 1981 came confirmation. Peter was the man who assured the future of our icon. Against all odds, the 911 was saved. ➲

ABOVE The era gave way to funky new designs such as the 911's so-called safety stripes and Martini stripes

RIGHT The first 911 Cabriolet had a manually operated hood, which sat much lower when retracted

FAR RIGHT G-series cars switched to one-piece seats with headrests built in

KEY MODEL TIMELINE: 1973-1989

1973: NEW G-SERIES 911 LAUNCHED
911 created with impact bumpers as 1974 model year cars. Lineup changed to 911 (150bhp), 911S (175bhp) and Carrera (210bhp). Both Coupe and Targa body styles are available.

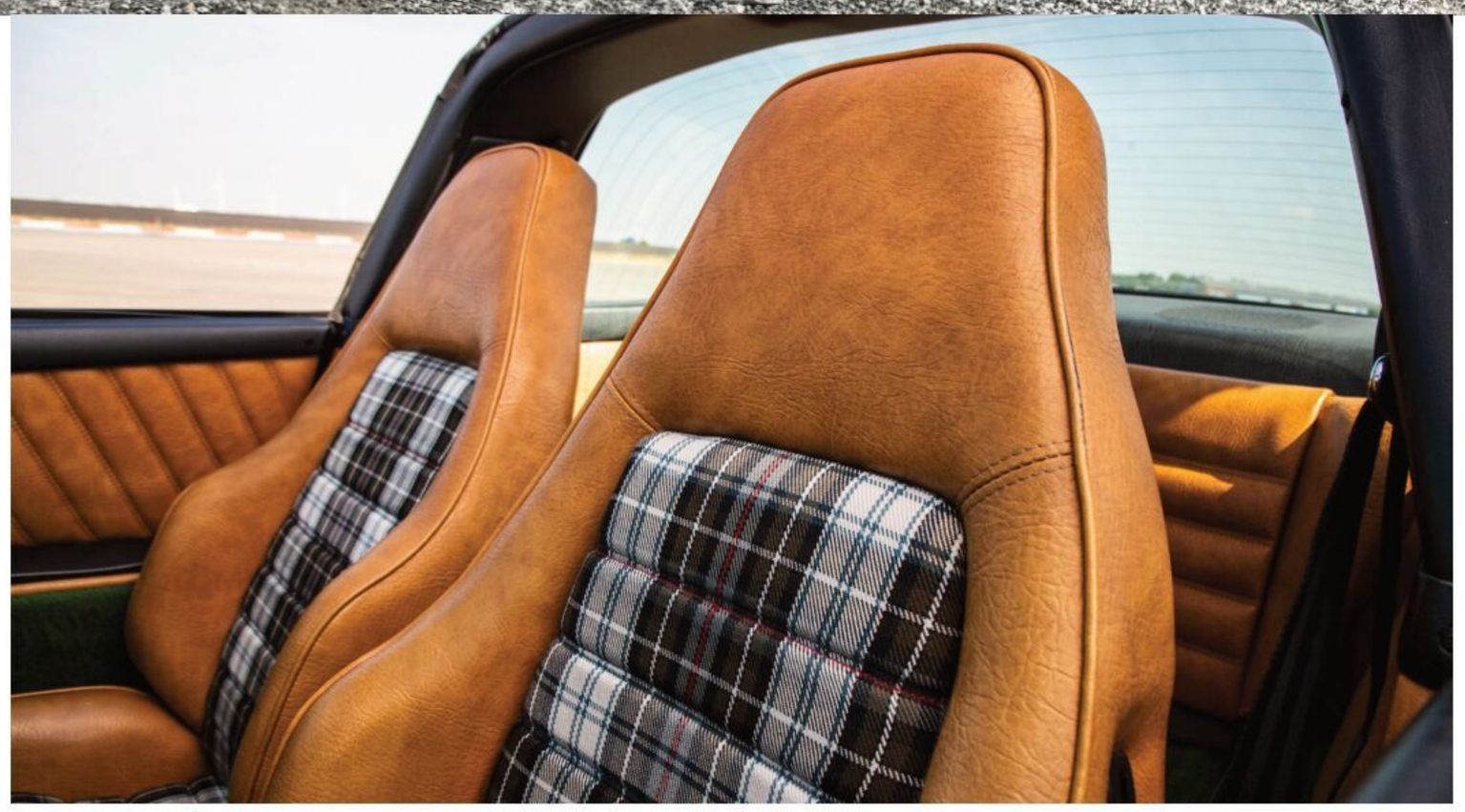
1974: 3.0-LITRE 911 TURBO
The 911 Turbo boasts an all-new 260bhp Type 930/50 engine, mated to a new four-speed gearbox. Zinc-coated panels now employed across the 911 range.

1975: H-SERIES 911
Subtle changes mark out the H-series revisions, including a new whaletail rear spoiler. Meanwhile, the Carrera 2.7 model is run-out to completion.

1976: I-SERIES 911
Hot-dipped zinc coating reaches the entire chassis and body. The 3.0 Carrera is launched with a normally aspirated version of the 930 Turbo engine.

1977: J-SERIES 911
Subtle changes for the J-series include a thermostatically controlled heating system, extra air vents and recessed lock buttons in the doors.

"The SC and then 3.2 Carrera kept the 911 story alive right the way through to 1989, outselling the 911's supposed replacement – the 928 – by a staggering 50 per cent"



1977: 3.3-LITRE 911 TURBO
Enter the 300bhp 911 Turbo (930/60), running an intercooler and 917-derived braking system. A teatray spoiler replaces the whaletail.

1978: 911SC
The SC (Super Carrera) takes much from the 3.0 model, and the new 911 offers an accessible driving experience.

1981: FIRST 911 CABRIOLET
Nearly 20 years after the body type was first tried on the 911 platform, Porsche unveils a bona fide, open-topped Cabriolet model of its premier sports car.

1984: 3.2 CARRERA
Flat six's displacement grows further to 3.2 litres, with subtle upgrades over the 911 SC including a whaletail instead of teatray spoiler for its Sport pack.

1986: 911 TURBO SE
The Special Equipment Slant Nose (option M506) arrives. The limited edition is available via special order and is the most powerful 911 Turbo yet, with 330bhp.

ABOVE The 930 Turbo in both 3.0-litre and 3.3-litre form also utilised impact bumpers

930 TURBO

Porsche had debuted the 911 Turbo at the Paris Motor Show in 1973. However, the show car was merely a mock-up. It even featured a wooden turbocharger assembly. Regardless, the concept captured the imaginations of show-goers. That Porsche needed to homologate the car for racing wasn't much of a secret. Yet amid an oil crisis, the creation of a thirsty, performance-orientated, road-going Turbo model was far from a foregone conclusion. The Porsche CEO himself, Ernst Fuhrmann, pushed the Turbo through on the basis that it would be a premium, range-topping 911. A mere 12 months later, the car was production ready. The flagship 930 Turbo was born.

Porsche had initially slated just 500 examples for production, but that number quickly swelled to 1,000, such was the public's appetite for it, allaying any concerns from the non-believers in Stuttgart. A development of the 3.0-litre engine found in the Carrera RS would form the basis of the power unit. Employing K-Jetronic fuel injection, the engine was designed with as much off-boost drivability as possible, although the Porsche engineers would still have to combat the issue of turbo lag. This was a problem they didn't really cure, which resulted in the 911 Turbo being well known for the issue. However, rather than a criticism as such, this simply became an accepted character trait, and one that drivers learnt to live with – even treasure.

The star of the show under the rear deck lid was the KKK Type 3LDZ turbocharger. Running 0.8 bar of boost resulted in a healthy output of 260bhp and 343Nm of torque, with the engine mated to – perhaps unusually – a four-speed gearbox. Here, Porsche assumed that four ratios was all anyone might need.

The recipe was further massaged for 1977 when the second-generation car arrived. Its larger 3.3-litre engine used an intercooler to reduce intake temperatures, aiding the production of a headline power figure of 300bhp. Torque was increased too, at 412Nm. Available from 1978 were brakes derived from the 917 race car. These servo-assisted items delivered excellent performance but, like the engine, they required a technique to extract their full potential. Perhaps yet another part of the Turbo's charm.

Although the 911 Turbo was known as the fastest accelerating road car of its time, the limited edition Turbo SE of 1986 would trump it. Built by Porsche's Special Wishes department, the Slant Nose 911 boasted 330bhp, yet because it was almost twice as expensive as the car upon which it was based, it made costs prohibitive and the car therefore exclusive. Just 237 were made. **911**

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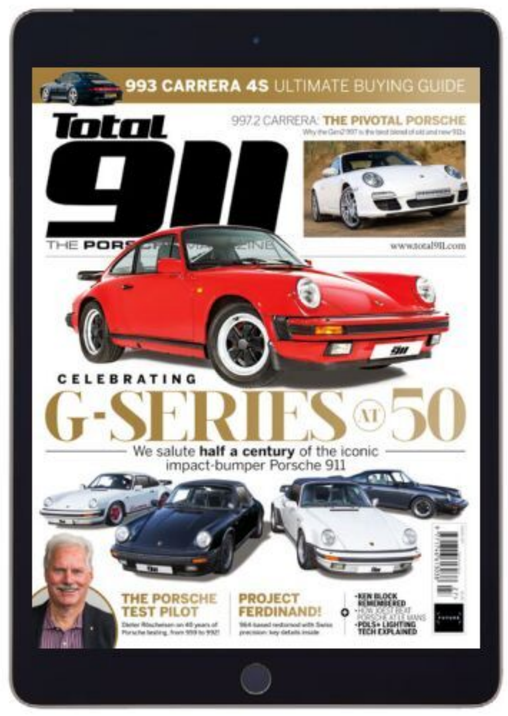

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Back to basics

Already a modern classic, the 997.2 Carrera is a great link between old and new, as Total 911 discovers on a winter drive...

Written by **Tim Pitt** Photography by **Daniel Pullen**

The molten orange sun hangs low in the winter sky, casting long shadows that will soon stretch into darkness. Photographers call this time between daytime and dusk the Golden Hour, but snapper Dan Pullen already has today's shoot in the bag. For me, that means no more standing around shivering while I hold the wireless flash, and no more back-and-forth panning shots punctuated by five-point turns. All I need to think about now is the car and the road.

Accelerating hard in second gear, the naturally aspirated flat six gulps down lungfuls of dense January air, its tone hardening to a fierce metallic snarl. I snick-snick the lever across into third as we crest a hill, then plunge downwards into a tunnel of trees. Shards of sunlight cut through the branches to my left, fast and intense, creating a flickering effect like a vintage Super 8 film. It's both dazzling and a little bit disorientating.

My brain might be crackling with static, but the 911 communicates with fibre-optic clarity. It feels alive to every input: hard-wired into my fingertips, the balls of my feet and the seat of my pants. In a world of charmless crossovers and anaesthetised EVs, this basic 997.2 Carrera is the perfect palate cleanser. As the sun finally slips behind the horizon, I just want to keep driving it.

Rewind seven hours to a crisp, cold morning in East Sussex. The creamy Carrera white 997 is parked up outside Paragon Porsche, next to a Shark blue 992 GT3. The contrast between these two 911s could hardly be greater: one unadorned and understated, the other bristling with aggressive aero. The 997's lofty ride height on 19-inch Carrera S wheels doesn't help its cause (a sports suspension kit that lowered the car by 20mm was optional), but its round headlights and classic curves haven't dated a day. Only the glittery LED tail lamps – introduced for the Gen2 update in 2008 – look obviously of their era.

ABOVE The 997.2 Carrera era was the first to use direct fuel injection (DFI) on its flat six, the technology of which Porsche still uses today across the 911 range

The narrow body 997 is also 138mm shorter and 44mm slimmer across the haunches than the modern GT3. Seeing the two Porsches side by side, it almost appears to have shrunk in the wash. It's hardly an innovative observation, I know, but when did cars become so big?

Paragon MD Mark Sumpter clearly likes the less-is-more ethos of this particular Carrera. "I think it was probably bought on a budget," he opines. "It's a 2010 car, originally sold soon after the financial crash. A few years ago, the relative lack of optional extras would have counted against it. Now, strangely, that simplicity makes it even more appealing."

For the record, the options fitted here include bi-xenon headlights, sat-nav, heated sports seats, rear parking sensors, cruise control, Bluetooth phone connectivity, silver dials and a USB socket – so it's hardly a bare-bones example. However, in the spirit of simplicity, the first owner chose a six-speed manual transmission rather than the seven-speed PDK. And this option, more than any other, is what defines the car's character.

Not that I'm PDK-bashing, you understand. Launched in 2008, the 997.2 was the first iteration of 911 with the game-changing twin-clutch gearbox, which replaced the slower and less-intuitive Tiptronic. Then, as now, PDK effectively offered the best of both worlds: smooth automatic shifting in town, then razor-sharp response via the paddles on the open road – particularly when teamed with the Sport Chrono pack. It quickly gained popularity with 911 buyers, making a late-model 997 with a manual 'box quite unusual, says Mark.

The other major mechanical change for the 997.2 was the introduction of chain-driven, dry-sumped MA1 DFI engines. In the Carrera, this means a useful boost in power and torque: now 345hp and 390Nm, up from 325hp and 370Nm in the 997.1. Even without all-wheel traction, the sprint to 62mph takes a scant 4.9 seconds. That's half a second quicker than a 964 Turbo and snapping at the tailpipes of a 996.1 GT3. Top speed is 179mph.

Injecting fuel directly at up to 120 bar also results in better economy and lower CO2 emissions. The official figures are 29mpg and 225g/km, but Paragon sales manager Jamie Tyler says you can achieve "low 30s mpg if you take it steady, while the Gen1 ➲

LEFT The 997.2 was first to introduce Porsche's PDK twin-clutch gearbox, which replaced the slower, less-intuitive Tiptronic automatic

Model 997.2 Carrera
Year 2010

Engine

Capacity 3,614cc
Compression ratio 12.5:1

Maximum power 345hp @ 6,500rpm
Maximum torque 390Nm @ 4,400rpm
Transmission Six-speed manual

Suspension

Front MacPherson struts, coil springs, anti-roll bar
Rear Multi-link, coil springs, anti-roll bar

Wheels & tyres

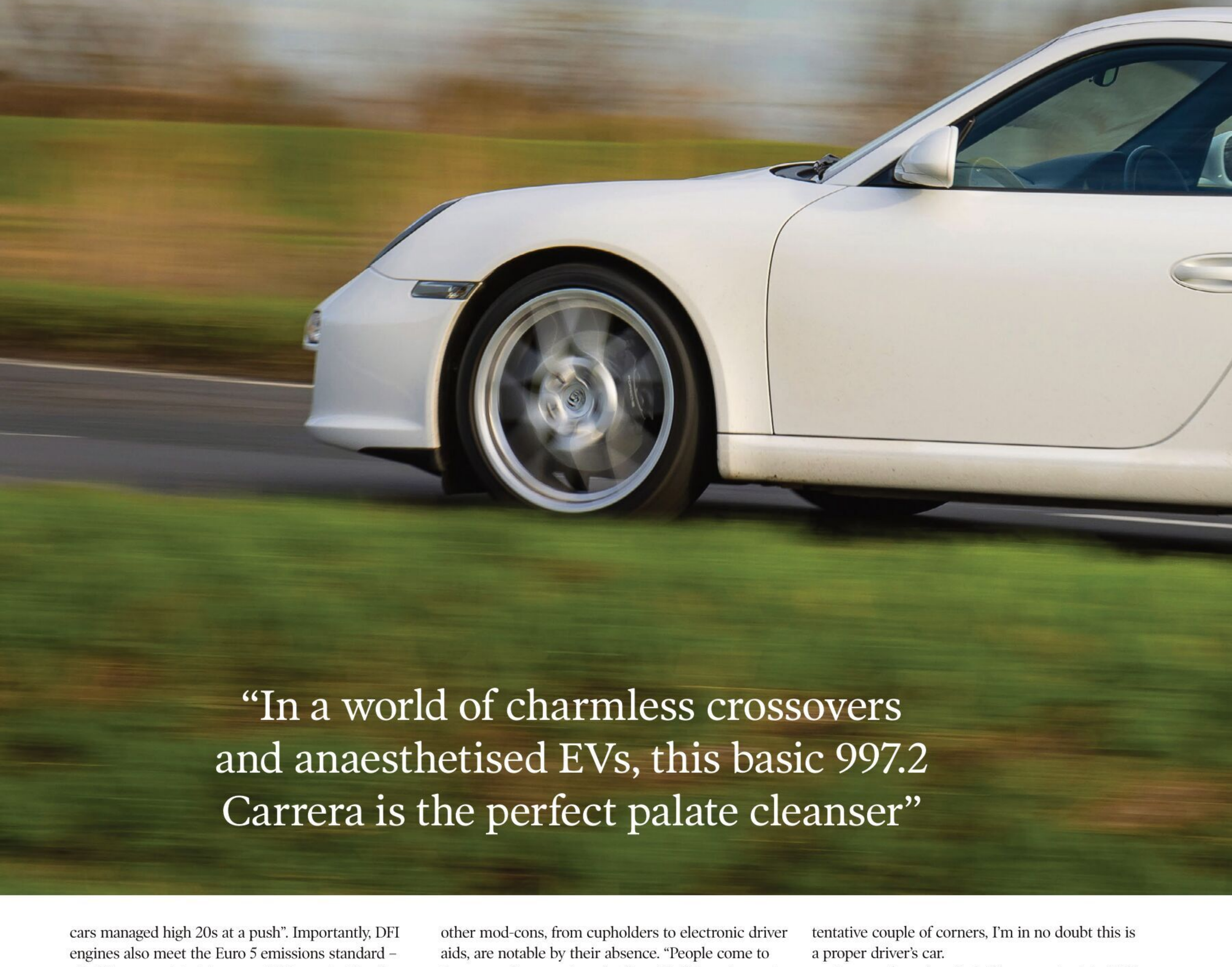
Front 8x18-inch; 235/40/ZR18
Rear 10.5x18-inch; 265/40/ZR18

Dimensions

Length 4,435mm
Width 1,808mm
Weight 1,415kg

Performance

0-62mph 4.9 seconds
Top speed 179mph



"In a world of charmless crossovers and anaesthetised EVs, this basic 997.2 Carrera is the perfect palate cleanser"

cars managed high 20s at a push". Importantly, DFI engines also meet the Euro 5 emissions standard – vital if you want to drive your 911 in central London without paying the £12.50-a-day ULEZ charge (which expands to most areas within the M25 from August 2023). Longer service intervals – every two years or 20,000 miles – potentially make the 997.2 more affordable to run, too.

The final benefit of the new engines is improved reliability. The previous M96/M97 family, fitted to the 996 and 997.1, was prone to problems with bore scoring and intermediate shaft bearing failure. This was less common in Gen1 997s (particularly post-2006 cars with their larger bearings), and many have since had remedial work carried out. Nonetheless, it's a potentially serious issue that the 997.2 buyer doesn't need to worry about.

Without the bulky, cocooning centre console of newer 911s, the compact 997 feels spacious inside. The big-bolstered sports seats fitted here are comfortable, too. This version of Porsche Communication Management (PCM) does boast a – then unusual, now ubiquitous – touchscreen, but other mod-cons, from cupholders to electronic driver aids, are notable by their absence. "People come to these cars from modern Audis or BMWs and expect the headlights and wipers to switch on automatically," jokes Jamie. "Here, you have to do things yourself."

