



AIR-COOLED KING: 993 CARRERA BUYING GUIDE

Total 911

THE PORSCHE MAGAZINE

PORSCHE DESIGN ICONS

Cheryl & Ben Dimson exclusive interview



www.total911.com



TURBO AT 50

CELEBRATING HALF A CENTURY OF
FORCED INDUCTION IN THE PORSCHE 911

• How the first 911 Turbo was made • 930s owned by the Porsche & Piëch families • 930, 993, 996 & 992 Turbo legends DRIVEN



**PORSCHE 935
REIMAGINED**

Crazy 964-based racer
uncovered in Japan



**MANUAL
VS PDK**

Which gearbox is best
for the modern 911?



ISSUE 247

Digital Edition

BEVERLY HILLS CAR CLUB

SPECIALIZED DEALER OF EUROPEAN AND AMERICAN CLASSIC CARS



Stock: 14613 - 1989 Porsche 930 Coupe

The Porsche 930 Turbo was an utterly unique supercar, the maker's top-of-the-range 911 model for its entire production duration and, at the time of its introduction, the fastest production car available in Germany. The 1989 models were the first and last versions of the 930 to feature the highly desirable Getrag G50 five-speed manual transmission.

For \$259,500



Stock: 16360 - 1993 Porsche 911 RS America

This 1993 Porsche 911 RS America featured with matching numbers and finished in its factory color Guards Red (G1) gracefully complemented with a Black interior. Equipped with a 5-speed G50 manual transmission, and a Flat 6 Cylinder 3.6-liter engine. An excellent opportunity to acquire a rare America Roadster that is mechanically sound.

For \$139,950



Stock: 17105 - 1989 Porsche Carrera Coupe

This 1989 Porsche Carrera Coupe featured with matching numbers and finished in its factory color Black Schwarz (700) combined with the same color interior. Comes with a 5-speed G50 manual transmission and a 3.2-liter air-cooled flat-six engine. This air-cooled Porsche Carrera that is mechanically sound.

For \$89,950



Stock: 17206 - 1985 Porsche Carrera Coupe

This 1985 Porsche Carrera Coupe featured with 50,420 miles on the odometer. Finished in its factory special order color Meteor Metallic (961) and with a Red interior. Equipped with a 5-speed manual transaxle, and an air-cooled 3.2-liter flat-six. This is an excellent opportunity to acquire a desirable air-cooled Carrera 3.2 Coupe that is mechanically sound.

For \$86,500



Stock: 16178 - 1995 Porsche 993 Carrera Coupe

Presenting this one-owner 1995 Porsche 993 Carrera Coupe featured with only 43,261 miles on the odometer and finished in its factory special order color Aventura Green Metallic (K6) complemented with a Classic Gray interior. Equipped with a Tiptronic transmission and a 3.6-liter 6-cylinder engine. This vehicle is ready to be enjoyed and is mechanically sound.

For \$96,500



Stock: 16509 - 2006 Porsche Carrera Coupe 6-Speed

This one-owner 2006 Porsche Carrera Coupe 6-Speed featured with merely 9,555 miles on the odometer and finished in its factory color scheme of Black over a Black leather interior. Equipped with a 6-speed manual transmission, and a 3.6-liter water-cooled 6-cylinder engine. This Porsche Carrera that is offered with ultra-low mileage and is mechanically sound.

For \$64,500



Stock: 17610 - 1986 Porsche Carrera Super Sport Cabriolet Turbo-Look M491 Right-Hand-Drive

This rare 1986 Porsche Carrera Super Sport Cabriolet M491 "Turbo-look" Right-Hand-Drive featured with matching numbers and 28,400 miles on the odometer. In its factory color Silver complemented with a sleek Black interior. This Porsche Super Sport Cabriolet M491 is one of only 26 ever produced. An excellent opportunity to acquire a Super Sport Cabriolet that is mechanically sound.