As I'll discover, that's equally true for the driving experience. Jamie calls the 997.2 "the last of the analogue-feeling 911s", citing its hydraulic power steering (the post-2011 991 switched to a fuel-saving electric system) and lack of configurable drive modes. Rear-wheel steering wasn't an option, either. But while there are fewer menus and modes to navigate, this 911 keeps you busy in other ways.

We're heading south-east from Five Ashes towards Dungeness on the Kent coast, through quaint villages connected by fast-flowing A-roads and narrow capillary lanes. The tarmac is cold and still strewn with puddles, so I set my heated seat to scorchio and leave Porsche Stability Management (PSM) very much switched on. With just 20,000 miles on the clock – and the benefit of Paragon's expert preparation – the 997 immediately feels tight and wonderfully together. Even after the first, rather tentative couple of corners, I'm in no doubt this is a proper driver's car.

A manual gearbox feels like a rare treat in 2023, and the 997's six-speeder really is one of the best. The clutch is light and positive, while the stubby lever feels spring-loaded, slotting across the 'box with well-oiled precision. A greater contrast to the spindly wand and 'soup stirrer' action of the classic 915 manual transmission in early 911s is hard to imagine. The top-hinged pedals are nicely spaced for heel-and-toe downshifts, too.

Talking of contrasts, the last 911 I drove, in late 2022, was a new 992 GT3 RS, which has a race car-style steering wheel festooned with 12 buttons and four rotary controllers. The 997.2's naked, three-spoke wheel is quite the opposite. Its sole purpose is to steer the car, and that single-minded clarity is reflected in how it responds. It feels alert and direct, yet calm enough to cut through white noise, delivering a steady stream of glorious, confidence-inspiring feedback.

Successive winters and council budgets haven't been kind to the Sussex lanes, which are scarred ➲

by blisters and open wounds. The Porsche doesn't sugar-coat things, its suspension relaying every ripple in the road, but it hardly ever crashes or thumps. Even at lower speeds, the measured quality of its damping shines through. The standard 18-inch Carrera wheels, rather than the optional 19s fitted here, would probably be better still.

I quickly give up on the 911s blocky, 2010-spec sat-nav and resort to Google Maps. Having a USB socket to charge my phone is certainly a bonus in a 13-year-old car, though – you won't find that in a 997.1. As we pause for a coffee near Bodiam Castle, Dan scouts for photo locations and I take a moment to prod and poke the 911's various switches. Its dashboard feels so much more substantial than a 996 – and vastly more up-to-date than any air-cooled car.

Fuelled by caffeine and super unleaded, it's time to stretch the 911's legs. The 3.6-litre engine pulls strongly from low speeds, even though maximum torque doesn't arrive until 4,400rpm (compared to 1,900rpm in a new 992 Carrera). Throttle response is sharp and wonderfully linear, the traditional 911 central tacho whipping around to its 7,400rpm redline with real urgency. On the road, I think you'd rarely want for more.

Direct fuel injection does muffle the 911's soundtrack a little, particularly in a car without a sports exhaust, as here. However, the visceral induction roar and high-rev howl are unmistakably those of a Stuttgart flat six. And the muted tones lower down suit the Carrera's role as a daily driver 911 – not merely a weekend plaything.

We pause for more photos by the beach at Camber Sands, then snake along a series of open, well-sighted roads into Kent. With freshly moulded Pirelli P Zero rubber on a now-dry surface, the 997 proves sure-footed and almost impossible to unstick. Only if you really provoke it will the back end start to drift wide. Brilliant body control and a neutral sense of balance make this 911 easy to exploit – and less intimidating than a Turbo or GT3.

Don't mistake the Carrera for a soft option, though. This isn't a car you can drive on autopilot, and nor would you want to. The point about being 'analogue' is slightly subjective, but the 997.2 feels like a different machine to the 991 that followed:

THANKS The car in our pictures was supplied by Paragon Porsche. For more information on this exquisite example visit paragongb.com or call +44 (0) 1825 830 424.

more sports car and less super-GT. Progress moves in mysterious ways.

For me, the only chinks in the 997's armour are its brakes – 318mm front and 299mm rear discs – which feel slightly soft, particularly around the top of the pedal travel. They're fine once you tune into them, but newer 911s certainly have more stopping power. PCCB carbon-ceramics were an expensive option on the 997.2, incidentally, and few buyers went for them.

Still, I'm clutching at straws a little, because the 997.2 feels like a near-perfect blend between classic tactility and modern civility (not to mention reliability). This 2010 car is for sale at £51,995, which Jamie says is £15,000 or so more than a 2007 997.1 in the same condition with similar mileage. Consider that, at the time of writing, Paragon also has a 2011 997 GTS in stock for £84,995, however, and the Carrera suddenly starts to look good value. Put simply, look after them and you shouldn't lose money on any of these cars.

It's fully dark by the time we get back. Spattered with mud and smeared with road grime, the Porsche looks even cooler than when I collected it. It might 'only' be a Carrera, but we've made some memories today – and that's what the best cars are all about. After a quick browse around the Paragon showroom (highlights: a 964 Carrera RS, 996 GT2, 997 GT2 RS and Carrera GT), I reluctantly return the keys.

I drive home to London in a new Volkswagen Golf R, which I have on loan for a week. In many ways it's the consummate modern performance car, with slingshot four-wheel-drive traction, a rapid-fire DSG dual-clutch gearbox and mighty slugs of turbocharged torque. It's very nearly as powerful as the Porsche and undoubtedly quicker from point-to-point on greasy roads. Yet for all its speed and ability, the mega-Golf doesn't energise the senses and stir the soul like a 997.2 Carrera. Very few cars do. **911**

Morethanpolish have been advising Porsche owners on car care when 'detail e-tail' started in 2003, having taken products to the market by attending PCGB and TIPC Concours events for many years.

Founder and owner Mark Wibberley is well placed to offer advice, having owned Porsches since 1995 and running the Porsche inspection business carinspections.co.uk since around 2005.
As well as Morethanpolish.com, and its sister site carcovershop.co.uk, Mark has also owned the UK detailing brand raceglaze.co.uk since 2007. This allows Morethanpolish.com, which stocks all of the products from each site, to offer alternatives to suit all pockets and levels of expertise in caring for and preserving your Porsche, and of course other cars too.

Brands such as Zymol, Renovo, Kenotek, Menzerna, CTEK, BLO Dryers, Meaco Dehumidifiers, O'Rourke Leather Care, AirFlow AirChambers, Wheel Woolies and more. The company is also Worldwide Distributor for Hindsight Convertible Screen Polish. And of course car covers, many made in our UK Factory.

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PORSCHE INDEX

Written by **Kieron Fennelly**

993 CARRERA 4S

The best specified of the naturally aspirated 993 Carreras was, for most observers, also the best looking. Here's your ultimate guide to the 993 C4S

ABOVE Despite working with a limited budget, Porsche's engineers succeeded in refining and restyling the earlier 964 C2, resulting in the lighter, more stable 993-generation 911

HISTORY & TECH

Most of the fundamentals of the 993, the last air-cooled 911, are to be found in its immediate predecessor, the 964. This was a determined attempt to modernise the 911 and featured a completely re-engineered chassis with conventional struts at each corner replacing the long-serving torsion bars. Such refinements as power steering and ABS at last became standard.

Further emphasising its advance, the 964 was first introduced in its 4WD version; the rear-drive car arrived a year later. The twin differential transmission was heavy, so the 911 C4 would weigh some 200kg more than its 3.2 predecessor. A substantial reworking of the flat six, increasing its capacity to 3.6, was necessary to provide the performance uplift expected of a new 911.

However, Porsche had miscalculated with the 964. It was fast enough, and in C2 form had the traditional enthusiast-pleasing dynamics, but its conservative styling and lack of refinement slowed sales and tended to attract only existing Porsche fans. New management at Weissach, engineering director Ulrich Bez and design chief Harm Lagaaij, rapidly took this situation in hand and barely had the 964 C2 been launched in autumn 1989 then work on the new 993 started.

Operating with limited budgets – Porsche's parlous financial state put paid to several proposed improvements – Ulrich and Harm nevertheless pulled off a remarkably successful restyling in the knowledge that this would be the last air-cooled 911. The issue of refinement was in part tackled by a reworking of the flat six, which lightened reciprocating parts. This made the engine far smoother and enabled the 964's torsional damper to be dispensed with.

The 993 chassis was that of the 964 with one key change: the long, semi-trailing arms of the 964's rear suspension were deleted in favour of a light alloy subframe, which anchored the transaxle to the body at five locations and eliminated much of the road noise that penetrated the 964 cabin. This "light, stable, agile" axle, as it was referred to, also imbued a degree of toe-in. This improved cornering and reduced the tendency to sudden lift-off oversteer, which was always present with the 964. The 4x4 transmission was much improved. It was 50kg lighter than the 964 C4's and sent up to 90 per cent of the torque to the rear axle against the slightly numbing 69/31 split of the 964.

Tony Hatter's legendary smoothing of the front wings and flaring of the rear arches completed what was seen as a brilliant revamp, and the 993 was a greater success than Porsche had dared hope. The facelift in 1995 featured larger inlet and outlet valves, which boosted power by about 12bhp; and Varioram induction, which widened the torque curve and improved refinement.

The second generation also introduced two new models (besides the Turbo): the C2 and the C4S. Distinguished by their wider Turbo bodies and split rear grilles, the S was simply a more distinct-looking Carrera, but the 4S had not only the Turbo's integral transmission, but its suspension and brakes. ➲

THE VALUES STORY

Introduced in 1995, the Carrera 4S was the top model in the (non-turbo) 993 range and as such came at a premium price. It cost British buyers £76,450 when the base Carrera C4 retailed £12,000 below that. Never a low volume or 'limited edition' offering, the C4S depreciated like any other 911, especially after the dot-com bubble burst in the early 2000s, which dampened demand from potential buyers in the financial sector.

In late 2005, a Coventry-based specialist was selling a 1998 C4S Coupe at £39,995 (when 'plain' C2s were fetching around £25,000). This probably marked the low point of C4S (and the 993 generally). Yet as the economy improved, so did its value: slowly initially, and stalling during the 2008 financial crash, but thereafter leaping ahead. Like most air-cooled pricing, the high point came in 2016-18. Since then, while the 993 RS (of which only 1,200 were made) has become a strictly collection item, as few owners would dare to risk the originality of a (now) £200,000-plus 911, the eminently usable C4S appears to have stabilised at around £85,000-£110,000.

MARKET RIVALS

At around £100,000, there is, as you might expect, quite a decent choice of other 911s...

Carrera 3.2

Once £15,000 restoration projects, £100,000 today buys an exemplary 3.2 with the M491 'Turbo look.' But caveats abound with these older, corrosion-prone 911s. Paul Stephens cautions that few SC and 3.2 restorers will have done the job properly.

992 Carrera S

With the manual gearbox, it's the pick of the current 911 bunch, says *Autocar*. The self-shifter is rare (and the S is the only version to offer it) and commands a premium of around £10,000. Porsche Centre Hatfield offers an 8,000-mile manual S at £109,000.

991.2 Carrera GTS

The turbocharged Carrera GTS is handsomely equipped, the Powerkitted, 450bhp flat six is brutally fast, and £85,000 should find a low-mileage example. It's less depreciation prone and rarer than the base Carreras and Carrera S models.

964 Turbo-look Cab

£90,000 buys an apparently little-used convertible 964 with the factory Turbo body. With a Tiptronic gearbox, it's a 911 to enjoy for summer touring with the top down. Not to all tastes perhaps, but significant depreciation is unlikely.

DRIVING EXPERIENCE

A well set-up 993 is something of a revelation to drivers who are familiar only with earlier air-cooled 911s. It both sounds and indeed is significantly more refined. While the cabin will be instantly recognisable with its five instruments dominated by the central, larger rev counter, the minor controls have been tidied up. The clumsy airbag steering wheel boss of the 964 is replaced by a far neater affair on the 993, a design which lasted well into the life of the 996.

The best features of the 993 – nicely weighted steering that doesn't load up at higher cornering speeds, a smooth six-speed shift allied to a firm but not heavy clutch, and a flat six that combines impressive mid-range torque with a zest for high revs at every opportunity – are all present in the 993 C4S. For the expert, there are subtle handling differences between the C2 and the C4S. Both take bends with impressive agility, but the four-wheel drive C4S, running on 18-inch wheels and larger 225 and 285 tyres, is marginally less responsive than the narrower-tyred and lighter rear drive car. Yet at the limit, road testers of yore found the C4S more stable and certainly more sure-footed on wet surfaces. The 'big red' Turbo brakes are a revelation and drivers used to 3.2s or 964s were amazed at the fierce retardation they offered. Today, the C4S is the most comfortable of the 993s in which to go touring and is the 993 that catches the eye of the connoisseur.

BUYING A 993 C4S

As the final air-cooled 911, the 993 was appropriately robust and long lasting, but after 25 and more years, many will have required at least a degree of body and mechanical restoration. The M64/05 (pre-Varioram) and M64/21 Varioram engines are remarkably reliable. Ray Northway has probably seen a dozen 150,000-plus mile examples over the years and provided they've had regular attention, all are in good mechanical health and perform well.

In general, the 993 never seemed to fall into the terrible states of neglect that some 964s did. Problems therefore tend to relate to ageing. Oil leaks occur around the cam covers because these are made of plastic and lose their oil-tightness after 15 or 20 years. Nicely machined alloy aftermarket replacements are expensive and not worth fitting, says Ray, because cheaper, standard Porsche parts will last another decade at least. Rebuilds of this engine are less common than on older 911s, and only significant oil loss because of worn valve guides tends to be a reason for dismantling – unless, of course, a component, for example in the valve train, has broken. As on any engine, fuel pumps and injection systems can go off-song, solenoids fail, but any properly maintained 993 should have had any rectifications necessary during routine servicing.

The C4S uses the M64/21 engine and often mechanical maladies here are the result of lack of use. Valves in the Varioram tubes can stick, as can other components. The clutch, too, can feel stiff, but quickly loosens up after a few depressions. If it remains heavy and engages late, then it's at the end of its life. The C2 and C4 993s were often company purchases – the giveaway is high mileage in their early years – and may be on their second or third clutches, but the original unit in a lightly used C4S should be in good order.

Suspension geometry on the 993 is sensitive. The front can go slightly off-kilter, which isn't always easy to discern; only edge-profile wear on the front tyres betrays it. A recent document confirming that all corner measurements are within tolerance should be expected in the car's history file. The front of the 993 can feel very light at high speed, and a geometry check is worthwhile before taking your C4S on the Autobahn.

The wholesale corrosion that bedevils impact-bumper and earlier 911s was a thing of the past with the 993, and any paint bubbling on a body panel is probably the sign of poor repairs. A 993 weakness is corrosion around the windscreen, which may be hidden beneath the rubber seal. Body stays in the rear wings can rust through, but should have been replaced on a correctly serviced C4S. Again, any scrapes or damage to the underside panelling that could corrode the floor should have been made good. Dampness in the boot could suggest a frontal shunt and inadequate resealing of body joints. ➲

BELOW A smooth six-speed shift works a firm but not heavy clutch. The latter can feel stiff, but will loosen up with a few depressions

DESIRABLE OPTIONS

The C4S was the best equipped of the 993s, effectively the ‘Turbo without the turbo’. Porsche Exclusiv sold a Turbo bodykit offering the larger fixed wing of the 993 Turbo, lower front splitter and side skirts that enabled owners to restore the turbo-look authentically. The C4S cabin, fully trimmed in leather, wants for little, but the original Porsche radio is always a plus. Most 993 C4Ss had a sunroof and climate control was standard. Until the 996, there was no Tiptronic option for four-wheel drive. Rare special-order metallic paints such as Iris blue or Arena red are worth seeking out.

INVESTMENT POTENTIAL

Unlike the 964, which a dozen years after manufacture ended could be bought in a sorry but running state for £11,000, the 993 never plunged to such depths and after around 2010, values started to harden. The top model was always worth significantly more (unlike the plain Carrera), and many were purchased as second or weekend cars as it was already clear that air-cooled production was ending. It means that of the estimated 400 or so C4Ss than came to the UK, there should be a fair percentage of cared-for and reasonably original cars to choose from. Their relative exclusivity means they're likely to keep their 20 per cent premium over a 993 C2 or C4, and those more numerous models have maintained solid values for a decade now. C4Ss with the factory-supplied Turbo aerokits are generally worth more. 911

TOTAL 911 VERDICT

Perhaps the most pleasing of the very pleasing 993 assortment, the C4S has everything the Turbo can offer except twin turbochargers. The C2S has the same body, but not the Turbo underpinnings or brakes, and loses a little of the cachet for a slightly lower price. Performance differences are negligible in cars of this age and although it weighs about 60kg more than a C2, the C4S is very nearly as good to drive, a shade more refined and at least as solid an investment. If you're in the market for that special 993, the C4S, as they say, is the one to have.

★★★½☆

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SWISS PREC

A lot of good things come out of Switzerland and Sportec's eye-catching Project Ferdinand is right there at the top. Total 911 spoke to the company's owner and project manager about its latest creation

Written by **Wilhelm Lutjeharms** Photography by **Sportec**

ISION

Switzerland is interesting for many different reasons. But for us petrolheads it's especially inviting because of the country's plethora of mountain roads. With the sound of the engine and exhaust reverberating off the cliffs, it's a utopia for those who revel in that feeling of the rear wheels on the edge of traction as we power out of a tight, second-gear corner.

The Swiss are modest people and this is reflected in the cars they tend to like. Walk around in the cities or neighbourhoods and you'll see that most cars are de-badged. There are exceptions, of course – Frank Rinderknecht, the founder of the Swiss concept car company Rinspeed, springs to mind. But generally this means that, when it comes to cars, you need to dig deep to uncover what they offer. This is also partly why the unveiling of the Sportec Project Ferdinand came as such a surprise. But first, some history about this company.

Founded in 1997, one of Sportec's main focuses has been racing. However, apart from founding Sportec Motorsport in 2010, now called Sportec Racing, it's been involved with classic Porsches for numerous years and even held an SUV top-speed record. The company also offers a variety of performance upgrades for modern Porsches. These include the Porsche SUV range, 997 (Turbo and GT models), 991.1 and 991.2 (also Turbo and GT models) and finally the 992 (Turbo S and Carrera S models).

Two years ago the leadership of Sportec changed hands, with new CEO and owner Gregor Burkard deciding it was time for some new projects. "I took over Sportec in 2020. However, my history with the company goes back to 2011," reveals Gregor. "Since then I've been a regular customer and a big fan and supporter of the company. Back then it used to tune my Audi RS3 and I subsequently got addicted to it. In the end the tuning was more expensive than the car!

"Then in 2015 I started to race with Sportec in the Swiss Porsche Cup series, which I'm still participating in. In 2020 Sportec decided to put things in place to take the next step for the company's future and today I'm the major stakeholder in the company." The original founders, Ueli Hodel and Günter Mandl, as well as long-term technical lead Andreas Hodel, are all still involved.

"We obviously still have all of our senior members of staff onboard, but to make the company competitive for the future, we've employed many younger staff," says Gregor. "It gets more difficult to transfer the knowledge from one generation to the next, but that's partly been the aim with Project Ferdinand and the success of this project bears the fruit of this approach. The new bloods built the car, but with the knowledge and input of senior staff."

There's no lack of supply of restomod 911s on the international market, but Gregor is quick to point out why Project Ferdinand is different to competitors' cars. "When it comes to Project Ferdinand, our motorsport experience is what sets us apart from most other builders. One of our technicians, Andreas Hodel, has single-seater race car experience in Formula 2. For us the performance of the car is at the top of the agenda. It's also important for us that what the eyes see and the hands feel are pleasant and of the highest quality."