For \$119,950



Stock: 17569 - 1958 Porsche 356A Sunroof Coupe

This 1958 Porsche 356A Sunroof Coupe that is finished in silver metallic complemented with a red interior. This 356A has been retrofitted and upgraded with a flat 4 cylinder air-cooled 1600 Super-90 engine, enhancing its driving dynamics. This classic Porsche that combines timeless design is mechanically sound.

For \$96,500



Stock: 16619 - 1969 Porsche 911E Targa M491

This highly collectible 1969 Porsche 911E Targa featured with matching numbers and is finished from the factory in Tangerine (6809) complemented with a Black interior. Equipped with a manual transmission, fuel-injected 2.0L flat-six engine, and VDO instrumentation. This fuel-injected 911E that has just come out of the dry desert state of Nevada and is mechanically sound.

For \$89,950



Stock: 16885 - 1995 Porsche 993 Carrera Cabriolet

This 1995 Porsche 993 Carrera Cabriolet that is finished in Blue Turquoise complemented with a Marble Gray interior. Equipped with a Tiptronic transmission and a 6-cylinder engine. This extremely attractive 993 Carrera Cabriolet that is ready to be enjoyed and is mechanically sound.

For \$49,950



Stock: 17056 - 1976 Porsche 911S Coupe

This 1976 Porsche 911S Coupe finished in its factory color Grand Prix White (908) combined with a Black interior. Equipped with a five-speed manual transmission and a 2.7-liter air-cooled Flat-six engine. Additionally, a collection of service receipt copies dating from 1990 through August 2017 is also included. This 911S is a perfect choice and is mechanically sound.

For \$46,500



Stock: 17420 - 2008 Porsche 911 Targa 4S

Introducing this 2008 Porsche 911 Targa 4S 6-Speed featured with 62,706 miles on the odometer. Dressed in the elegant Macadamia Metallic exterior paint, this 911 Targa 4S is a sight to behold. This true automotive masterpiece that combines performance, luxury, and is mechanically sound.

For \$59,950



Stock: 16776 - 1976 Porsche 911S Coupe

This 1976 Porsche 911S Coupe featured with matching numbers and finished in the special-order color Metallic Blue (334) beautifully complemented with a Black interior. Equipped with a 915 five-speed manual transmission and a 2.7-liter air-cooled Flat-six engine. This extremely collectible 911S Coupe that is mechanically sound.

For \$59,950

Looking for classic or luxury sports cars?

• We buy and pick up from any USA location • Worldwide shipping

Please check our website as we have cars being delivered daily

Alex Manos, BEVERLY HILLS CAR CLUB 4576 1/2 Worth St., Los Angeles, CA 90063

T: +1 (310) 975-0272 <http://www.BeverlyHillsCarClub.com> E: sales@beverlyhillscarclub.com





Welcome

The term 'icon' is used a little too much these days, but when it comes to Porsche's 911 Turbo, such a description is about as apt as it gets.

When introduced in 1975, the Turbo shifted the dial for the 911, changing its reputation as a plucky, agile sports car capable of toppling mightier machinery on the race track, to a bona fide supercar, with huge power and performance.

That first 930 (to use its internal code) was a feat of engineering, and ever since, the 911 Turbo has been at the forefront of motoring innovation. This approach has helped the 911 fend off in-house competition over the years, exemplified by the above photograph, taken at the 1978 Earls Court Motor Show. The 928, proudly emblazoned as 'Car Of The Year', was tipped to replace the 911. And yet, nearly 50 years later, it's the 911 that's still in production, while the 928 was culled in the mid-90s.

Its pioneering technological innovation means the Turbo still sits at the top of the 911 tree, as the ultimate, indomitable, do-it-all 911. Sure, a GT car may be more desirable among enthusiasts, but the fact is a Turbo can do everything a GT 911 can, and then some... with you driving in your slippers.