Raphael Jaggi is the project manager of Project Ferdinand and elaborates: "The idea of this project was really a wish of Gregor's and to also develop Sportec's classic department. After all, we've been building engines and working on classic 911s for more than two decades.

"The first idea was actually our SUB1000 project [an upcoming G-series restomod that will weigh less than 1,000 kg] that's all about pure driving thrills. Pretty quickly we realised that some people still want air-conditioning, power steering and a sound system. At that stage we came up with the idea of Ferdinand, which still offered a lot of performance, but with the necessary creature comforts.

"Project Ferdinand is based on a 964. We start by stripping the car down to bare metal and then begin the rebuilding process. We fit the F-series parts to back-date it in combination with lightweight carbon Kevlar composite panels. The car is also wider on each side by 30mm."

The window mechanisms are manual – although, if you prefer, electric windows can also be specified. There's even a PCCM radio with DAB, Apple's *CarPlay* and USB connections. The car sits on neat 17-inch Fuchs wheels: 8-inch wide in front and 9-inch at the rear. "Throughout the process there are many options available to the client. They can choose materials and colours – there's a lot of room for individualism," confirms Raphael.

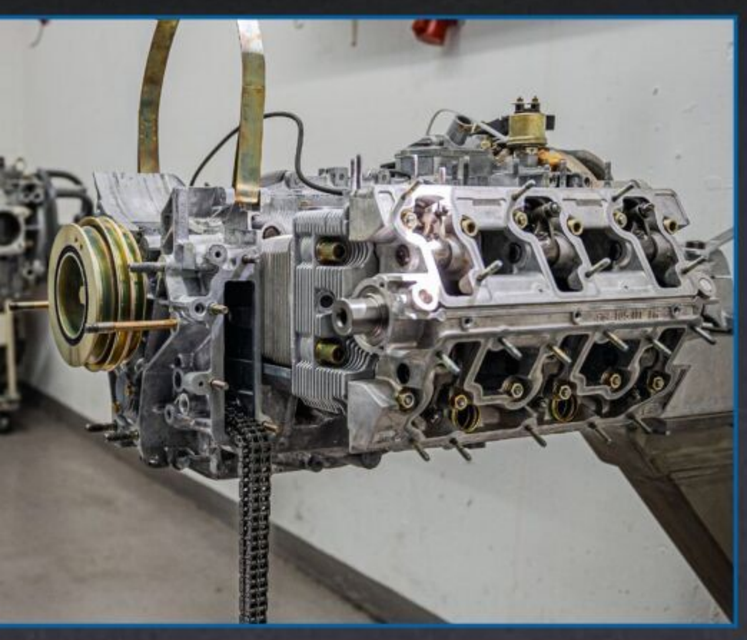
A closer look at the cabin reveals some high-quality materials and fittings. It's evidently still an air-cooled 911 cabin, but with very inviting touch points. The name "Ferdinand" is on the back of the car where the usual Carrera or Turbo badge would have been. The name is also neatly embossed in the main headlights, which feature Bi-LED lights. Lift the front bonnet and it almost seems pure race car. A small carpet is fitted on the floor, but the beautiful fuel tank and strut brace clearly indicate the car's aim and potential.

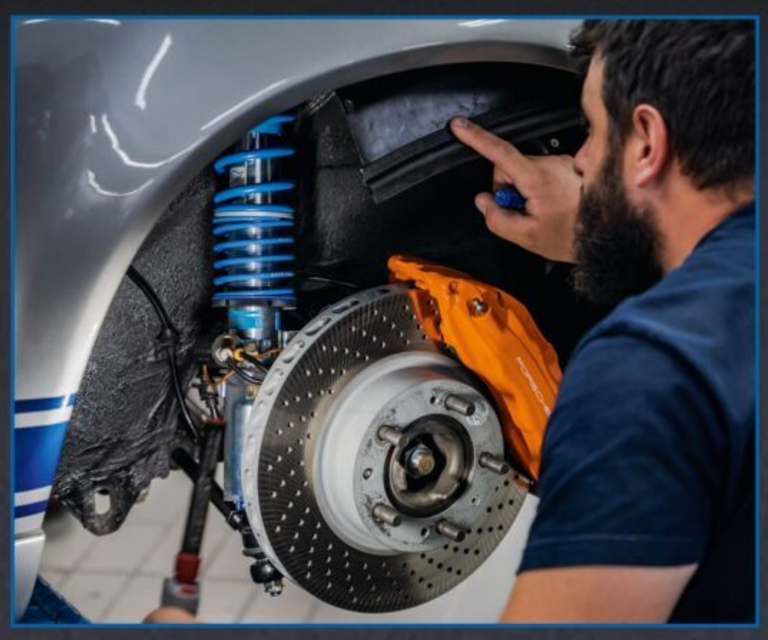
"The aluminium parts you see have all been milled, with the client then being able to select their own finishes," says Raphael. "It's all our own products. For example, with the steering column we sat with the designer who designed it in CAD. Afterwards it was 3D printed and then eventually milled on the CNC machine. That's what a lot of time and effort goes into."

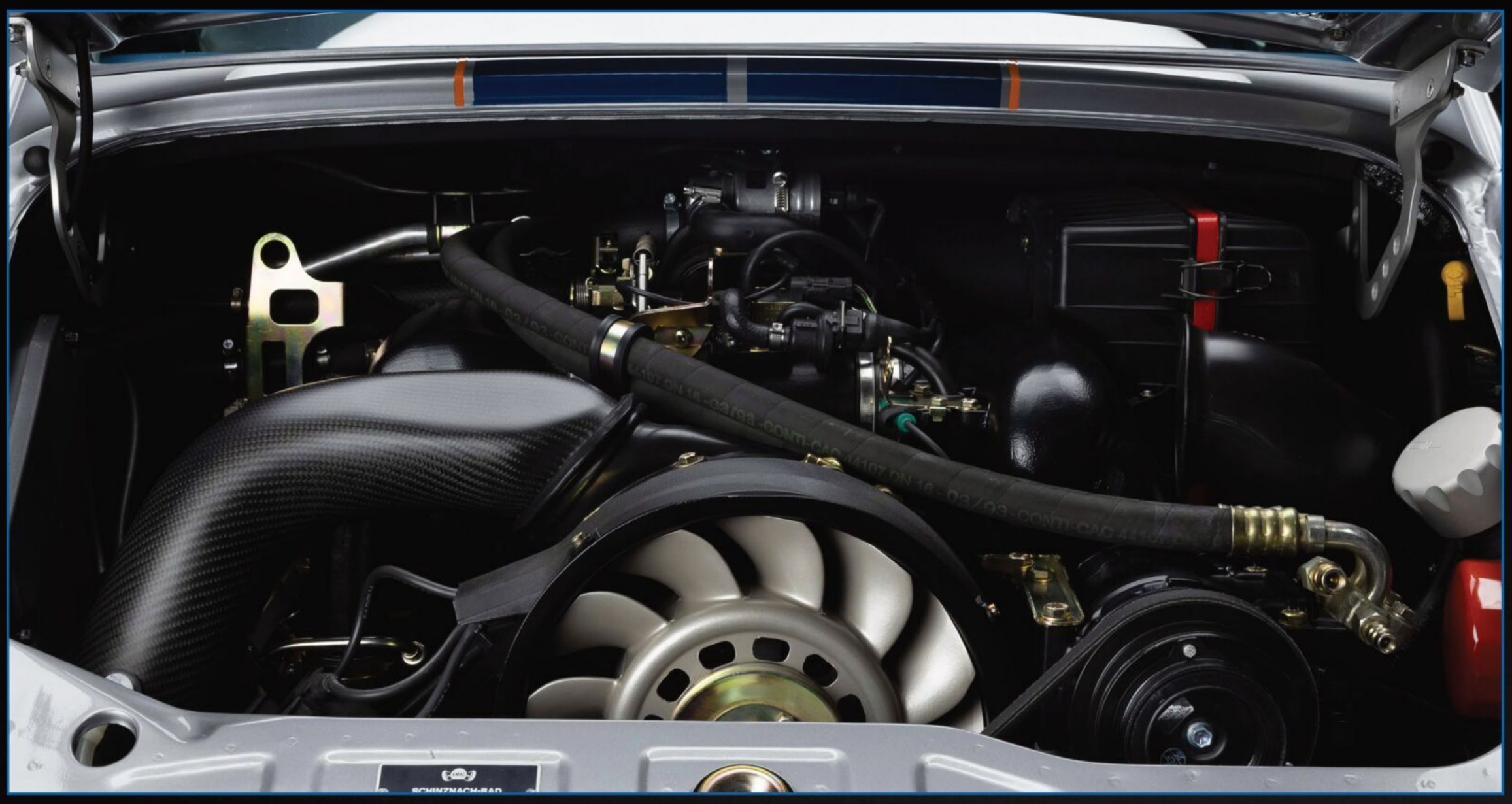
The basic layout of the suspension remains the same, but a lot of development has been carried out on the upgrades and various parts. "The car is fitted with Bilstein two-way adjustable dampers. Currently, we're working with MCS from the USA. It fabricates custom suspensions and this will eventually be used on Project Ferdinand as well as for our SUB1000 project. It's still a 964-suspension layout, but has been upgraded with new bushes, joints, stiffer roll bars and motorsport components."

It's when we discuss the engine where the balance, which seems to perfectly describe this project, is

BELOW Sportec was able to draw on over 25 years of engineering and motorsport experience as it fine-tuned its Project Ferdinand







ABOVE For the project Sportec's engineers enlarge a 3.6-litre flat six engine to 3.8 litres

RIGHT As well as fitting lightweight carbon Kevlar panels to the body, the car is wider on each side by 30mm, compared to a standard 964

again evident. Raphael explains: “We take the 3.6-litre engine and enlarge it to 3.8 litres. This is done by increasing the bore. We fit higher-performance camshafts and do some work to the engine head. There’s also an improved intake system and software. For the pistons we use the OEM parts from MAHLE, for example.”

The result is 325bhp at 6,100rpm and 394Nm at 5,380rpm, with the weight of Project Ferdinand being only 1,190kg. Sportec hasn’t released acceleration figures or Project Ferdinand’s top speed yet, but we can safely assume it will be brisk.

Sportec was kind enough to supply us the dyno graph of this engine. Apart from the torque that rises consistently from 2,400 to around 5,400rpm, the power delivery is nearly linear with a constant increase to just over 6,000rpm. This should result in exactly what Project Ferdinand aims to be: a true daily driver with a sporty side. Most of us love a high-revving flat six engine, but here you have a lightweight car and an engine that doesn’t need to be revved that high to get the most out of it.

“We keep the 964 transmission. We open it up and rebuild it to make sure it’s perfect,” says Raphael. “We don’t touch the ratios for now. What we do add is a motorsport differential and we also shorten the shift throw, which enables the driver to have a more engaging experience when shifting gears. A stronger

clutch is fitted to match the increase in performance of the engine. However, all are still original Porsche parts.” Even just looking at the engine, it’s clear to see that it’s beautifully built: a fresh combination of classic air-cooled 911 with a strong modern twist.

We’re told the next engine in the line-up will produce around 360bhp, with Raphael confirming it’ll offer a longer stroke and new crankshafts. To finalise the handling setup of the car, Sportec has Marcel Fässler onboard. He’s a former Swiss pro racing driver with several successful stints in Le Mans, DTM and the FIA Word Endurance Championship.

However, even with all this development effort, Gregor makes it clear what the goal of the car is. “Even with all these suspension upgrades and modifications, the aim remains that you must be able to use the car every day. Project Ferdinand still needs to offer the ability to be a daily driver. Whether it’s ferrying your child around on the school run, going out for dinner with your wife or tackling your favourite mountain pass.”

Sportec can source a 964 or the client can supply their own donor car. It’s obviously important that the base car is in good shape. It doesn’t matter what the mileage is, as long as the vehicle hasn’t been in a significant accident. Building a left- or right-hand drive car won’t be a problem for the company, either. It simply rebuilds and develop the car it receives from the customer.

Gregor ends our interview with the following words: “For us as a Swiss company, quality is very important. We’ve done several projects in the past, but nobody knew about it. Maybe it’s the Swiss mentality of not bragging about your achievements. This is just the beginning for us, because already we can see where we can improve, from the engine to the interior.

“Our aim is to eventually offer clients a range of models that’s wide enough to satisfy many different potential buyers. One of our strengths is that we’re capable of manufacturing nearly everything in-house... whether a client comes to us and says they

want a Cabriolet or even a Safari, we'll be able to do it. We're always looking forward to improve and evolve the product. Development is also underway on our SUB1000 project. It'll be a no-compromise car with no comfort elements at all."

If a client supplies their own 964 donor model, Sportec charges around £370,000 for this in-depth rebuild. Considering the fact that Sportec owns a 992 GT3 Cup (and some other race cars) that it races, and manages a race department that maintains and manages nearly 20 customer racing cars from brands such as Porsche, Lamborghini, Aston Martin and KTM, we can't wait to get behind the wheel of Project Ferdinand. 911

"We're capable of manufacturing nearly everything in-house... whether a client comes to us and says they want a Cabriolet or even a Safari, we'll be able to do it"

ABOVE Inside there's a range of bespoke designs and materials on offer for clients to choose from

BELOW Sportec is able to convert either a left- or right-hand drive 964 for Project Ferdinand

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Porsche's test driver

DIETER RÖSCHEISEN

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

The former rally driver turned engineer enjoyed a 40-year career at Porsche, helping to develop some of the most important cars in its history

When Porsche started making cars, Ferry himself had to carry out much of the development mileage of the Pre-A. As the company grew this became the task of Herbert Linge and Rolf Wütherich, who worked under development director Helmut Rombold. With the advent of the 911, Peter Falk joined Helmuth Bott, who was already head of testing, and the test development team became larger.

By now Günther Steckkönig, Porsche's home-grown race engineer and talented endurance racer, had been promoted to join them. Later, as the emphasis shifted towards competition cars Helmuth became engineering director and Ferdinand Piëch's deputy, and Peter Falk moved to be team manager in the competition department. In the 1970s Porsche started using Algeria for high-speed proving tests and people were seconded from all departments for these missions – not just mechanics and engineers, but characters such as head of styling Tony Lapine (also an amateur racer) as well as, on occasion, Helmuth. Once his responsibilities with the 917 campaign were over, Peter organised these tests.

As the company became more structured and the model lines broadened with the transaxle cars, a dedicated development team was established. In the best Porsche traditions, this team usually sought internal candidates. These were men who were not only accomplished technically, but competent behind the wheel. One such recruit became almost the face of Porsche testing in his extensive Weissach career.

Dieter Röscheisen joined Porsche as a 21-year-old in 1976. An original petrolhead, he had rallied a Fiat 850 and after that a BMW 2002tii, before treating himself to his dream sports car: a 911 2.2E. "I had saved absolutely everything I could and managed to spend almost nothing during my military service, where they pay you a salary."

Dieter later rallied a 911, but when he was offered a position at Porsche it was the fulfilment of the dream. He was made a mechanic in suspension and chassis development, working through the various technician grades during day release and evenings. Perhaps Dieter's rallying reputation had some bearing on his career and after five years he was promoted to the engineering section, where he carried out long-distance test driving and assessments for third-party projects that were undertaken by Weissach.

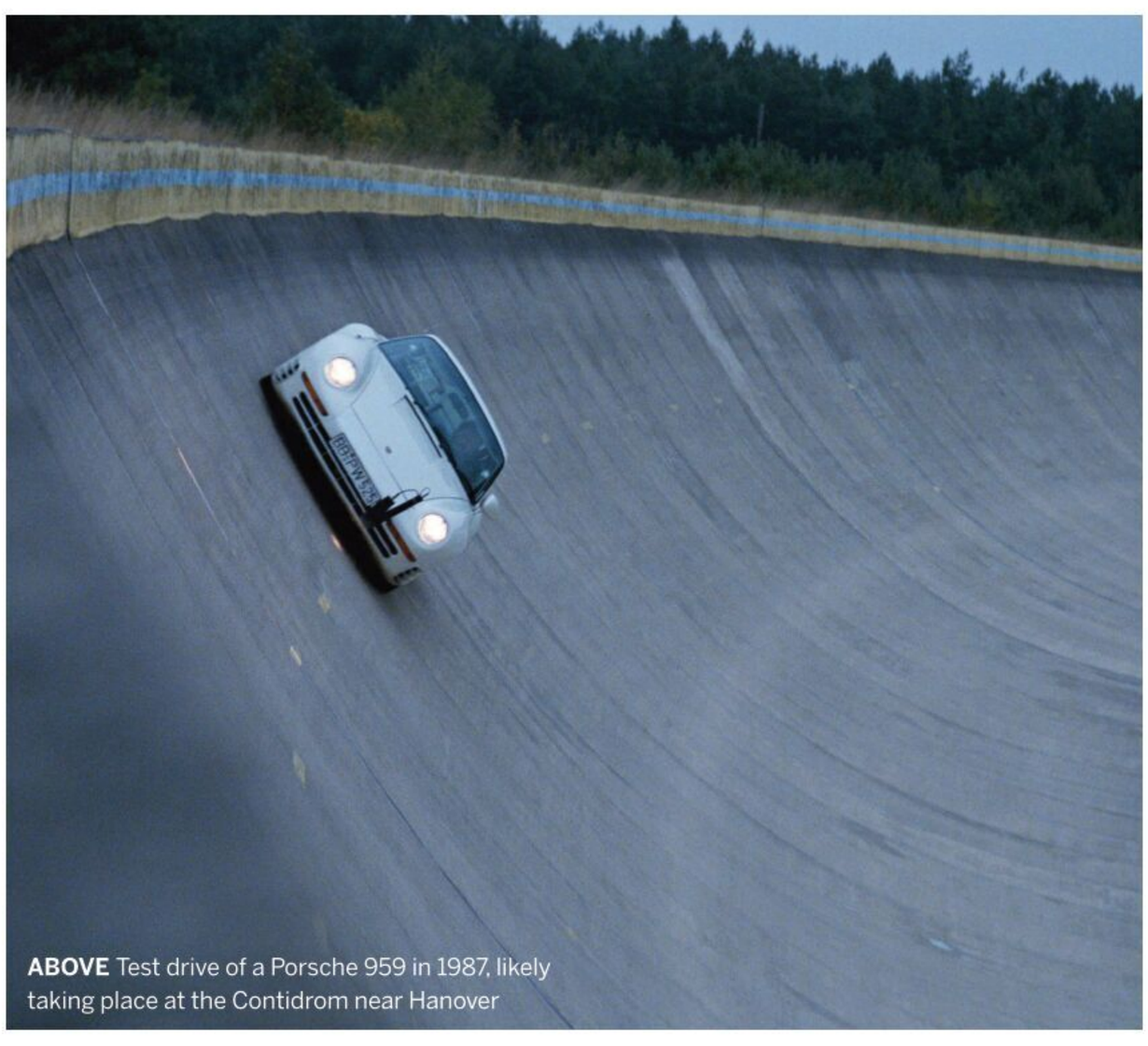
As ABS started to feature, Dieter was involved in developing braking systems. With the advent of the 959 this expanded into prototype testing, which he regards as one of his career highlights. He also drove the ill-fated 969 extensively. In 1991 he became responsible for tyre testing for the entire production range, including the Classic Porsches. This included developing snow tyres and even snow chains.

Dieter readily admits that the job sounds exciting, and indeed parts of it were – driving the 959 on ice for example at 250kph – but the hours involved in travelling were long, even though his testing assignments were confined to Europe. He found living out of a suitcase tiring.