A common misconception is that the word 'Turbo' is exclusively reserved for Porsche models fitted with a turbocharger. That's not the case: for the modern world, Porsche has developed a 'Turbo principle', which stands for technological pioneers. It's why we've seen the term applied to Porsche models without an engine, let alone a turbocharger (think Taycan Turbo or the new EV-only Macan Turbo).

This means if the 911 is the North Star for Porsche, then the Turbo will forever sit at the top of the 911 tree as a tech marvel, bending luxury and performance into that unmistakable 911 shape – just like the first 930, half a century ago. Alles Gute zum geburtstag, Turbo! **911**

**“A Turbo can do everything
a GT 911 can, and then
some... with you driving
in your slippers”**





Shot Special Opening

Photograph courtesy of **Porsche**

All seven generations of Porsche's iconic 911 Turbo line up side by side. The car that transformed the 911 from sports car to supercar has an enduring legacy as a technological tour de force. We dive into its very beginnings, starting on page 16.



Contents

ISSUE #247 SUMMER 2024

ESSENTIALS

8

Update

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

10

Views

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

38

Subscriptions

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

70

Living the Legend

Real-world reports from our global collective of 911 owners

81

Premier Porsche

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

82

Data file

Stats, specs and updated market values for every 911 model from 1963 to 2024

98

Porsche Moment

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

FEATURES

16

50 years of Turbo: group test

Our half-century celebration begins with a group test of four important models: the 930, 993, 996 and 992-generation 911 Turbos

28

The Porsche family Turbos

Total 911 is given unique access to three early 930s that were owned and enjoyed by prominent members of the Porsche and Piëch families

40

Design icons: Ben & Cheryl Dimson

The creative couple talk to **Total 911** about their iconic Porsche design work, which includes the 964, 959, 'Carrera', 'Turbo' and 'Targa' scripts

48

Porsche Index: 993 Carrera

In the market for the last air-cooled 911? We present you with everything you need to know, including buying advice from industry experts

56

Manual vs PDK

We drive a 991.1 on both road and track to see whether a manual or automatic gearbox best suits a modern 911

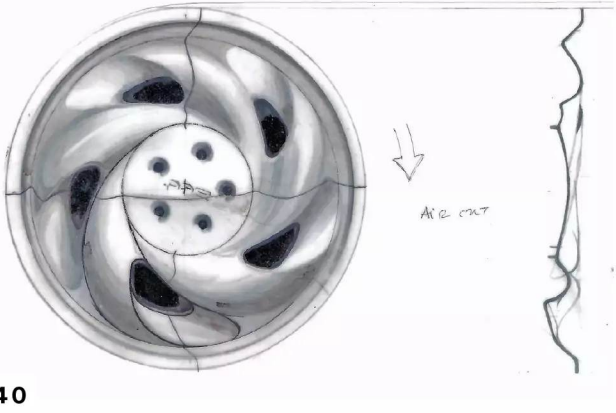
62

50 years of Turbo: 935 reimaged

The 935 ML is one man's 964-based recreation of the mighty turbocharged race car. Wilhelm Lutjeharms presents its story

YOUR 911 HOME

For **Total 911** back issues & subscriptions visit www.magazinesdirect.com





16



48



56



62

Update

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



Wehrlein crowned Formula E champion

Porsche's Pascal Wehrlein drove to Formula E World Championship glory at a glitzy finale in London

Porsche arrived at the Formula E season finale in London with three titles firmly in its sights. The Stuttgart squad led the championship for Manufacturers, and sat second in the Teams table, while TAG Heuer Porsche Formula E Team racer Pascal Wehrlein was gunning for the driver's title from third in the standings.

The double-header at the ExCel circuit saw Wehrlein drive his Porsche 99X Electric to victory in the weekend's first race, taking the championship lead and establishing a cliffhanger for Sunday. Everything would go down to the wire. In the final race of the season, Wehrlein finished 2nd,

earning enough points to be crowned champion. Porsche finished as runner-up in the Teams and Manufacturers classifications. With seven wins in a single season, the Weissach squad has set an impressive record. When combined with results from customer team Andretti Formula E, half of all victories went to the 99X Electric.

Speaking after the London E-Prix, Wehrlein said: "We did it! We're World Champions! We knew we weren't the favourites coming to London because we've never performed particularly well on this track, but we always believed we could do it. Our days here in London have been terrific,

we didn't make any mistakes and improved from session to session. It makes me extremely proud to see how everyone in our team has worked so hard and given me their unfailing support since my first day at Porsche."

Wehrlein started his journey with the Porsche Formula E outfit back in 2020. His achievement marks the first World Championship title for the Porsche works team, following five seasons in the series. Wehrlein's teammate António Félix da Costa ended the 16 race season – a milestone 10th in championship history – in 6th overall, with four wins to his name.

Road-going 935s break cover

British specialist Lanzante has extensively retooled two Porsche 911 GT2 RS-based 935s for use on the road

Fresh from revealing its reworked 911 Turbo, featuring a genuine 625bhp TAG F1 engine (see issue 246), Lanzante has been busy with another Porsche 911-based project. The British automotive specialist showcased its first two road-going Porsche 935s at Goodwood Festival of Speed.

Porsche revealed the second-generation 935 at Rennsport Reunion back in 2019. Based on the 911 GT2 RS, and fitted with the same 3.8-litre, six-cylinder twin turbo engine producing 700bhp, it was intended as a track-only offering. Just 77 examples were built. Lanzante was approached by the owners of two of these cars, looking to convert their machines for use on the road.

The development and engineering of the road-conversion programme has taken 18 months. It's

seen the track models gain a unique suspension setup, new wheels, upgraded braking systems (now with the inclusion of an integrated handbrake), a bespoke electronics system and the introduction of bespoke headlights. The latter have been designed to sit flush inside the original bonnet air intakes, appearing as factory-fitted items. Both cars received motorsport-inspired liveries – modern interpretations of the Martini-sponsored racers of the 1970s and 1980s. One car was decked out a red and blue Martini scheme, while the other received a red and white Marlboro chevron design. Both cars garnered much attention in the Festival of Speed Supercar paddock.



Lanzante doesn't suggest a price tag for converting your 935 into a road-legal machine, but expect the figure to be a significant one. Find out more at lanzante.com.

911 Cuarenta Edition launched

On its 40th anniversary, Porsche Ibérica has unveiled a unique 911 inspired by Iberian history and culture



In 1984 Porsche transitioned from being represented by an importer in Spain to being a subsidiary. To commemorate the four decades since and to honour its customers, Porsche has created an exclusive edition of the 911. The Cuarenta Edition has been designed to represent a

specification of 911 that would have been ordered by a Spanish or Portuguese customer 40 years ago – one that remains fashionable and desirable today.

The project is a collaboration between Porsche Ibérica, Style Porsche and the Sonderwunsch Team in Zuffenhausen. It's rooted in the founding period of Porsche Ibérica: the 1980s. A Carrera GTS Coupe forms the basis, painted in a bespoke exterior hue: Quercusverde. The Quercus tree is also used as the anniversary logo, featuring throughout. Inside is a two-tone Truffle and Cohiba brown leather combination, a nod to the work of the guarnicioneros artisans from the Iberian Peninsula. The Tartan seat inlays in Truffle and Cohiba brown, Crayon and Quercusverde bring everything together. There was no official word on price at the time of writing, so watch this space.

Cornish firm offers 911 EV conversions

Rally Prep and Classic, based in Cornwall, is offering Fellten EV conversions, delivered ready to install



Designed for the G-series and 964 generation of 911, Fellten's FL10 911 EV kit can be installed without modifications to the Porsche original chassis. Fellten's EV kits bolt to the original 911 engine and gearbox mounts, and mate to the factory driveshafts. A 63kWh high

voltage battery and 370kW, 496bhp Tesla motor are positioned rearward to maintain the original weight distribution, offering the same rear-bias handling as the original 911. The end result is a 200-mile range on a full charge, and a claimed 0-60mph acceleration time of just 4.5 seconds. Kits are delivered ready to install. This supports Fellten's claim that its "plug and play" conversions can go from "crate to car in under 100 hours".