If Dieter's exploits with the 959 were distinctly hazardous at times, it should be emphasised that danger lurks all the time, often at unexpected moments. Although he's happy to say he never crashed a Porsche test car, one of his colleagues was killed testing a prototype 911 Cabriolet near Darmstadt in 2009 when the car hit the central barrier. A second prototype, a Panamera following close behind, managed to avoid the accident.

Although he was a more-than-competent rally driver, Dieter talks about the testing 'feel' he developed; this was a skill which came gradually. In the early days his mentor was Günther Steckkönig: "I remember watching him power sliding a 930 at the Contidrom [Continental Tyres' test circuit near Hanover] thinking 'I could never do that', but with Günther's tuition, I learned how."

BELOW A test drive session with Dieter (wearing a yellow shirt) and a 959 Coupe in Ehra-Lessin, Germany in 1986



ABOVE Test drive of a Porsche 959 in 1987, likely taking place at the Contidrom near Hanover

ABOVE Testing tyres for older Porsche vehicles at the Contidrom in 2008, with Dieter at the wheel

Thirty years on, suspensions, chassis and control systems had become far more sophisticated. Dieter describes when assessing a Macan Turbo on ice, he could find what he wanted to know making only the slightest movements of the steering wheel. "Colleagues were throwing them around in great slides, driving them all night in rain as we always had, but found I didn't need to do that."

Dieter had long thought that his driver/technician's feel for a car and his experience equipped him better than his colleagues, whose engineering qualifications were sometimes as long as their names. Often he felt that their interpretations were founded more on theory than practice. Dieter recalls production chief Dr Rudi Noppen, an academic who hailed from the university of Aachen, complaining to him during the development stage that the 993 was "unstable" at high speed. "That was news to me," says Dieter, who had no qualms about the new 911 and offered to accompany Rudi in a 993. "On the Autobahn, he was driving with his elbow resting on the door capping and one hand on the top of the steering wheel, a 'nine o'clock' position!" Rudi ("never a car guy", says Dieter) would leave Porsche for Webasto soon afterwards.

When assessing a new model, the testers would draw up the Lastenheft (the specification of changes required before the car could go into production) by concentrating on ABS effectiveness and braking behaviour. These would often reveal suspension or aerodynamic shortcomings. Long-distance work would also highlight ventilation and heating, air conditioning or radio problems.

Dieter's first Porsche testing was on the SC. Although his role was production car development, he occasionally strayed into the racing department when, for example, Peter Falk 'borrowed' him in 1981 to test the Le Mans 924 with Jürgen Barth and Walter Röhrl. Both drivers put in many years testing for Porsche. Jürgen's racing pedigree saw most of his work confined to competition cars, but from the 1990s, Porsche used Walter more and more as the public face of its testing and new cars. As a rally driver himself, Dieter is an unashamed admirer of Walter. "A year or two ago I was at the Old Timer at Nürburgring and Jochen Mass was in the Porsche tent to sign books, but few people seemed to recognise him. But then they announced that Walter would be coming at 3pm. By 2:30, there was already a queue of fans running right round the tent!"

He recalls Walter's famous bluntness. "When the 993 Tiptronic S was launched, Wolfgang Dürrheimer (who was the 911 product manager) thought that it would be a good idea to have Walter try it. He drove round the Nürburgring and came into the pits complaining about the arrangement of the steering wheel shift buttons. 'I'm going to have to change my thumbs to drive it if you insist on leaving them like that,' he complained."

Dieter had a particularly high regard for the 993: the Coupe version remains his favourite 911. He was responsible for developing its winter tyres and fell in love with the 993 look. By contrast, he thought the 996 showed disappointing signs of cost reduction, looked like a Boxster and kept the 986's "comical" windscreen wipers.

However, he did like its successor. The 997 reprised the 993 look and he couldn't fault its aesthetics. The handling too, especially the 997 Carrera 4, was exceptional. The later, larger 911s weren't so much to his taste: "Rear visibility from the 991 Cabrio is very difficult and I really dislike the way electronics are taking over the driver's responsibilities more and more. Having to dig through sub-menus to get at settings to get rid of start-stop, for example. There are just too many

BELOW Test driver Dieter (right) oversees brake testing with the Porsche Type 965 on Mont Ventoux, France in October 1988

ABOVE A 993 prototype undergoing test drives in central and southern France in March 1993, with Dieter on the right of this group shot

'assists.'" The 992, he observes wryly, is also too wide for his garage.

It's clear that Dieter's heart lies in air-cooling: the 964 was his first major 911 project. The 964 was the first Neunelfer with ABS and here Porsche collaborated with Westinghouse. Regulating the ABS was a learning curve for all concerned. All-wheel-drive was also new, but Porsche's arbitrary torque distribution set at 31:69 pushed the car into corners, causing it to understeer excessively. By contrast, he thought the Carrera 2 was nicely balanced.

The real challenge during the 1980s was developing tyres for the 959. His first impressions of the super car were its unbelievable performance allied to a driving experience complicated by all the manually selected drive modes. They did a great deal of testing in northern Scandinavia. In Sweden, they had a contractor cut a 2.6km circuit on a frozen lake. The test car was reaching 250kph on the straight section, but when he tried an emergency stop from 200kph, the ABS locked the rear wheels. In perhaps the biggest moment of his career, Dieter managed to come to a halt after numerous gyrations without hitting any of the snowbanks and damaging the car.

Clearly, the ABS needed finer setting, but what they also learned was that ice gave more grip if the sky was dull, as it had been on their way to the test circuit, than in the sunshine that greeted them when they arrived: this had the effect of melting the surface ice and making it far more slippery. An early indication of how much work would be involved to stabilise the 959 in these conditions was the coincidental discovery that their rented VW Jetta (on spiked tyres) was quicker round the 2.6km course than the 959 without spikes...

Later, the test group drove a trio of 959 prototypes 4,000km around the frozen wastes, reaching the "most northern fishing village in the world" where the locals' eyes fairly bulged at the sight of these three flying-saucer shaped automobiles. Alas, this encounter remains unrecorded by photography because the Porsche men had run out of film.

From the 959, Dieter moved on to another prototype: the 969. The man who drove as many miles as anyone in this ill-fated Porsche has only positive memories. "It was lighter and easier to drive than the 959 and very stable during our flat-out laps at Nardo. I don't recall any engine or overheating problems." He believes the company should have gone ahead with the car, "but Ulrich Bez took over and he wanted to change everything."

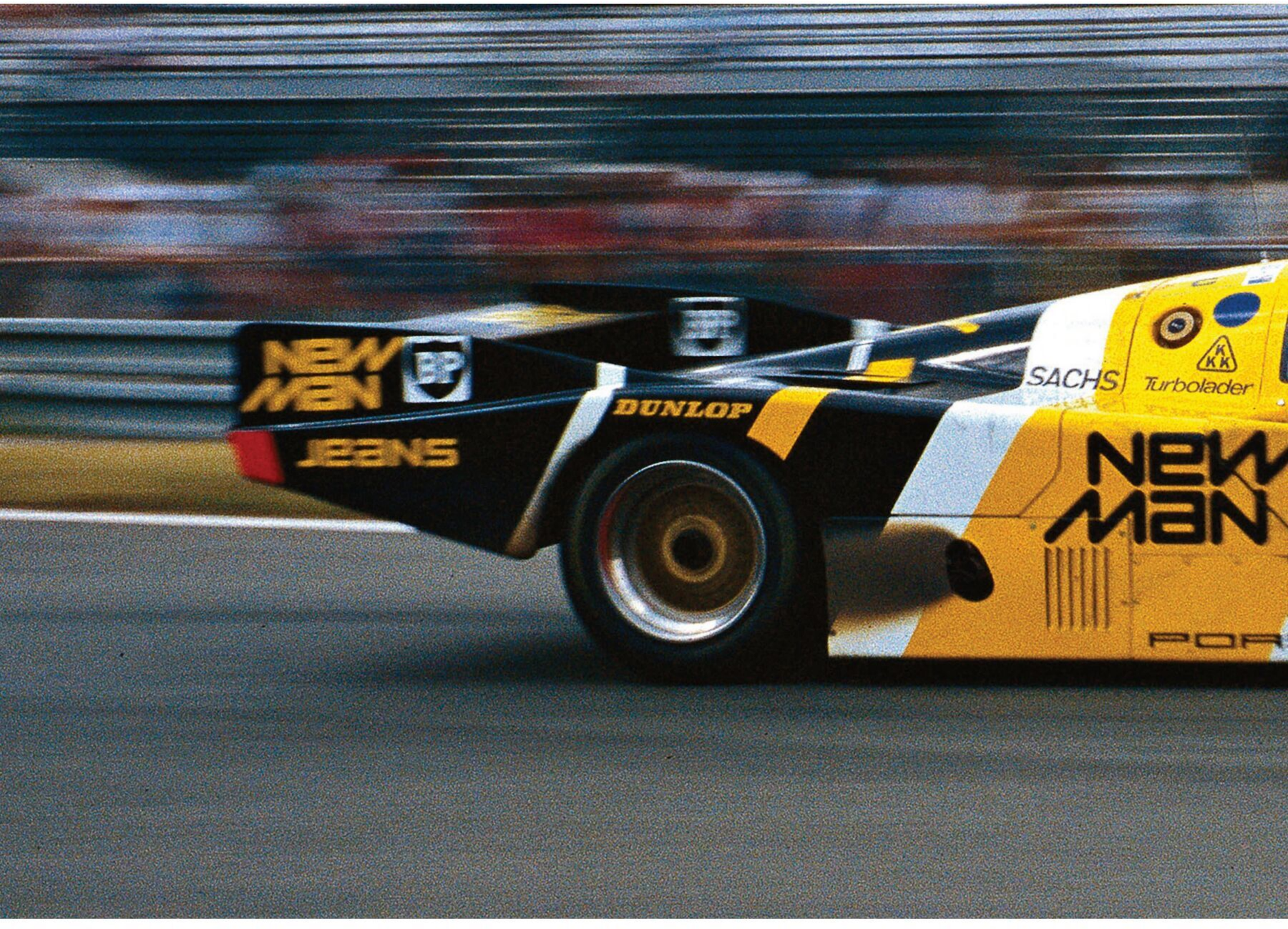
As one of Porsche's most experienced brake testers, Dieter was called in during the early days of Audi's attempt to win Le Mans: "Audi was having difficulties cooling the brakes. Piëch said the brakes had to run 150 degrees cooler. Nobody dared argue with Piëch, and Audi unofficially turned to Weissach to solve the problem. We knew about brake cooling from years of Nardo testing and we reshaped the Audi's brake ducts."

Dieter's memoirs, if he ever cared to write them, would be full of such stories. As it is, he's happy to look back on a fulfilling career where progress depended so much more on the test driver's ability to interpret and communicate exactly what the car was doing. If technological advances mean that the test driver simply carries a laptop in contrast to measuring equipment which could take up the passenger (and sometimes rear) seat, then it's clearly an improvement, especially because data can be collected much faster. But it's also reliant on the engineer's skill at interpreting the results. In Dieter's day, what he deduced through the soles of his shoes and the seat of his pants was what counted. Job satisfaction was, to say the least, different. 911

"An early indication of how much work would be involved to stabilise the 959 in these conditions was the coincidental discovery that their rented VW Jetta (on spiked tyres) was quicker round the 2.6km course than the 959 without spikes..."

ABOVE The bulky equipment that accompanied Dieter during his test drives in a 959 Coupe in Sweden in 1987

BELOW Former rally world champion Walter Röhrl and Dieter with four different tyres for older and newer Porsche models



When Joest outfoxed Porsche

As we approach the 100th running of the 24-hour classic, Total 911 looks back on key moments from La Sarthe

After its surprise victory at Le Mans in 1981, Porsche returned to top-flight motor racing in the new Group C with its 956. Following its first season in 1982, the 956 would be made in relatively large numbers for sale to private teams.

As it had with the 934 and particularly with the 935, Porsche retained its competitive advantage by selling off the previous year's design. As Derek Bell later discovered, the private teams had nothing like the resources of the works teams. Always having the dominant car, Porsche knew this and was confident its hegemony wouldn't be threatened.

In 1984, Weissach developed the 962, which differed essentially from the 956 by having a longer wheelbase. This enabled the pedal box to be moved behind the front axle to conform with new US safety regulations, because Porsche wanted to continue racing in North America as well. As the 1985 season began, the newly developed 962C showed a clean pair of heels to the opposition. A perverse ruling by the FIA at the outset of Group C had been the restriction on petrol consumption. For 1985, this was limited to 51 litres/100km for all races except for Le Mans, where (as usual) France's ACO had its own rule, restricting consumption to 44 litres.

One man who smelled an advantage here was a certain Reinhold Joest. A seasoned racing driver, he retired in 1981 and set up his own Group C team. By the mid-1980s he was probably the most sophisticated of the private entrants and winning Le Mans was his objective. In practice, the works 962Cs were fastest, but once the 24 hours were underway, to keep within the 44 litre/100km limit, they simply couldn't lap fast enough to keep up with the Joest 956.

To Porsche this was an affront, especially because a Joest 956 had beaten the works 956 the previous year. The Weissach men cried foul, appealed to the ACO and an incredulous Valentin Schaeffer, the man who had overseen the development of Porsche's Group C engines, stormed into the Joest pit. Despite close attention of every refill of the Joest car, the ACO could find no anomalies, although this didn't stop it from confiscating all of Reinhold's metering equipment after the race for further investigation. It was returned months later without comment.

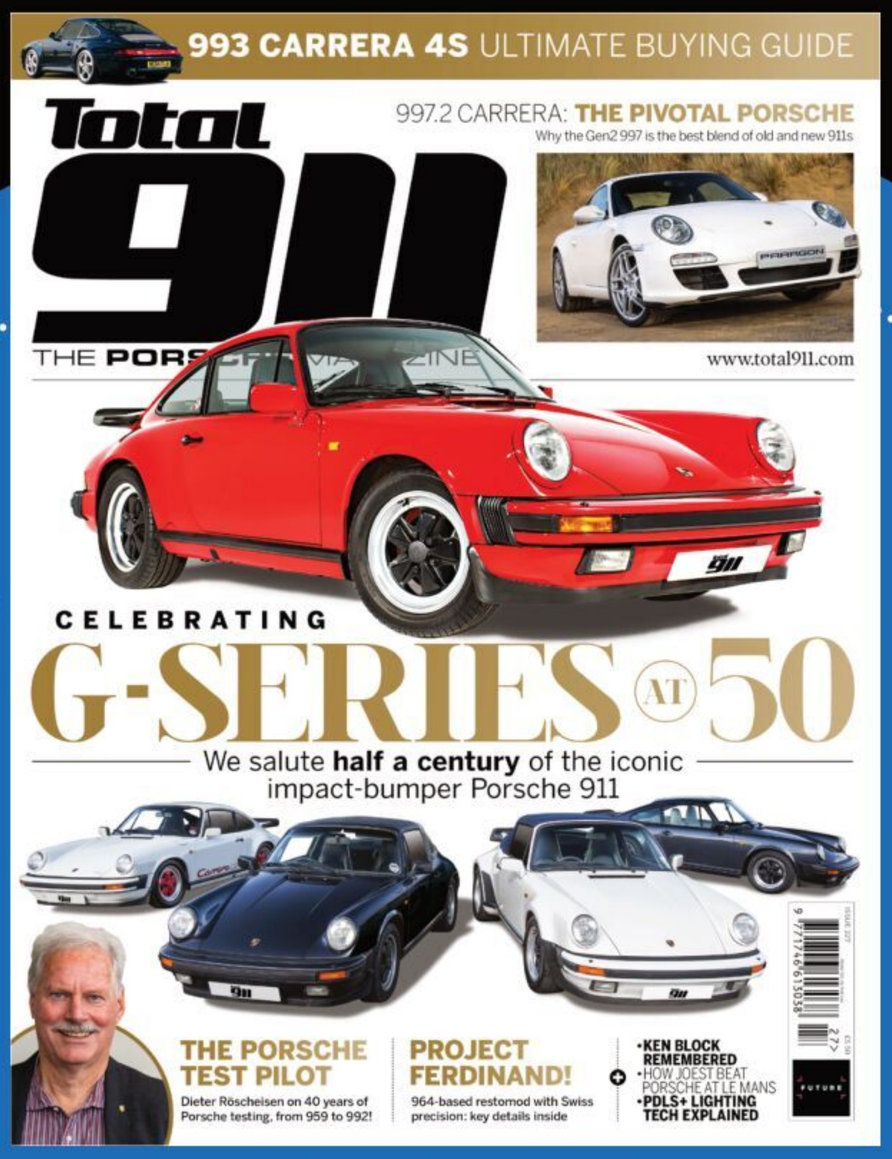
Reinhold had calculated brilliantly. Porsche's 962 was soundly beaten, with his 956 finishing seven

ABOVE By cleverly reworking a Porsche 956 LH, Joest Racing was able to secure first place at Le Mans in 1985

laps ahead of the first works 962C and marking the second victory of the 16 that Joest Racing had now scored at Le Mans.

Finally, in 2015 Reinhold explained how he'd prepared that 956. Changes to Porsche's 'customer specification' were considerable: the block, pistons and camshafts were all reworked and the compression ratio raised from Porsche's advised 8.5:1 maximum for the 2,659cc 935/7 engine to 8.9:1; the stock Bosch ECU was replaced (a bespoke item was expensively developed); and extensive wind tunnel studies led to changes including larger Venturi intakes and faring of the chassis to evacuate heat from the engine more efficiently. Sachs was approached to reconfigure the stock Bilstein dampers which, like the bespoke ECU, was a time-consuming undertaking. Having paid Porsche $250,000 for the 956, Reinhold probably spent as much again on these modifications.