Neil Yates of Rally Prep, commented: "Fellten's approach is in line with what we do at Rally Prep in terms of attention to detail, quality and safety, so it's great for the company. The partnership will help Porsche owners from the South West and beyond preserve the classic feel and enjoyment of their cars whilst reducing their environmental impact in use, and improving reliability."

News in brief

Pollich to head Porsche China

The former CEO of Porsche Cars GB, Alexander Pollich, is moving to the position of president and CEO Porsche China, Hong Kong and Macao. The new role will see 57-year old Pollich, who succeeded Chris Craft at Reading in 2017, based in Shanghai. Since 2018, Pollich has been chairman of the Executive Board of Porsche Deutschland, and will now be tasked with growing the important Chinese market.



New Porsche smartwatch

This new Porsche and Garmin smartwatch collaboration, Epix Pro, features unique details that enables the face to be configured with a Porsche Crest, logo or 12 different vehicle outlines. Those in the market for the GPS multisport smartwatch should note down item number WAP0609010RSMW, and be prepared to part with £1,070 at shop.porsche.com.



Editorial

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

Art Editor **Jamie Schildhauer**
Operations Editor **Cliff Hope**

Contributors

Mike Bickell, Andy Brookes, James Bullen, Alisdair Cusick,
Phil Farrell, Kieron Fennelly, Kyle Fortune, Andy Gaunt, Ignition
Media, Maxie Islam, Nick Jeffery, Simon Jessop, Laura Kinnucane,
Wilhelm Lutjeharms, James McGrath, CP Morey, Saquib
Ramday, Kaylen Richardson

Photography

All copyrights and trademarks are recognised and respected

Advertising

Media packs are available on request
Head of Commercial – Sports **Richard Hemmings**
richard.hemmings@futurenet.com
Account Manager **Jack Greenwell**
jack.greenwell@futurenet.com

International Licensing and Syndication

Total 911 is available for licensing and syndication. To find out
more contact us at licensing@futurenet.com or view our
available content at www.futurecontenthub.com.
Head of Print Licensing **Rachel Shaw**

Subscriptions

Email enquiries help@magazinesdirect.com
UK orderline & enquiries **0330 333 1113**
Overseas order line and enquiries **+44 (0) 3330 333 1113**
Online orders & enquiries www.magazinesdirect.com
Subscription delays: Disruption remains within UK and International delivery
networks. Please allow up to seven days before contacting
help@magazinesdirect.com about a late delivery.

How to order and access back issues

If you're an active subscriber, you have instant access to back issues through your
iOS or Android devices. You'll only be able to access the digital back issues as
long as you're an active subscriber. To purchase single back issues (print format
only) visit magazinesdirect.com (click the 'Single issues' tab) or email help@magazinesdirect.com. For further help call **+44(0)330 333 1113**. Lines are open
Mon-Fri 8.30am-7pm and Sat 10am-3pm UK time. Magazinesdirect.com is
owned and operated by Future Publishing Limited.
Total 911 subscription costs: £77.87 (UK), €158 (Europe), \$78 (US) and £137 (RoW).

Production

Head of Production **Mark Constance**
Senior Production Manager **Matt Eglinton**
Senior Ad Production Manager **Jo Crosby**
Digital Editions Controller **Jason Hudson**
Production Manager **Nola Cokely**
Ad Production Coordinator **Emma Thomas**

Management

Chief Financial Officer **Rachel Addison**
Brand Director **Paul Newman**
Content Director **Paul Douglas**
Head of Art & Design **Greg Whitaker**

Printed by Buxton Press Limited, Palace Road, Buxton
Derbyshire, SK17 6AE

Distributed by Marketforce, 5 Churchill Place, Canary Wharf,
London, E14 5HU. www.marketforce.co.uk For enquiries,
please email mfcommunications@futurenet.com

ISSN 1746-6130

All contents © 2024 Future Publishing Limited or published under licence. All
rights reserved. No part of this magazine may be used, stored, transmitted or
reproduced in any way without the prior written permission of the publisher.
Future Publishing Limited (company number 2008685) is registered in England
and Wales. Registered office: Quay House, The Ambury, Bath BA1 1UA. All
information contained in this publication is for information only and is, as far as
we are aware, correct at the time of going to press. Future cannot accept any
responsibility for errors or inaccuracies in such information. You are advised to
contact manufacturers and retailers directly with regard to the price of products/
services referred to in this publication. Apps and websites mentioned in this
publication are not under our control. We are not responsible for their contents
or any other changes or updates to them. This magazine is fully independent
and not affiliated in any way with the companies mentioned herein.

If you submit material to us, you warrant that you own the material and/or have the
necessary rights/permissions to supply the material and you automatically grant
Future and its licensees a licence to publish your submission in whole or in part in
any/all issues and/or editions of publications, in any format published worldwide
and on associated websites, social media channels and associated products. Any
material you submit is sent at your own risk and, although every care is taken,
neither Future nor its employees, agents,
subcontractors or licensees shall be liable for
loss or damage. We assume all unsolicited
material is for publication unless otherwise
stated, and reserve the right to edit, amend,
or adapt all submissions.



We are committed to only using magazine paper which is
derived from responsibly managed, certified forestry and
chlorine-free manufacture. The paper in this magazine was
sourced and produced from sustainable managed forests,
conforming to strict environmental and socioeconomic
standards. The manufacturing paper mill and printer hold full FSC and
PEFC certification and accreditation.



Future plc is a public
company quoted on the
London Stock Exchange
(symbol: FUTR)
www.futureplc.com

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

Tel +44 (0)1225 442 244

Views

The very best of your Porsche opinions

Contact Total 911



Facebook
[/total911magazine](https://www.facebook.com/total911magazine)



Email
editorial@total911.com



Buying my first Porsche 911

Dear Sir,

I picked up **Total 911** for the first time ever a couple of weeks ago and thought I would start to take seriously the idea of buying my first Porsche. I've done a lot of looking on the internet and browsing for-sale ads (mainly Auto Trader) since then to get a better idea of models, specs, pricing and so on.

I was lucky enough to be invited to the Porsche Experience Center in Atlanta in 2015 on a corporate event and had two great sessions in a Carrera 4S 991.2. I was smitten. I had done amateur endurance racing in previous years, but never driven a Porsche before. I was amazed by the handling and grip levels. So now, if I sell a couple of motorbikes, opt out of the company car scheme and put in some cash I may be able to afford one.

The question is, which model? I want a daily driver: it would be my main car but do very little annual mileage – around 6-7,000 miles. I want to be able to do the occasional UK and EU trip with my wife. Our small border terrier needs to be taken care of in the back.

We live in the Peak District at just under 1,000 feet and are right on the snow line. Does that mean an AWD version is the best option? To be honest, we only get a couple of days a year of bad snow and if we do, just don't go out.

I'm open to all models – RWD, AWD but probably not a convertible. The Targa concept is great, but I like the idea of a 997 version with the opening rear window. So many questions: do I go for an older model with lower mileage, what specification, as good as I can afford (I might be able to stretch to

£60K at an absolute push), for example. Can you please offer some guidance?

Ian White

Congrats on starting the hunt for your first Porsche! Get it right and you'll unlock a rewarding world of amazing drives and experiences with great people. You've started well by not unduly narrowing your search down to a particular model. Many people, for example, go shopping for a GT3, enthralled by the allure of a GT model, when most of their driving is on road. Choose the right 911 for your lifestyle – and there are 911s to suit ALL lifestyles!