By reducing consumption by 10 per cent, Reinhold had comprehensively beaten Weissach. The following year, the FIA would dispense with its fuel restriction policy and the factory 962C would resume the dominance of the previous works 956s. But the warning to Porsche that technically it wasn't invincible was salutary: the photograph (below) shows the consternation in the Porsche pit as the realisation sank in that they'd miscalculated. Helmuth Bott and Peter Falk look bewildered, Paul Hensler, right, is a picture of dejection and behind them Jürgen Barth appears to be telling Valentin Schaeffer that it was all his fault. **911**



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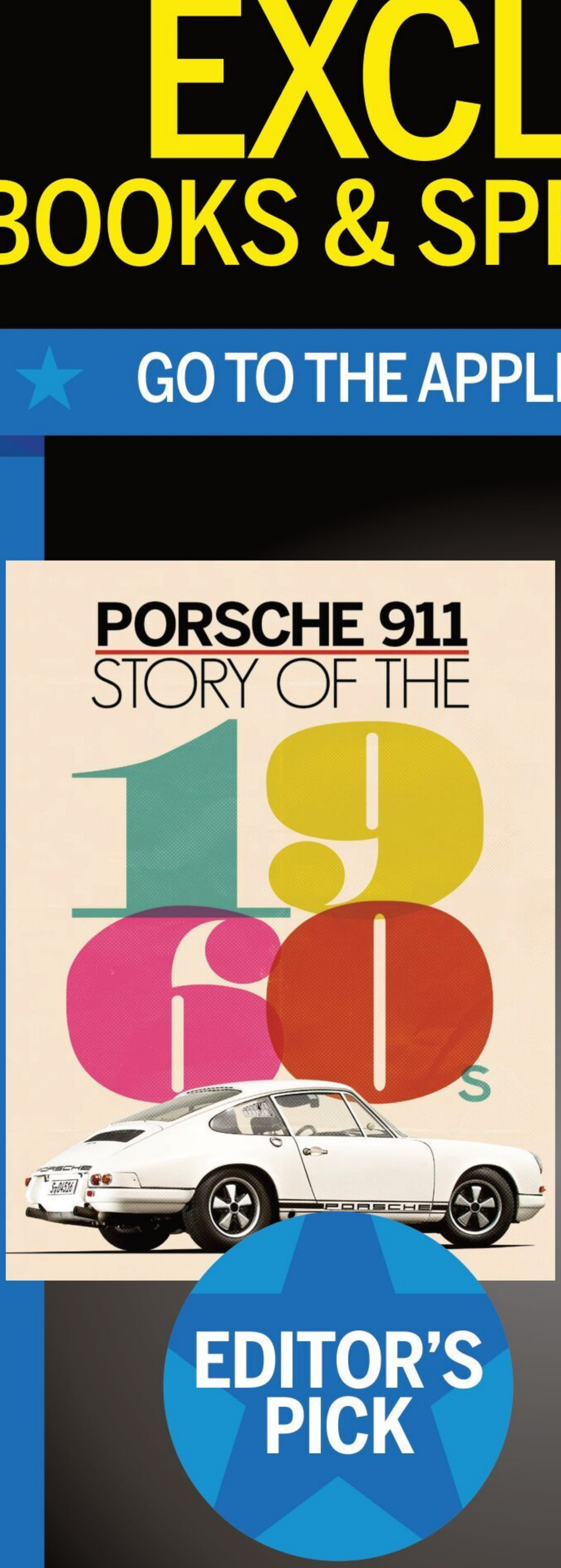

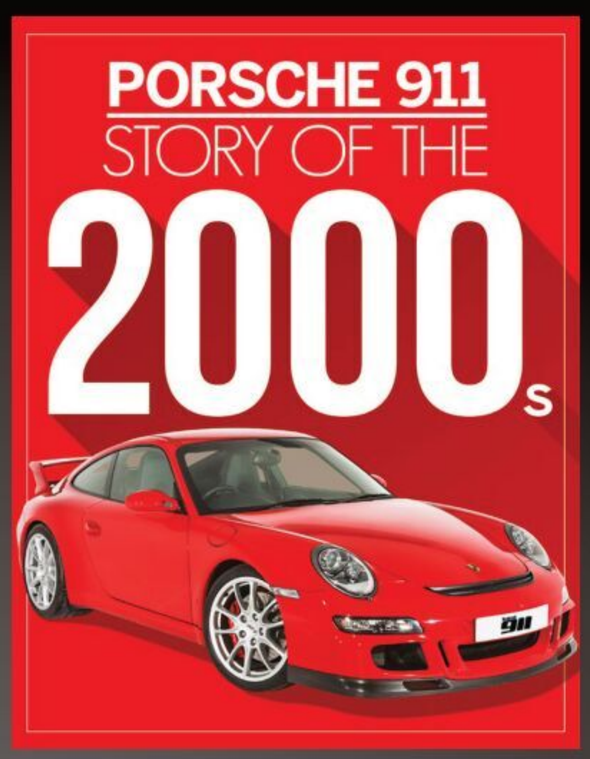

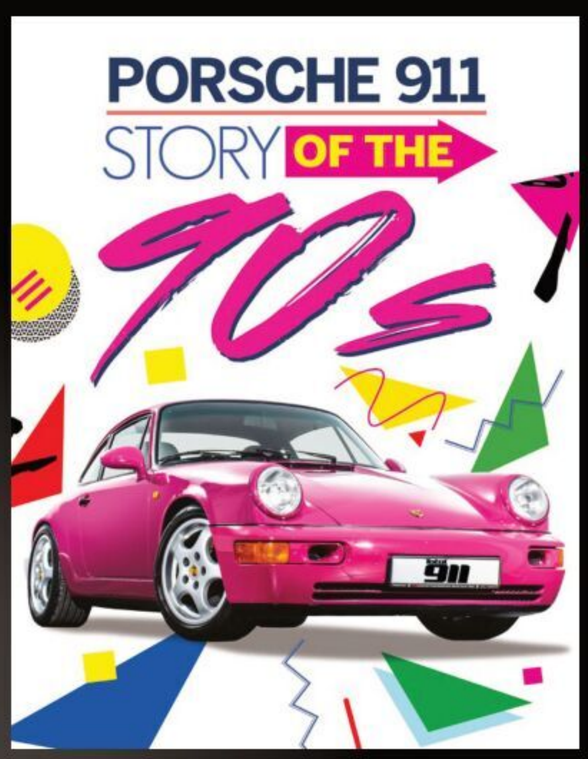

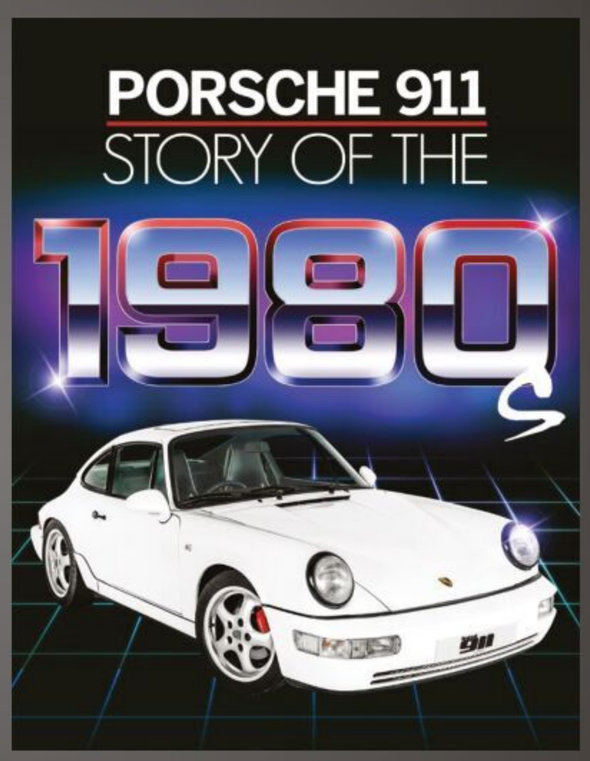

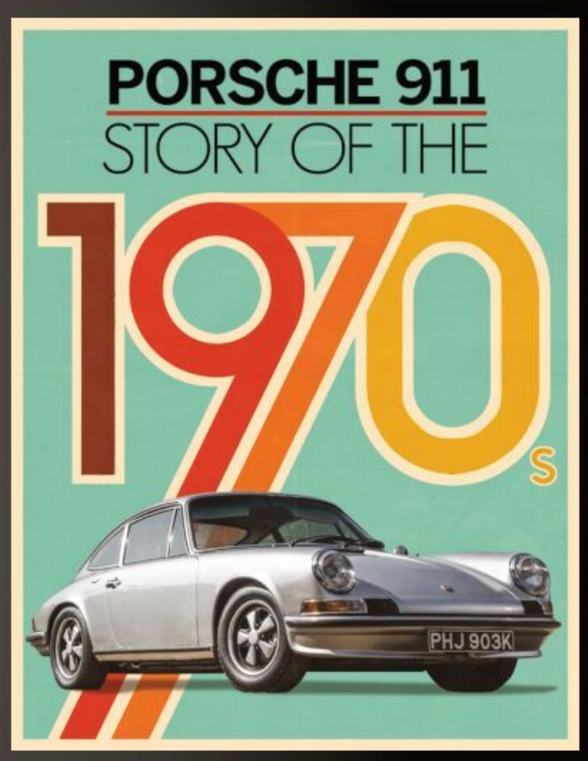

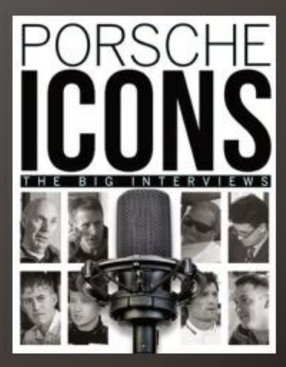

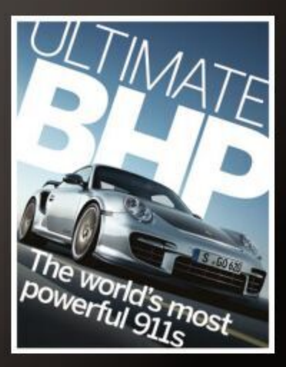

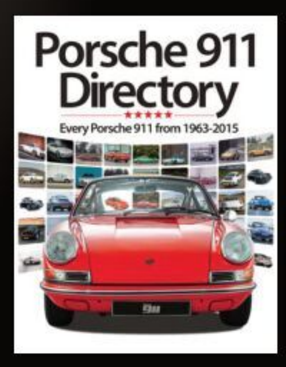

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Living the Legend

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

Andy Gaunt
Melborne, Australia
@andyg_73

Model	964 C4
Year	1990
Acquired	MAY 2017

So, as I write this piece, 2022 is rapidly coming to a close. As always, the back end of the year feels like the end of a marathon. Thankfully, driving season is upon us and my 964 has undergone a recent change that has me eager to get into the hills. It also has me marvelling at the global community of independent specialists helping us get the most out of these cars. Allow me to explain...

Mid-2021, after much investigation, I decided to install a MoTeC conversion. Multiple conversations with Colin at Ninemeister in the UK had me feeling positive about the gains I might achieve in terms of performance and drivability. With the help of my Porsche specialist, NINEAUTO, the kit – including custom intake, larger fuel injectors, wiring loom and MoTeC unit – was purchased and duly fitted.

Before and after dyno runs suggested a solid increase in horsepower and torque, and my early impressions were positive. However, the car developed some significant drivability issues. My local tuning shop – recommended by MoTeC in Australia – tried many times to overcome these issues, but the deeper we went, the worse it became.

The car's troubles didn't end there. As some issues were improved, new issues would present themselves. The engine would sometimes cut out unexpectedly when I pressed the clutch while driving; the engine would hunt at idle; the car would start bucking when driving at low RPM and low speed around local streets or car parks; and engine responsiveness also seemed to suffer.

We were determined to solve the problem and NINEAUTO went over the car with a fine-toothed comb to ensure there wasn't a mechanical gremlin causing the drivability problems. It suggested we have Ninemeister look at the car's ECU map and see if its technicians could spot any obvious problems with the tune, or tell-tale signs of a mechanical issue for which the tune was trying to compensate.

My tuning shop – which had been fully committed to resolving the issues from day one – sent me the map and it was passed on to Ninemeister for assessment, along with detailed notes on the symptoms, compiled by NINEAUTO.

Overnight I received a revised map, which was then loaded into the car's brain and tested. The result? Car transformed! No more engine hunting, no shunting at low speed and no cut-outs. Additionally, responsiveness was restored, making the car feel agile, eager, torquey and ready for anything! It's brought my relationship with the car back to full love-affair status. I've already taken advantage of a few sunny early mornings for a quick blast on my local twisties.

It took me longer than I'd hoped, but I'm super happy with the outcome of this modification. There are some lessons learned for sure, but I can say this: I love the way there's a global connectedness between not only the owners of these amazing cars, but also the talented specialists who enable us to continue to enjoy them.

Ben Przekop
Mercer Island, USA

@benjaminprzekop

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

As I write this, it's been exactly one year since I took delivery of my 992, so it sounds like a great time for a 12-month ownership report!

The good news is that the car has been totally reliable, and hasn't required a single visit to the dealer, other than the complimentary 12-month oil service which was just done last week at 9,600 miles by Porsche Bellevue. So, the only out-of-pocket cost of ownership has been the pricey petrol this year, although it was heartening to see that the fuel mileage for this powerful sports car has been so surprisingly good. On long freeway trips I get 25-30mpg, and during daily city driving it's in the high teens to mid-20s.

Performance has been exceptional in every respect, from the turbo engine's massive torque-rich power delivery, to the agile handling and stupendous braking that inspire confidence to keep pushing things right to the edge. The PDK transmission is, as ever, fast and intuitive in the automatic mode, and when I want more involvement there's always the manual option and those lightning-fast paddles.

The rotary knob on the steering wheel for the drive modes is extremely handy and enables me to quickly switch to Normal for city traffic (where the Auto On/Off function saves fuel), or the Wet mode in heavy rain, but otherwise I just keep it in Sport, which sharpens throttle response, keeps the revs at an aggressive level, opens the exhaust valves, and engages the dynamic engine mounts.

Sport Plus takes all of those things to an even higher level, and also activates PASM's firmer shocks, which can also be turned on or off manually in any mode with the dash switch. Sport Plus is obviously designed for the track where you need that more urgent level of performance, but on the street it just feels too manic for me. I mean, who needs to hit the redline before every gear change? The button on the middle of that rotary dial is for "Sport Response" (kind of a "push to pass", I guess) which for 20 seconds will raise all of those things to even higher levels than Sport Plus! Honestly, after trying it for a couple of times, I've never felt the need to use it, because all you have to do in this car is floor the accelerator in any mode at any speed and you're immediately going insanely fast.

I find the same is true with Launch Control. Short of using it on a drag strip, where exactly could I safely use this, and why? In contrast, Wet mode is fantastic and I use it all the time. It's an awesome feature for those of us who live in rainy and snowy climates. It virtually eliminates oversteering in wet cornering (unless you're being far too aggressive with the right pedal), without giving you the feeling that there's a safety nanny interfering with your "fun".

So, is this 992 perfect? Well, no. The PCM system keeps occasionally erasing my "favourites" list and my Bose audio settings, so I have to set them up again, and no one at my Porsche centre seems to know why or how to fix it. But aside from those minor issues, I absolutely love my 992. It's been the most trouble-free car I've ever purchased, and I'm looking forward to driving it for many more years to come!

Andy Brookes
Poole, UK

@993andy

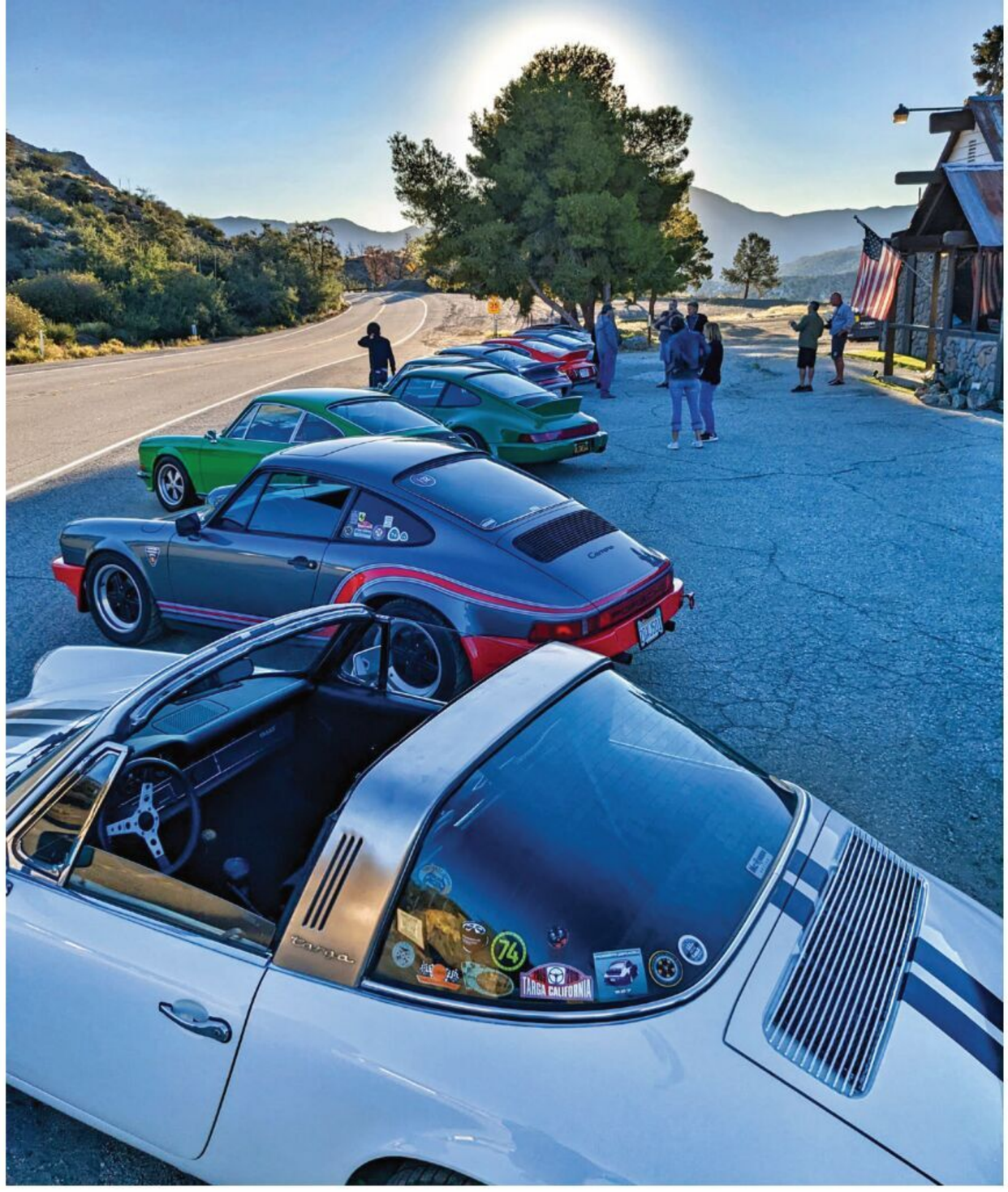
9WERKS Radio

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

My visit to Magnus Walker wasn't the last of my car-related activities in the US. Our trip to California culminated in four days in Palm Springs, although this was meant to be a little less about cars and more about houses. But while in California it seems you're never far away from some car culture.

I was fortunate to be staying in the excellent Parker Hotel in Palm Springs. It's run by fellow Porsche enthusiast Brandon McCurley, who owns a 912 and a 992 GT3. We arranged an early morning blast up a fantastic road called the Palms to Pines highway in his GT3, and friend Dan joined us in his early 70s Targa. What a road, and what a car! Brandon drove up and I did the return leg. It was great chasing the Targa up the mountain side. I can't thank Brandon enough for the seat time and the hospitality. Cheers dude.

Being the host with the most, Brandon also told me that I needed to take a trip across to Palm Desert to see the R Gruppe guys. They were in town for their Palm Springs get-together weekend, staying at a small hotel. I felt a little awkward arriving on my own, and was greeted by a car park full of R Gruppe cars (such great cars!), but the people were even better. Brandon predicted I'd find them all around the pool with cocktails and beers in hand, and he was right! Thank you Ray, Dan, Tom and Thorsten for your hospitality. It was lovely to chat Porsche with you all for a while that evening.



The next morning I decided to take another early morning run up the Palms to Pines road in the rental Dodge Charger. I felt a little more relaxed in a car that wasn't a friend's car and could push on. I had so much fun! While up on the hill I ran into the R Gruppe guys again. This time they were on the move, and seeing the cars in motion and chasing them around in the Dodge was so damn good... but I did feel like I was driving the backup car for one of those *Top Gear* challenge episodes, always at the back by a few hundred yards trying to stay inconspicuous!

We had the most fantastic time in California. I'd like to thank everyone who we spent time with during our visit. The Porsche/car community is wonderfully welcoming. I would love to list everyone we met, but there just isn't enough room on this page. See you again soon, good people of California.

Nick Jeffery
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@npjeffery

Model	**991.1 GTS**
Year	**2015**
Acquired	**AUGUST 2022**
Model	**997.1 GT3**
Year	**2007**
Acquired	**NOVEMBER 2019**

I'm a firm believer in using my cars in all weather conditions, all year around. I don't view them as investments. I purchased each one to be regularly driven and enjoyed. However, now that the weather has turned, it feels like a full-on job trying to keep them clean. I tend to leave it a while based on usage and weather forecast, and then have a car-cleaning blitz.

Appreciating that everyone has their own preferred products, I can't recommend Auto Finesse enough. My tried and tested favourites are its Lather car shampoo, which is relatively inexpensive, smells great, cleans effortlessly and leaves a truly outstanding finish. I also rate Auto Finesse's Triple car polish and Glisten spray wax, which provides excellent beading.

While it's always therapeutic and satisfying to clean the cars, it's also a bit of a double-edged sword. Because all three are driven regularly I always seem to notice something new. I've only washed the GTS twice since I picked it up at the end of August, but have just observed a slight discolouration on the barrel of the near-side rear wheel. This must be historic, because I only use car shampoo to clean my wheels rather than harsher alloy wheel cleaners, which can cause damage to your wheels – especially ones fitted with centre locks.

Despite applying PPF to the Spyder's bodywork, a couple of areas have

suffered impact damage while on UK tours this year, and I've picked up some chips on the alloys. I also seem to be fighting a losing battle with the black exhaust tips on the GT3 where the paint on the flange between the tips keeps flaking off. Understandable really, given the car is 15 years old. I'm constantly touching it in with black paint, but will soon need to decide whether to have the exhaust tips repainted or replaced with larger diameter, aftermarket tips from either JCR or Sharkwerks.

In other news, I recently became a 9WERKS Radio Patreon. It's something I've been meaning to do for ages, but kept slipping my mind. There are various price points for enthusiasts to become involved, all of which are very reasonable, and there's a 10 per cent discount if you pay for the year up front. The podcast is excellent and there's an active Patreon only WhatsApp group – another great Porsche community to be a part of. I'm looking forward to my first 9WERKS Meet & Drive this weekend, starting at Philip Raby Porsche.

I've also taken the plunge and joined TIPEC (The Independent Porsche Enthusiasts Club), which again is something I've been contemplating for a while now. I'm part of the Kent & South East London region in addition to my home region, Surrey & Sussex. The cost is also very reasonable at £40 annually or £60 for two years, and I'm attending my first breakfast Meet & Drive down to Hastings with TIPEC this weekend.

The last Porsche Club GB Sussex Region Breakfast Meet & Drive of the year proved to be an absolute belter, with breakfast at The Boat House at Littlehampton Marina followed by an organised drive in the GTS to Torque Moto Café near Horsham. A couple of weeks later over 3,500 Porsche enthusiasts attended the Porsche Club GB Christmas event at Bicester Heritage despite the bitterly cold weather and the predicted sleet and snow showers for the journey home, which only serves to reinforce my view that Porsche owners are just as hardy as the cars themselves. The GTS never missed a beat and the Pirelli P Zeros continue to exceed my expectations, even in extreme weather.

Looking ahead to the new year, I've booked Le Mans Classic with Classic Car Tours in addition to a brace of overseas road trips with European Driving Tours. The first is across the Dolomites and Europe's greatest passes and then, only five days later, an epic trip across the Pyrenees! After the past couple of years and everything that we've all been through, my wife and I have decided 2023 should be the year we pick up where we left off in 2019!

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Curb and Canyon

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

Winter is here and my 996 has been put away for the season. No more 911 driving for me until the snow and ice leaves the Midwest in late April. I did put snow tyres on my 991 and drove that car year round, but this year I'm taking it easy on this particular 911.

It's mainly due to the fact that it just got a new paint job, inside and out, so the thought of all the snow melt and salt on the roads eating through the clear coat ties my stomach in knots a little. It's also because I enjoy having the car up on the lift in my garage for a few months of uninterrupted mods and maintenance. Right now the wheels are about to come off and get a thorough clean. I'm going to give them the royal treatment: washing, decontamination, detailing and maybe a ceramic coating just for kicks. Everything needs a ceramic coat these days, right?

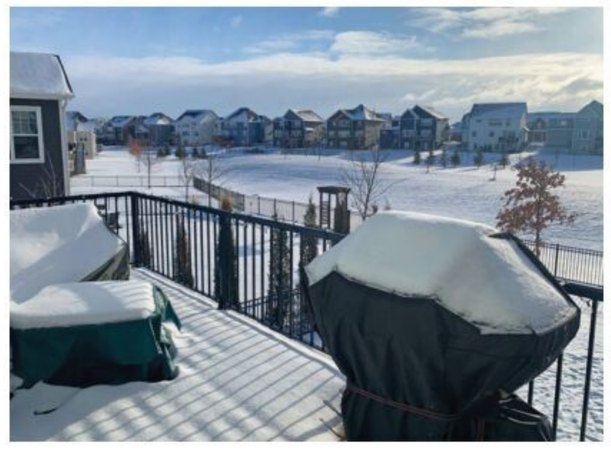
While the wheels are off I'm also planning to do a thorough inspection of the brake calipers, pads, rotors and brake lines. I'll do any maintenance necessary as well as give each wheel arch a good scrub. I also need to replace a couple of fender/wheel arch liners where the plastic is showing its age.

It's amazing how much dirt and salt gets blown backwards and forwards into the underside of the engine bay and the frunk from just daily driving. Even with perfectly functional liners the small rocks and dead leaves find their way inside and sit between the body panels and the chassis. Currently I'm missing one of my rear end liners and the muffler on that side of the car looks about 20 years older than the other, thanks to all the debris that gets blasted against it at the moment.

Another project for the winter season is going to be like an Indiana Jones adventure inside the cabin. I have an annoying squeak that's developed somewhere inside and around the dashboard, which comes and goes. I also have a small rattle somewhere behind the passenger side rear seat that drives me crazy. Short of completely dismantling all of the interior trim and panels, I'm expecting to spend quite a few hours inside the cabin with a flashlight and trim tool, lying in very awkward positions, trying to solve the mysteries of the annoying trim squeaks.

Lastly, I'm going to be completing my exhaust modifications. Last year the factory mufflers were replaced with the factory-modified Fister mufflers from FD Motorsports in California. The syrupy smooth sound of those modified mufflers is one of my favourite mods for any 911, ever.

This year I replaced the factory cats with a set of sports cats from Soul Performance Products, which saves me some weight and gives me an increase in power. Now it's time for the headers, for which I'm going with Soul Performance's competition variants. These will finish off the car's exhaust system nicely. I'm sure there'll be other things I'll try to tackle during the next few months, but these are the big ones. Wish me luck!



Lee Sibley
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9WERKS TV
9WERKS Radio

The miles keep racking up in Little Irish! As I write, the odometer reads 127,500. It was on 82,000 when I purchased the car four years ago, which means I've pedalled some 45,000 miles in the car to date. Here's hoping there's a similar amount still to go before an engine rebuild is necessary. I still adore driving the Carrera so much, although there are times when I do yearn for a different Porsche ownership experience. This will likely be 'in addition to' rather than 'a replacement for' my 996.1.

You'll remember last year I was gifted a 964 Cabriolet on a long-term loan from a friend. This was after I'd made noises on YouTube (via 9WERKS TV) and on our podcast, 9WERKS Radio, that I'd been warming to the idea of classic Cabriolet ownership.

I'm extremely grateful to Nigel for giving me the chance to experience full-fat 964 Cabriolet "ownership" over late summer and early autumn. It was great to throw both my heart and head into the idea of having an air-cooled 911 on the drive, providing what I suspected was a snapshot into the near future.

On paper, the open-topped classic would serve as the perfect complement to my fast-road Coupe: the Cabriolet being the ideal choice for wafting along under the summer sun, while the more serious driving was to be saved for my 996. Or so I thought.

The reality was, there were far more occasions when the 996 Coupe was simply the better choice for a drive, and so the 964 Cab spent a lot of time back at home. Be it an early Sunday morning blast, a cross-country run for work, or a night away, the 996 had it all covered. So while my stint with a friend's 964 was a pure joy, the experience led me away from the idea of spending out on a classic Cabriolet of my own.

I base a lot of my decisions in life not on cost, but value. Here, I couldn't see the value. It seems nonsensical to spend double the amount of a 996 purchase on a car I'd use less than half as much, be it a G-series, 964, or 993. You may well think otherwise, and that's fine – our 911 needs and lifestyles are all different – but for me, the idea just doesn't fly.

If there's a price correction in the classic Cabriolet market then I may return to the idea in future. For now though, the exercise has only made me extremely grateful for the robust, do-it-all 911 in my ownership, and thankful to my friend Nigel for enabling me to experience my epiphany before any financial outlay was incurred.

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9WERKS Radio

Model	991.1 CARRERA S
Year	2013
Acquired	SEPTEMBER 2020

It's a commonly held belief that cars benefit from being used regularly – all cars, not just 911s – and it's certainly a view I share. I also believe, especially with something so idiosyncratic as a 911, that regular use benefits the driver because the more you drive them the better you drive them, and the more the car gives you in return. I know I'm preaching to the converted here, but you do get into a 911 groove – a virtuous circle, where familiarity breeds confidence and the car responds to this.

That said, it occurred to me recently that while I use the 991 fairly regularly, I haven't done any bigger journeys – 100 miles plus - of late and decided I needed to remedy the situation. The opportunity arose with a weekend visit to family in Bristol – a trip unusually unencumbered by children or miniature dachshunds. A return leg taking in the Cotswolds and a festive Cars & Coffee meet at The Classic Motor Hub near Bibury was the icing on the cake.

Even the mundane becomes joyful in a 911. The A34 and M4 sections of the journey became fun opportunities to exploit the razor-sharp response of the engine and enjoy the burbles on the overrun. The further we got into the journey the better the rhythm I found myself in with the car.

Once in Bristol the slim hips, great visibility, smooth PDK gearbox and punchy motor made for easy navigation through the city centre and up to Clifton Village, where it slipped easily and discretely into a parking space among the magnificent townhouses. The standout Porsche in Clifton that evening was a black on black 992 Turbo S Cabriolet – a model I'm becoming increasingly obsessed with. I'd say that journey was a win for PDK, too.

The following day dawned wet and chilly for our Cotswold adventure. Such is the clarity of the information which comes from the car to your hands, feet and backside that I've always found a 911 to be a great companion in such conditions. I had thought to myself that Mandy ought to take a stint behind the wheel on this outing, but I was having too much fun and took the wheel as we made our way towards Bibury.

The Classic Motor Hub is a wonderful place, steeped in history and character, and we were joined in the car park by an eclectic mix of classics plus a smattering of 911s including a lovely black – decal free – 1973 2.7RS and a couple of 992 GT3 Tourings. Inside it was very much off-brand, but exotic and really special – think pre-war Alfa Romeo, 1960's Ferrari V12 and a Mercedes 300SL Gullwing.

The only frustration of the whole trip was an irritating fault with the frunk lid. It wouldn't open from the button on the key fob, and would only release from the lever inside the cabin with the engine running. I was preparing to call Chris at Wrightune to discuss the situation, but had a quick go with the WD-40 and seem to have resolved it.

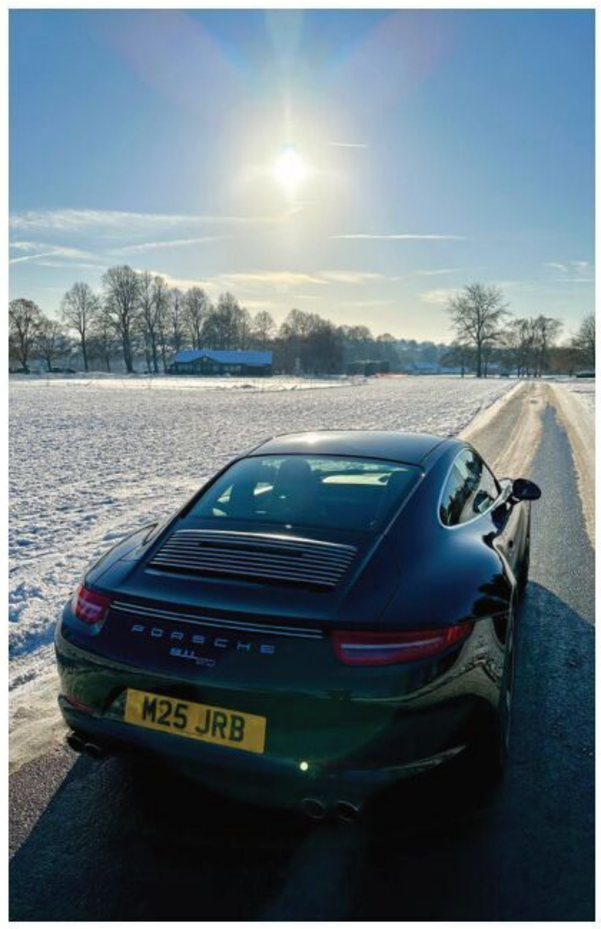
James Bullen
Herts, UK
@greenandtheblue

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**

As is often said, the 911's versatility means there's a flavour for everyone, and whether it's your first or your 21st car, finding something to suit you is a big part of the fun. When you've been around the brand long enough, you also realise just how passionate owners are about their own particular model preference. And there's one category of owner in particular that's hard to surpass for its fierce loyalty and vocal support of their preferred neunelfer. I'm talking about 996 enthusiasts.

I confess that for many years I eschewed Porsche's first water-cooled 911 not because, like many, I disliked the styling, but due mainly to the fact that by the time I had moved on from Boxsters to 911s, it was already an older model and, I felt, outdated. Looking back, I suppose I viewed the 996 as too young to be classic and too old to be cool, caught somewhere in no-man's-land and depreciating to the point that at one stage it looked destined for 924 price territory.

Reviving the 1999 Carrera Cabriolet that's been in my joint custody since last summer has helped me appreciate just how good the platform was and how engaging a drive it remains today, with its finely balanced combination of performance, technology and proportions. At the 991's introduction a decade ago, the gulf between the-then latest generation 911 and the 996 seemed vast. It cast the older car further into the abyss for many people, because it looked so far removed from the modern-day Porsche and yet nothing like what most considered to be a classic 911. Ironically, I believe it's taken the most technologically advanced 911 yet – the 992 – to help rewrite the 996's place in history. The car suddenly looks like more of a 911 than it's ever done, in comparison to the leviathan that is the eighth-generation model.



Although billed by Porsche at its launch as highly advanced, it is in fact the 996's simplicity that now appeals to me most, especially when jumping between it and more modern 911s. I especially believe the first-generation 996 deserves a revision statement when it comes to styling, since it now looks elegant and its silhouette is very much 'classic 911' compared to some of its progeny. The once-lambasted headlights look better than ever and the famously 'cheap' cabin materials aren't quite as bad in hindsight.

Having now got our Zenith Blue car up to a great usable level and considerably enhanced its aesthetics along the way, myself and co-owner Rich can't wait to start adding some hood-down miles once spring arrives. 911

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EVERYTHING YOU NEED FOR YOUR 911

Data file

Full specs, ratings and market values of every Porsche 911 model from 1963 to 2023, including all Rennsport models, 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 Q4 will be April. The review for 2023 Q1 was January.

Ratings

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

(0 series) ★★★½☆

911 2.0-litre 1964-1967

The 911 that started it all when the prototype appeared in 1963, this car set the style for all 911s to follow. Developed to replace the 356, a four-pot 912 was also made.

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

(A series) ★★★★★

911R 1968

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

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

(C & D series) ★★★★½

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	

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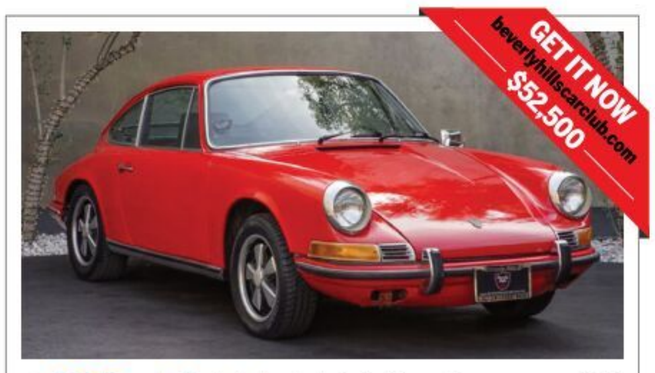

(C & D series) ★★½☆☆

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	

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(F series) ★★½☆☆

911T 1973

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

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

(G series) ★★★★★

Carrera 3.0 RS 1974

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

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

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★★★½☆

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**	

★★★½☆

930 3.0 1975-1977

Fitted with a KKK turbo, this was the world's first production Porsche to be turbocharged. Flared arches, whaletail rear wing and four-speed gearbox were standard.

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

(A series) ★★★★★

911S 1968

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

Production numbers	4,015
Issue featured	148
Engine capacity	1,991cc
Compression ratio	9.8:1
Maximum power	160hp @ 6,600rpm
Maximum torque	179Nm @ 5,200rpm
0-62mph	8.0 sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,030kg
Wheels & tyres	
F 4.5x15-inch; 165/80/R15	
R 4.5x15-inch; 165/80/R15	

(A series) ★★½☆☆

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) ★★★★½

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) ★★★½☆

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) ★★½☆☆

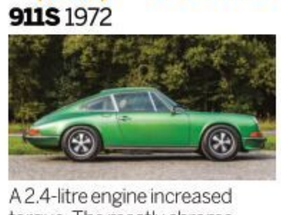
911T 1972

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

Production numbers	16,933
Issue featured	107
Engine capacity	2,341cc
Compression ratio	7.5:1
Maximum power	130hp @ 5,600rpm
Maximum torque	197Nm @ 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) ★★★★½

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) ★★★☆☆

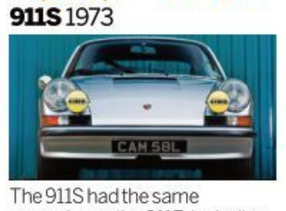
911E 1973

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 ATS; 185HR	
R 6x15-inch ATS; 185HR	

(F series) ★★★★½

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) ★★½☆☆

911 1974-1977

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

Production numbers	9,320
Issue featured	121
Engine capacity	2,687cc
Compression ratio	8.0:1
Maximum power	150hp @ 5,700rpm (165bhp from '76)
Maximum torque	235Nm @ 3,800rpm (4,000 from '76)
0-62mph	8.5 sec
Top speed	130mph
Length	4,291mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres F&R 6x15-inch; 185VR	

(G, H, I, J series) ★★½☆☆

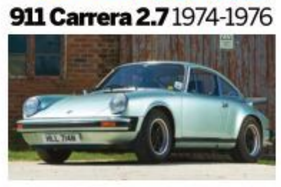
911S 1974-1977

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

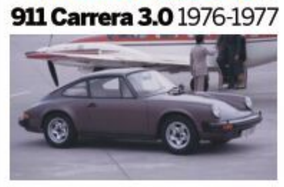


From 1974, Carrera name was given to range-topping 911. Essentially the same engine as previous year's RS for all markets except USA. Whaletail available from 1975.

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

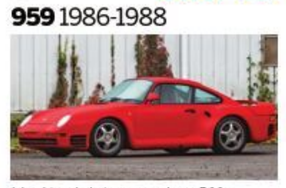


Not sold in the US, the Carrera 3.0 was basically the same model as the previous Carrera, only fitted with a new 2,994cc engine, essentially from the 911 Turbo.