Get out there and try different models to see which ones you like. For your price point, you'll be looking at a 997- or 991-generation 911, and they're very different, so you'll need to ascertain which era you like, and why.

Buying the very best example possible with your budget is also key to a happy ownership experience. It's easy to opt for a cheaper car at purchase price, but then rue the decision when having to fix things that go wrong. Spending more on a well-maintained 911 is more cost effective in the long run.

In either regard, you should buy from a reputable specialist who can offer a well-prepped car with a long warranty, to ensure your peace of mind. The best cars from the best dealers in the UK are all listed on the 9WERKS Marketplace, which you can view at 9werks.co.uk/marketplace. Happy hunting! ☺

UNLOCK YOUR FULL POTENTIAL, AND THAT OF YOUR 911, WITH BESPOKE DRIVER COACHING



- One-to-one tailored coaching, all about you, your 911, and what you want to achieve
- Blending use of Millbrook Proving Ground and great public roads to deliver permanent improvements
- Your Porsche, **your** Masterclass; it's time to invest in yourself



“The best performance upgrade you'll ever make” HR Owen

To understand how and why bespoke driver coaching can help you, and see what other Porsche owners have gained from their time with us, please go to www.total-car-control.co.uk

E-book gift: How to become a better, safer & swifter driver

Inside your free e-book...

- ✓ Step 1: The Perfect Driving Position
- ✓ Step 2: Traction Matters
- ✓ Step 3: A Balancing Act
- ✓ Step 4: Vision & Planning
- ✓ Step 5: Accelerating, Braking & Gear-Shifting
- ✓ Step 6: Steering & Cornering
- ✓ Step 7: Controlling Understeer & Oversteer



To can gain instant access to your **FREE e-book**, please visit www.highperformanceprinciples.com

**TOTAL CAR CONTROL**

www.total-car-control.co.uk

+44 (0)1953 459565

Bore score issue

Dear Sir,

Basically, I'm very much enjoying my Porsche with an M97 engine. However, after having watched several YouTube videos and after having read some articles on the bore score problem, I've become a bit anxious.

My Porsche Center says that there's no point in taking any action in order to see if my car shows any signs of bore scoring. They said that "either you have the problem or not, you can not do anything about it". Apart from the fact that I think this isn't something you expect to hear from a Porsche professional, that reaction didn't really calm me down.

My question: is there anything I can do to see if my car has a beginning of a bore score problem? If yes, does it make sense to do that? Is there anything I can do to prevent it?

Urs Furrer

Our advice in the first instance is not to panic. If your exhaust is particularly smokey on start-up, that's a sign something isn't right. You can pay to have a 'bore scope' (pictured right), where a specialist will put a small camera into the cylinders to check for damage. I did this with my own 911, and there's a video of this on 9WERKS TV that you may find useful. To ensure the best possible running of the car, don't do short journeys of less than 20 minutes, and short-shift at 3,000rpm until the engine is warm. Otherwise, enjoy your driving!



992.2 GTS first drive

Dear Sir,

It was great to read such a glowing report of the new 911 GTS. I've detected an indifference, generally speaking, to 992-generation 911s in the magazine over the past five or so years, so the report was a real breath of fresh air to see an enthusiast publication embrace new tech. One thing I'd like to ask: was the engine noise reaching the cabin genuine? Many manufacturers use sound symposers these days to accentuate some audio theatre. I look forward to your response.

Harry Clarke

We're always ready to embrace new technology in the 911, but it has to excite us. We'd be doing a disservice to our audience who, like us, are die-hard 911 enthusiasts, if we didn't report how these new models and tech made us feel. The 992.2 T-Hybrid line-up is certainly exciting, and we think enthusiasts will share our passion for the car, once they have a drive.

Engine noise seems at least partially genuine: we experienced a great soundtrack at the roadside when fellow journalists were driving the 992.2. Believe what you read: it's a great 911!



★ Trustpilot
Based on over 25,000 reviews

Rated
"Excellent"

★★★★★

INSURANCE FOR THE INDIVIDUAL

Keys in the ignition. Hear it roar.