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/VR15	
R 7x15-inch; 215/60/VR15	

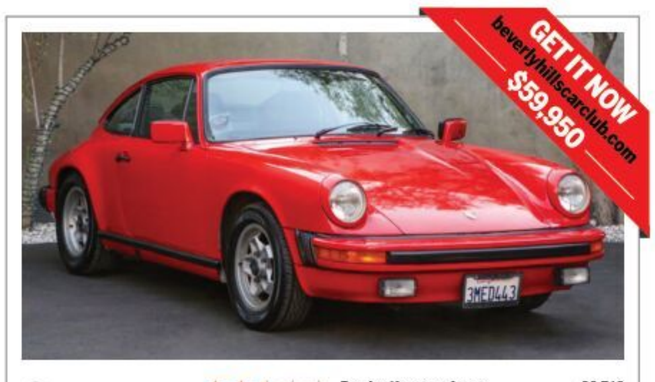
★★★★★

959 1986-1988



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

Production numbers	337
Issue featured	142
Engine capacity	2,850cc
Compression ratio	8.3:1
Max power	450hp @ 6,500rpm
Max torque	500Nm @ 5,000rpm
0-60mph	3.9 sec
Top speed	196mph
Length	4,260mm
Width	1,840mm
Weight	1,450kg
Wheels & tyres	
F 8x17-inch; 235/45/ZR17	
R 9x17-inch; 255/40/ZR17	



★★½☆☆

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
0-62mph	6.5 sec
Top speed	141/146mph
Length	4,291mm
Width	1,652mm
Weight	1,160kg (1978)
Wheels & tyres F 6x15-inch; 185/70/VR15	
R 7x15-inch; 215/60/VR15	

★★★★★

SC RS 1984

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

Production numbers	21
Issue featured	158
Engine capacity	2,994cc
Compression ratio	10.3:1
Maximum power	255hp @ 7,000rpm
Maximum torque	250Nm @ 6,500rpm
0-62mph	4.9 sec
Top speed	153mph
Length	4,235mm
Width	1,775mm
Weight	940kg
Wheels & tyres	
F 7x16-inch; 205/55/VR16	
R 8x16-inch; 225/50/VR16	

★★★½☆

930 3.3 1978-1983

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

Production numbers	5,807 (plus '78 to '79 Cali cars)
Issue featured	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 & J series) ★★½☆☆

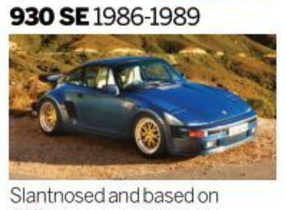
911 Carrera 3.2 1984-1989

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

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

★★★★½

930 SE 1986-1989



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

Production numbers	50 (UK only)
Issue featured	146
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6 sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,335kg
Wheels & tyres	
F 7x16-inch; 205/55/VR16	
R 9x16-inch; 245/45/VR16	

Speedster 1989

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

Production numbers	2,274 (for both wide and narrow-bodied)
Issue featured	128
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	235hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-60mph	6.0 sec
Top speed	148mph
Length	4,291mm
Width	1,775mm
Weight	1,220kg
Wheels & tyres	
F 6x16-inch; 205/45/VR16	
R 8x16-inch; 245/60/VR16	

3.2 Clubsport 1987-89

Removing 'luxuries' sliced off around 40kg of weight. Revised engine management gave a higher rev limit of 6,840rpm. Suspension uprated 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
0-60mph	5.1 sec
Top speed	152mph
Length	4,291mm
Width	1,650mm
Weight	1,160kg
Wheels & tyres	
F 6x16-inch, 205/55/VR16	
R 7x16-inch, 225/55/VR16	

930 LE 1989

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

Production numbers	50
Issue featured	110
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6 sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,335kg
Wheels & tyres	
F 7x16-inch; 205/55/VR16	
R 9x16-inch; 245/45/VR16	

964 Carrera 2 1990-1993

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

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

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	

964 3.8 RS 1993

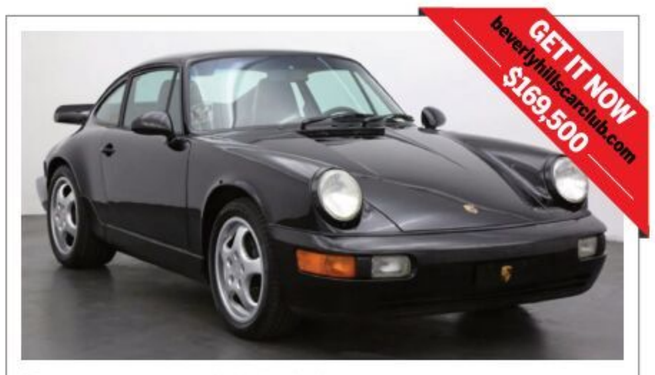
Identifiable by lightweight Turbo bodyshell, large rear wing and 18-inch Speedline wheels. Power came from a new 3.8-litre unit with hot-film air sensor and twin exhaust.

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 9x18-inch; 235/40/ZR18	
R 11x18-inch; 285/35/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	162mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F 7x17-inch; 205/50/17	
R 9x17-inch; 255/40/17	



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	

964 C2 Speedster 93-94

Combined the 964 bodyshell 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	355Nm @ 5,400rpm
0-62mph	5.0 sec
Top speed	172mph
Length	4,245mm
Width	1,735mm
Weight	1,279kg
Wheels & tyres	
F 8x18-inch, 225/40ZR18	
R 10x18-inch, 265/35ZR18	

993 Carrera 4S 1995-1996

The 4S was effectively a Carrera 4 with a Turbo wide bodyshell, 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	

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 8x18-inch; 225/40/ZR18	
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 @ 2,700-4,600rpm
0-62mph	4.2 sec
Top speed	189mph
Length	4,435mm
Width	1,830mm
Weight	1,540kg
Wheels & tyres **F** 8x18-inch; 225/40/R18	
R 11x18-inch; 295/30/R18	

996 Carrera 4S 2001-05

Basically a C4 featuring a Turbo bodyshell, without rear air intakes, but with a full-width rear reflector panel. Suspension and brakes were similar to the Turbo spec.

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

996 GT2 2001-03

A lightweight, Turbo-bodied 996 with uprated turbocharged engine and suspension. PCCB was standard. Revised ECU later gave an extra 21bhp.

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

996.2 C2 2002-2004

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

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

964 C4 Lightweight 1991

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

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

964 Turbo 1991-1992

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

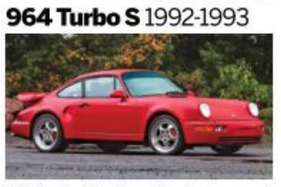
Production numbers	3,660
Issue featured	160
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	320hp @ 5,750rpm
Maximum torque	450Nm @ 4,500rpm
0-62mph	5.4 sec
Top speed	168mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F 7x17-inch; 205/50/ZR17	
R 9x17-inch; 255/40/ZR17	

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



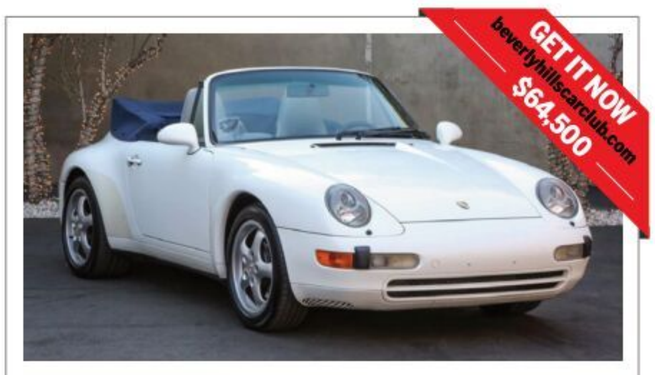
180kg lighter than Turbo. Intakes in the rear arches funnelled air to the brakes, while the engine power was boosted by 61bhp. RS-spec uprated suspension.

Production numbers	81
Issue featured	108
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	381hp @ 6,000rpm
Maximum torque	490Nm @ 4,800rpm
0-62mph	4.6 sec
Top speed	180mph
Length	4,250mm
Width	1,775mm
Weight	1,290kg
Wheels & tyres	
F 8x18-inch; 225/40/ZR18	
R 10x18-inch; 265/35/ZR18	

964 Turbo 3.6 1993-1994

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

Production numbers	1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	7.5:1
Maximum power	360hp @ 5,500rpm
Maximum torque	520Nm @ 4,200rpm
0-62mph	4.8 sec
Top speed	174mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F 8x18-inch; 225/40/ZR18	
R 10x18-inch; 265/35/ZR18	



993 Carrera 1993-1997

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

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

993 Carrera 4 1994-1997

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

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

993 GT2 1995-1996

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

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

993 Turbo S 1998

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

Production numbers	346
Issue featured	115
Engine capacity	3,600cc
Compression ratio	8.0:1
Maximum power	450hp @ 5,750rpm
Maximum torque	585Nm @ 4,500rpm
0-62mph	4.1 sec
Top speed	186mph
Length	4,245mm
Width	1,795mm
Weight	1,583kg
Wheels & tyres	
F 8x18-inch; 225/40/18	
R 10x18-inch; 285/30/18	

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

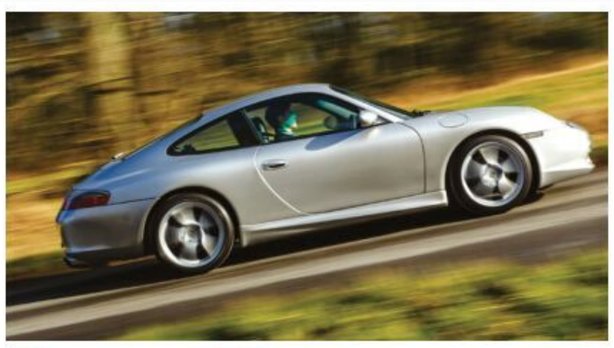
Four-wheel drive transmission fed five per cent of power in normal driving, increasing to 40 per cent when required. PSM used for first time, rolled out across the range in 2001.

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	4.8 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	

996 Anniversary 03-04

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

Is there a market for Category C and D Porsche 911s?

Adverts that mention Cat C or Cat D are referring to Category Markers, issued after a vehicle has an insurance claim. When a car is damaged, the insurer decides if it's worth repairing or not. If it isn't repaired, the owner is paid out, the car is written off and the insurer applies a Category marker to it. Previously, they were Cat C and Cat D, but these were replaced in 2017 with S and N.

The markers start at Cat A: severe damage that makes the vehicle beyond repair, but neither can parts can be salvaged. Cat B (Break) is severe damage where the car can't be repaired, but parts may be salvaged. Then there's Cat C (now S) where damage may be repaired, but is deemed uneconomic by the insurer. Cat D (now N) refers to vehicles that are structurally undamaged, but may require safety-critical parts to be repaired.

What's the market for a 911 with either of the latter two markers? "A Category marker is triggered by a repair cost being around 50 per cent of the value of the car," explains Philip Raby, of Philip Raby Specialist Cars. "So a £100,000 911 could have an accident at two months old, be repaired, then resold without you ever knowing. The same accident five years later – when the same 911 may be worth £30,000 – might mean the car is written off as a Cat S or N." He also points out that insurers often write off water-damaged 996 Cabriolets purely for cost, so not all markers are accident-related.

A Category marker typically means a 20-25 per cent saving on any 911, thinks Philip, who also believes they needn't be something to shy away from. "I'm a big fan of Cat cars," he says. Indeed, Philip has a Cat C 997 GT3 RS in stock, pointing out for a track car you could make a saving and use it, which for some is the point. "I'm happy to stock them – and they do sell – but you need to do your checks, particularly on things like panel fit," he advises.

For the pure collector market, where the very best cars are cherished, it's a different story, says Jonathan Aucott of Avantgarde Classics. "With collector cars, provenance is second only to condition," Jonathan says. "A category marker is too big a hit on provenance for us to buy for stock." That's typical for that end of the market, where it's all about the best examples of cars that are cosseted.

There is demand for Cat S- and N-marked 911s, then. Yet it falls away the further up the market you go.

996 Turbo S 2004-2005

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

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

997.1 Carrera 2004-2008

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

Production numbers	25,788
Issue featured	112
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	325hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0 sec
Top speed	177mph
Length	4,427mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	
F 8x18-inch; 235/40/R18	
R10x18-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.

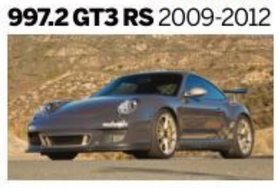
Production numbers	1,106
Issue featured	156
Engine capacity	3,600cc
Compression ratio	12.0:1
Maximum power	415hp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.2 sec
Top speed	194mph
Length	4,460mm
Width	1,808mm
Weight	1,375kg
Wheels & tyres	
F 8.5x19-inch; 235/35/R19	
R 12x19-inch; 305/30/R19	

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/ZR19	
R 12x19-inch; 325/30/ZR19	

997.2 GT3 RS 2009-2012



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

Production numbers	1,500
Issue featured	125
Engine capacity	3,800cc
Compression ratio	12.2:1
Maximum power	450hp @ 7,900rpm
Maximum torque	430Nm @ 6,750rpm
0-62mph	4.0 sec
Top speed	192mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	
F 9x19-inch; 245/35/ZR19	
R 12x19-inch; 325/30/ZR19	

997 Speedster 2010

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

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

997 Sport Classic 2010

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

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

997 Turbo S 2011-2013

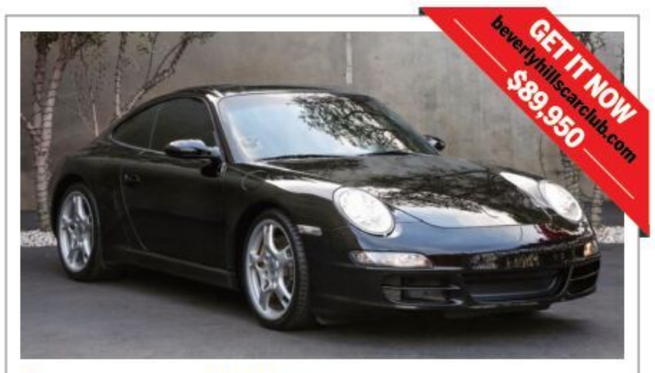
A standard 997 Turbo but with more power and higher level of standard equipment including PCCB, centre-lock wheels, crested sports seats and Sport Chrono Plus.

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

991.1 Carrera 2011-2015

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

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



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/ZR19	
R 11x19-inch; 295/30/R19	

997.1 GT3 2006-2007

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

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

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 8x18-inch; 235/40/ZR18	
R 10.5x18-inch; 265/40/ZR18	

997.2 Carrera S 2008-12

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

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

997.2 C4S 2008-2012

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

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

997.2 GT3 2009-2012

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

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

997.2 Turbo 2009-2013

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

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

997 GT3 RS 4.0 2010

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

Production numbers	600
Issue featured	125
Engine capacity	3,996cc
Compression ratio	12.6:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 5,750rpm
0-62mph	3.9 sec
Top speed	193mph
Length	4,460mm
Width	1,852mm
Weight	1,360kg
Wheels & tyres	
F 9x19-inch; 245/35/ZR19	
R 12x19-inch; 325/30/ZR19	

997 918 Edition 2010

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

Production numbers	121
Issue featured	74
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	530hp @ 6,250-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.3 sec
Top speed	195mph
Length	4,435mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres F 8.5x19-inch; 235/35/ZR19 **R** 11x19-inch; 305/30/ZR19	

997 GT2 RS 2010-2011

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

Production numbers	500
Issue featured	155
Engine capacity	3,600cc
Compression ratio	9.0:1
Maximum power	620hp @ 6,500rpm
Maximum torque	700Nm @ 2,500-5,500rpm
0-62mph	3.5 sec
Top speed	205mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	
F 9x19-inch; 245/35/ZR19	
R 12x19-inch; 325/30/ZR19	

997 C2 GTS 2010-2012

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

Production numbers	Unknown
Issue featured	157
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-60mph	4.6 sec
Top speed	190mph
Length	4,435mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	
F 8.5x19-inch; 235/35/19	
R 11x19-inch; 305/30/19	

997 C4 GTS 2011-2012

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

Production numbers	Unknown
Issue featured	125
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408hp @ 7,300rpm
Maximum torque	420Nm @ 4,200-5,600rpm
0-62mph	4.6 sec
Top speed	188mph
Length	4,435mm
Width	1,852mm
Weight	1,480kg
Wheels & tyres	
F 8.5x19-inch; 235/35/ZR19	
R 11x19-inch; 305/30/ZR19	

991.1 Carrera S 2011-2015

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

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

991.1 Carrera 2012-2015

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

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

991.1 Carrera 4S 2012-2015

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

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

991.1 GT3 2013-2015

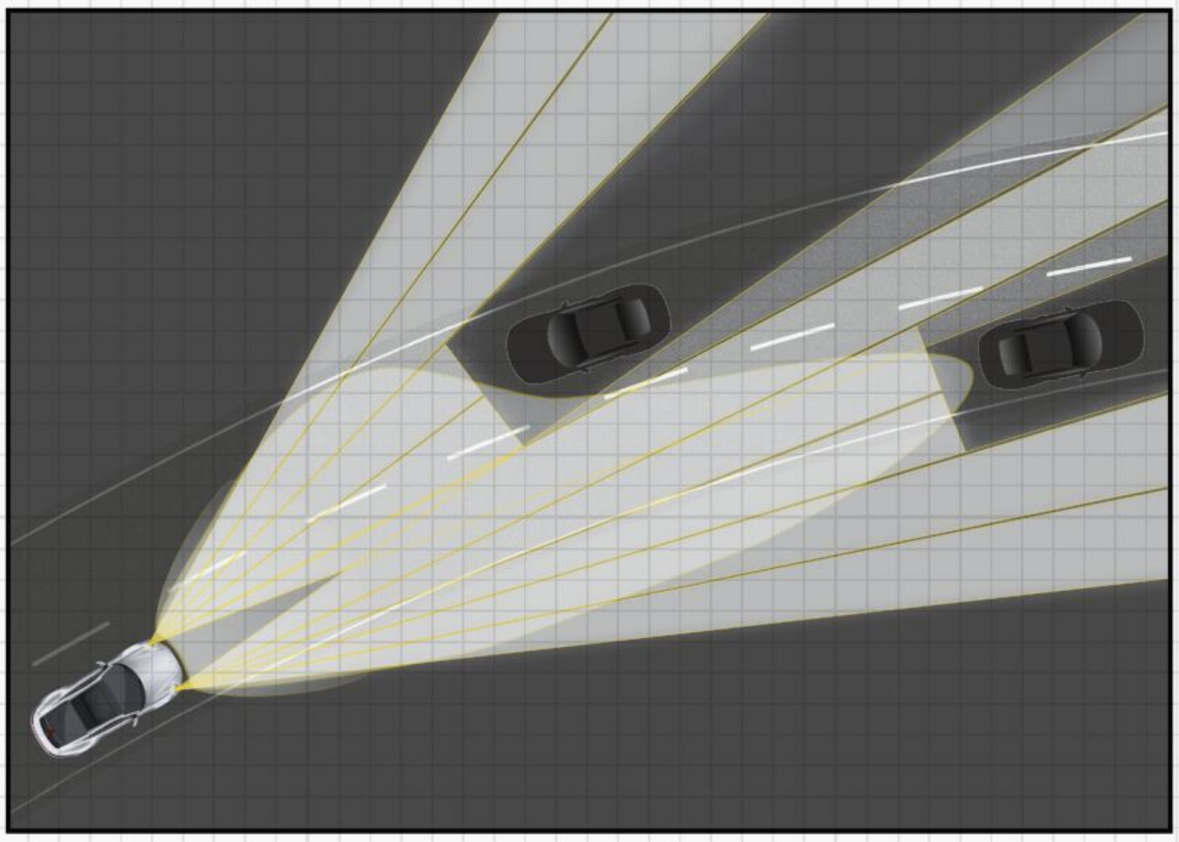
Wide body from 991 Carrera 4 was used for the first time. Mezger engine from previous GT3s replaced with revamped DFI version of Carrera S engine. PDK only.

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

Technology explained

067 PDLS+

Total 911 explains how Porsche Dynamic Lighting System Plus works on modern Neunelfers



While the dynamic performance of the 911 moved on at pace over the decades, one element that didn't evolve to the same degree was the car's lighting. Thankfully, the yellowing, dim halogen bulbs are a thing of the past. Today we have Porsche Dynamic Lighting System Plus (PDLS+).

PDLS+ is an add-on to the lower-spec PDLS. That system works by constantly adjusting the range of the dipped beam of light depending on the car's speed. Drive down a country road at night, and if no oncoming lights or traffic are detected then main beam is illuminated automatically. When an oncoming car appears, main beam is automatically turned off and the car returns to dipped beam. Above 80mph, the dipped beam is raised to increase the field of visibility.

On top of that, the dynamic cornering light function links the headlight beam angle to both the steering input and speed. Drive down a weaving road and the dynamic corning light turns the headlight lens within the headlight unit. This ensures the light beam points to the inside of a bend as the driver steers into it, accounting for speed, too.

At 25mph or below, or when using a turn signal, cornering lights illuminate. These assist the driver with slower manoeuvres involving tighter turns, such as at a junction or roundabout. Turn right at a junction, and the right-hand-side cornering light illuminates to broaden the light spread on that side as you begin the manoeuvre.

That's the PDLS system. PDLS+ does all the above and then goes a little further, with high beam assist. Above 40mph, the dynamic main beam illuminates, but a forward-facing camera is able to detect both traffic ahead or oncoming vehicles. It then adjusts the light cone's range and brightness to suit, switching between high and dipped beam. With no traffic, the high beam projects as far as it can. As traffic appears and closes in – either oncoming traffic or when following another car – the beam is lowered, eventually leaving just the dipped beam active.

All this happens automatically with PDLS+. The car automatically strives to maximise the light cone to give the driver the greatest amount of visibility at night, whether on high-speed motorways or sinuous diving roads.

991.1 Turbo 2013-2014

New Turbo marks introduction of rear axle steering, plus PDK-only transmission to forced-induction 991 models.

Production numbers	Unknown
Issue featured	109
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	520hp @ 6,000rpm
Maximum torque	660Nm @ 1,950rpm
0-62mph	3.4 sec
Top speed	195mph
Length	4,506mm
Width	1,880mm
Weight	1,595kg
Wheels & tyres	
F 8.5x20-inch; 245/35/ZR20	
R 11x20-inch; 305/30/ZR20	

991.1 Turbo S 2013-2015

Same dimensions as the 991 Turbo, but with a tweaked map to provide extra 40bhp. Turbo options standard, including centre-lock wheels and PCCB.

Production numbers	Unknown
Issue featured	115
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	560hp @ 6,500-6,750rpm
Maximum torque	700Nm @ 2,100-4,250
0-62mph	3.1 sec
Top speed	197mph
Length	4,506mm
Width	1,880mm
Weight	1,605kg
Wheels & tyres	
F 9x20-inch; 245/35/ZR20	
R 11x20-inch, 305/30/ZR20	

991.2 Carrera S 2015-2018

Shares Carrera's 3.0-litre turbocharged 9A2 engine, and features revised turbos, exhaust and engine management to produce an additional 50hp.

Production numbers	Unknown
Issue featured	132
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 2016-08

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.

Production numbers	Unknown
Issue featured	133
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 2017-2019

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.

Production numbers	Unknown
Issue featured	150
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 2017-2019

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.

Production numbers	Unknown
Issue featured	151
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 2018-19

Latest GT3 RS gets GT3 facelift but with NACA ducts and suspension from GT2 RS. 20hp increase over Gen1, with chassis and aerodynamic revisions.

Production numbers	100 UK cars (est)
Issue featured	164
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 2019

Limited-edition special from Flacht to mark 70 years of Porsche. Engine taken directly from 991.2 GT3 with its six-speed manual compulsory.

Production numbers	1,948
Issue featured	172
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 2019-

All-new eighth generation of 911 carries over 9A2 engine from 991.2, though all cars are now wide bodied with subtle visual tweaks.

Production numbers	In production
Issue featured	174
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque	530Nm @ 2-5,000rpm
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	
R11.5x21-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	4,545mm
Width	1,880mm
Weight	1,420kg
Wheels & tyres	
F 9.5x20-inch; 265/35/ZR20	
R 12.5x21-inch; 325/30/ZR21	

991.2 Carrera 2015-2018

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

Production numbers	Unknown
Issue featured	137
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.2 sec
Top speed	183mph
Length	4,499mm
Width	1,808mm
Weight	1,430kg
Wheels & tyres	
F 8.5x19-inch; 235/40/ZR19	
R 11.5x19-inch; 295/35/ZR19	

991.2 Carrera 4S 2016-18

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

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

991.2 Turbo 2016-2018

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

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

991.2 Turbo S 2016-2018

As per 991.2 Turbo, but with power boosted to 580hp thanks to new turbochargers with larger compressors. 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

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	4,549
Width	1,880mm
Weight	1,470kg
Wheels & tyres	
F 9.5x20-inch; 265/35/ZR20	
R 12.5x21-inch; 325/30/ZR21	

991 Turbo S Exclusive Edition

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

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

991 Carrera T 2018

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

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

992 Carrera 4S 2019-

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

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

992 Carrera 2020-

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

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

992 Carrera 4 2020-

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

Production numbers	In production
Issue featured	N/A
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	385hp @ 6,500rpm
Maximum torque	450Nm @ 1,950-5,000rpm
0-62mph	4.0secs
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 @ 2-5,000rpm
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 C2 GTS 2021-

More of a Turbo-lite option than a bridge between C2S and GT3. Has Powerkit, centre-lock wheels and GTS-specific interior. Manual option features stubbier shifter.

Production numbers	Unknown
Issue featured	213
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	480hp @ 6,500rpm
Maximum torque	570Nm @ 2-5,000rpm
0-62mph	3.4secs (PDK)
Top speed	193mph
Length	4,533mm
Width	1,852mm
Weight	1,510kg
Wheels & tyres	
F 8.5x20-inch; 245/35/ZR20	
R 11.5x20-inch; 305/30/ZR21	

992 C4 GTS 2021-

As with 992 C2 GTS, albeit with AWD system and therefore a 50kg weight penalty. Rear decklid features grey slats instead of black.

Production numbers	Unknown
Issue featured	n/a
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	480hp @ 6,500rpm
Maximum torque	570Nm @ 2-5,000rpm
0-62mph	3.3secs (PDK)
Top speed	192mph
Length	4,533mm
Width	1,852mm
Weight	1,560kg
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	

992 Carrera T 2022-

More focused and lighter version of the base Carrera, with manual gearbox, PASM Sports suspension, sports exhaust, PTV and Chrono package.

Production numbers	Unknown
Issue featured	n/a
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	385hp @ 6,500rpm
Maximum torque	450Nm @ 5000rpm
0-62mph	4.5sec (manual)
Top speed	182mph
Length	4,519mm
Width	1,852mm
Weight	1,470kg (manual)
Wheels & tyres	
F 8.5x20-inch; 245/35/ZR20	
R 11.5x21-inch; 305/30/ZR21	

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DISCOVERING A CHUNK OF 911 HISTORY

A massive slice of Porsche 911 history came under the hammer in Paris last month with the sale of a 50 year old Carrera RS 2.7s.

One of just 1,308 models built to "M472" Touring specification and inspired by Porsche's dream to enter the FIA's newly launched racing series for production cars, the Carrera RS filled the void left after the retirement of the Le Mans-winning Type 917 prototype racer of late 1960s and early 1970s.

Using the 911 S Coupé as a starting point, Porsche's competition department developed two homologated versions of the Carrera RS. The Sport model, also known as the "Lightweight" (option M471), was intended for competition use and would be largely stripped of its interior.

other insurance companies seem to fear the power and exclusivity of the 911

The Touring version (M472) benefited from many of the Lightweight's features but was ultimately conceived for road use.

Of the 1,580 Carrera RSs to leave the company's Stuttgart production line, 1,308 were built to the "M472" Touring specification.

The Porsche that went up for auction in Paris in February was delivered to Germany in June 1973. It left the factory in Grand Prix White (with Red Lettering) over a Black Leatherette interior, the same colour configuration it wears today.

Thought to have been raced by its first owner in both Germany and the United Kingdom, it is believed the Porsche underwent restoration work in the UK in the mid-1990s.

By the end of the decade, the Carrera RS was sold to Japan, and then the United States in 2003, during its time in the US coming into the ownership of noted car collector, Ted Gildred, prior to being sold alongside other cars from his collection after he passed away in 2019.

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The sale price for the Carrera RS was unknown at the time of going to press, but no doubt we are talking telephone numbers. Despite that, you wouldn't have to break the bank to insure such a car with Adrian Flux.

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COMMISSION YOUR PORSCHE 911 AS FINE ART

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

A serial owner of our favourite sports car, his collection has included the 996, both generations of 997 model, and he now enjoys a 991 Carrera S. A proper car guy, then, which is why he's decided to focus his talents on the Zuffenhausen marque, offering owners and enthusiasts the opportunity to have their pride and joy recreated as fine art. He admits this is a new challenge and one he relishes, already having set to work creating around a dozen paintings of various Porsches. While such artwork isn't entirely new, what's different here and core to Rob's ethos is capturing even the smallest of details that make each car unique. And having seen it for ourselves we are talking about beautiful pieces of art here, the sort of work that would complement 911 ownership in a way that other pictures just can't. Painted either in oils or acrylic depending on the timescales involved, each work can take anything from 150 to 300 hours to complete and the work is also unusual compared to other automotive artists in that he is happy to depict not just the car but to include the owner as well. It's where the talent for portrait work really pays off.

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

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

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

"I've been obsessed with cars since
I was young, and that developed into
a love for Porsches, and the
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911 GT2RS (997)

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£299,995

911 Turbo (993)

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

£154,995

911 GT3 (991.2)

Crayon • Black Leather 918 Bucket Seats Manual Gearbox • Clubsport Package Porsche Ceramic Composite Brakes Previously Sold & Serviced by Paragon 13,826 miles • 2018 (18)

£151,995

911 GT2 (996)

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

£134,995

911 Carrera 4 GTS Targa (991.2)

Jet Black Metallic • Black Half-Leather Sports Seats • PDK Gearbox • 20" GTS Centre Lock Wheels • Switchable Sports Exhaust • Sport Chrono 9,122 miles • 2018 (18)

£109,995

911 Carrera 2 S (992)

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

£95,995

911 Carrera 2 GTS (991)

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

£92,995

911 Carrera 2 GTS (991)

Agate Grey • Black Half-Leather Sports Seats • PDK Gearbox • 20" GTS Centre Lock Wheels • Touchscreen Satellite Navigation • Switchable Sports Exhaust Sport Chrono • 10,792 miles • 2015 (65)

£87,995

911 Carrera 2 GTS (997)

Aqua Blue • Black Half-Leather Sports Seats • Manual Gearbox • 19" GTS Centre Lock Wheels • Switchable Sports Exhaust • Sport Chrono 13,956 miles • 2011 (61)

£84,995

911 Carrera 2 (997.2)

Carrara White • Black Leather Heated Sports Seats • Manual Gearbox • 19" Carrera S Wheels • Touchscreen Satellite Navigation • Previously Sold & Serviced by Paragon • 20,294 miles • 2010 (59)

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Boxster 718

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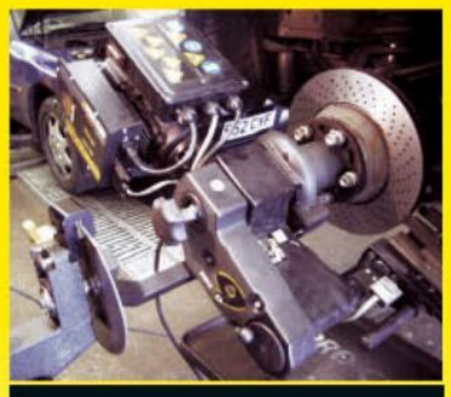

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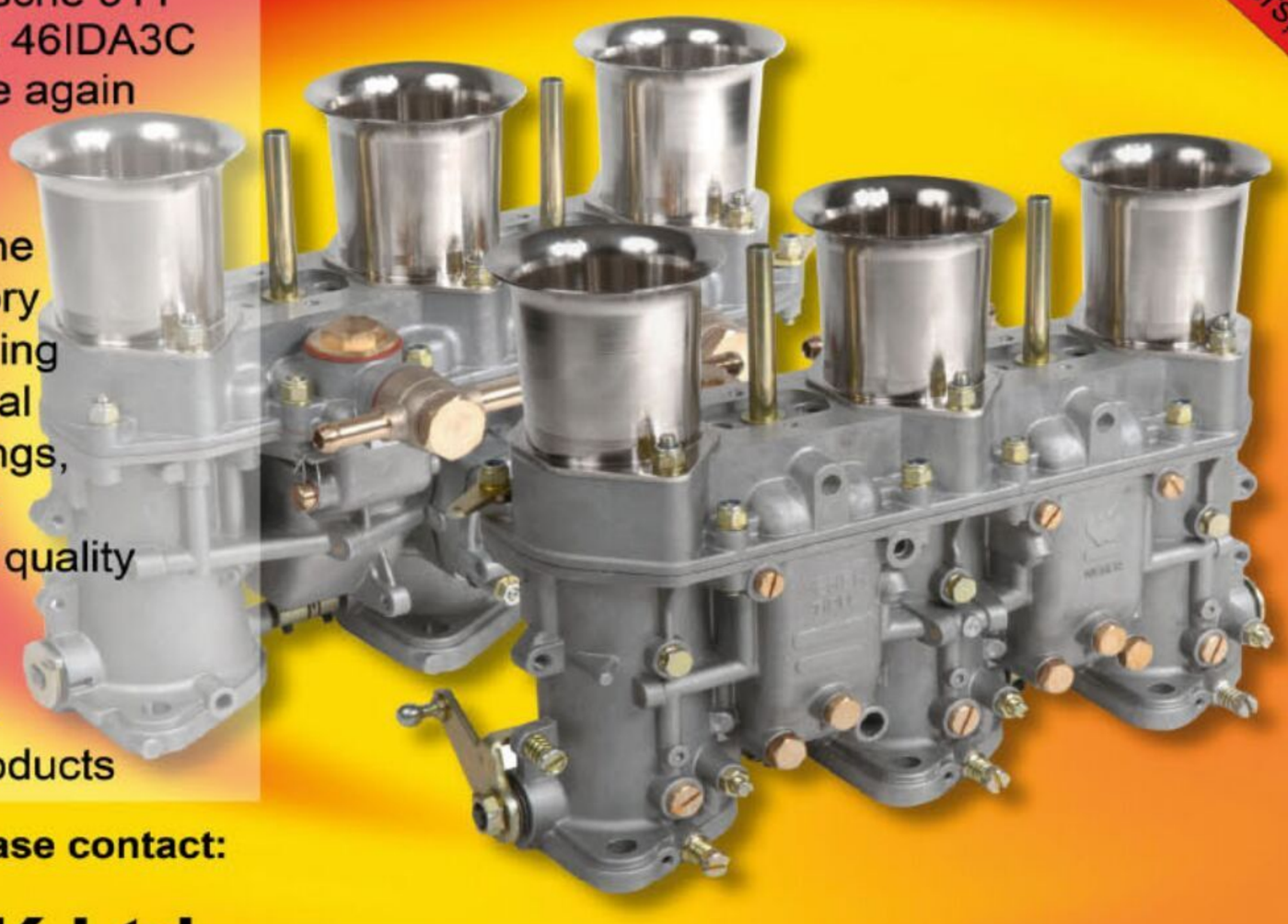

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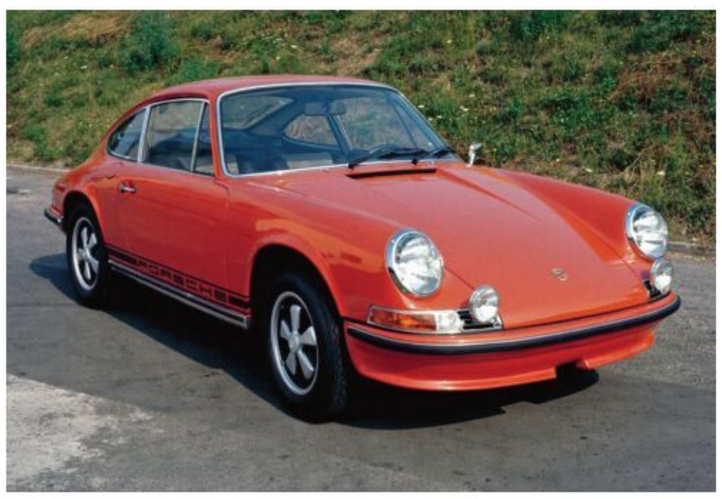

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Porsche Moment

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

A 22-year old mechanic and aircraft technician, in 1951 Rolf Wütherich possessed the kinds of skills Ferry Porsche was seeking for his nascent business. Within weeks he was part of a small group developing a new transaxle for Porsche's own gearbox, a component urgently needed because the stock VW item was failing under the increasing torque of Porsche's flat fours.

As the first full-time employee of the racing department, Rolf's enthusiasm stood out and in April 1955 he was despatched to the US to assist Herbert Linge. There, like Herbert, he was soon involved in not just servicing and demonstrating cars, but in teaching drivers how to get the most from Porsche's synchromesh gearbox. He was in the Spyder with James Dean when the actor was killed in a road accident. Rolf was badly injured and spent several weeks in hospital.

After four years in America, Rolf returned to Zuffenhausen in 1959. There, he met Peter Falk who had just joined Porsche from Mercedes. Despite their different backgrounds (Peter was a Daimler-Benz engineering graduate), bound by their love of racing the two became friends, working together in their spare time on competition cars owned by friends.

Rolf had amazing 'feel' for a car. It was said he could identify a mechanical fault simply by listening and it was as a race mechanic when he was happiest, working all night to rebuild a gearbox for his friend Günther Klass. Rolf was much involved with the 904's competition career, riding as mechanic in the 1964 Tour de France where he and Günther came fourth, and in the 1965 Monte Carlo Rally where he finished second with Eugen Böhringer. The above photo shows Rolf and Günther (at the wheel) in the latter's 911S in the 1966 Monte Carlo Rally, where they came 1st in class and 17th of 73 finishers.

Rally specialist and Mercedes works driver Eugen had been poached from Mercedes by Huschke von Hanstein. Afterwards, Rolf was able to give Porsche precise feedback and Eugen's observations on his usual steed, the Mercedes 230SL – a 911 competitor.

Rolf could be a difficult colleague. People said the James Dean accident, for which he needlessly blamed himself, had affected him. Today, he'd probably be diagnosed as a depressive. Rolf also had an eye for the ladies, but if a woman spurned him he could become aggressive, it was said.

His impulsiveness would cost him his job when he was imprisoned for assaulting his second wife. His application on release to re-join Porsche was rejected and in angry disbelief he marched into Ferry's office, only to be thrown off the premises. He subsequently disappeared, and it was only by chance that in 1981 Peter Falk spotted a local newspaper report that said Rolf had been killed in a road accident at Heilbronn. Peter was one of only three Porsche employees who attended the funeral of a man he calls "a tragic figure." **911**

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