Each car a different melody, a unique mix of throttle, turbo, temerity.
Cars that purr like yours need an insurance policy that sings in the same key.

And that's exactly what we do. At Adrian Flux, we provide bespoke classic and high-performance car insurance with optional extras like agreed value cover, build-up cover, and more.

Call our UK team today on 0344 728 0370



adrianflux.co.uk

Authorised & regulated by the Financial Conduct Authority
Trustpilot rating checked on 13th May 2024

ADRIAN FLUX
Insurance for the individual

Spotted

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



We like unique here, and this month's Spotted entry is certainly that. As collaborations go, Singer Vehicle Design and Tuthill is a mighty alluring combination, and so it proved in early 2021 when this – and we have to be careful here – Porsche 911 reimagined by Singer, headed off-road. The car was certainly an off-piste project for the Californian company, which since its beginnings has been hoovering up 964s to transform into knee-tremblingly beautiful Classics, DLS and now Turbo Studies.

The All-terrain Competition Study – ACS – was different... very different. It was built with rallying in mind, taking inspiration from Porsche's 959 Paris-Dakar cars and others like the 911 SC RS, to "compete in off-road racing as well as demonstrating off-road exploration possibilities".

Tuthill famously prepares Safari rally-competing 911s. The Oxfordshire company is synonymous with that toughest of rally competitions, which made it the perfect partner for Singer on this project. Commissioned by an individual wanting Singer's incredible attention-to-design details mixed with Tuthill's fastidious rally expertise and prep, the ACS

would exhibit both to tremendous effect. Indeed, it caused a sensation when it arrived.

Like all of the 911s reimagined by Singer, it's spun from a 964 shell. Extensively strengthened, the ACS is covered in carbon-fibre body with quick-release, easy-access panels to allow work in inhospitable conditions and during competition. It's powered by a twin-turbocharged (with water-to-air intercoolers) 3.6-litre air-cooled flat six, with power 'starting' at 450hp.

Naturally, that engine drives permanent AWD for both axles, doing so via front, centre and rear limited-slip differentials and a five-speed sequential dog-gearbox that makes possible flat-shifting via either manual or paddle-shifters. That drivetrain powers the 16-inch wheels with BF Goodrich off-road tyres hanging off bespoke, long-travel suspension. The latter features double dampers in each corner and allows for five-way adjustment. There are two spares in the front and rear of the ACS, which also comes with a full FIA-spec roll cage, competition seats and harnesses, a long-range fuel tank and even a drinks system to keep both the driver and co-driver hydrated.

The ACS is an incredible car that was covered not just in **Total 911**, but in publications and websites globally. The 'Study' element of its name is apt, too: it looks like a concept car in its execution, yet it's very much a hugely capable off-road vehicle. It was perhaps too sensational, garnering a bit too much attention, because as quickly as the ACS was pictured flying through a stage at Sweet Lamb, Wales, and splashing through the wash at the beach, it disappeared. It's thought that Porsche wasn't pleased with the attention this off-road 911 was getting which, in advance of the company's own Dakar launch, isn't too surprising.

Regardless, like so many projects the fun for its original, commissioning owner looks to have been in the process of building it, because it's now up for sale. It's at London-based (but internationally renowned) dealer Joe Macari, towering above the rest of the stock there. The ACS is a genuine one-off that's almost certainly never to be repeated. If you like the sound of it and the Price On Application label doesn't trouble you, then go for it – and if you're ever looking for someone to drive it, you know who to call... **911**



Your #1 Destination for Everything Porsche Suspension



Shop Tarett Engineering for high quality individual suspension components or complete custom configured suspension packages tailored to your specific application.

TARETT
ENGINEERING
Competition Suspension Components

557 W. Sunset Rd. Henderson, NV 89011
sales@tarett.com
(001) 858 674 5573



turbo EVOLUTION



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

Celebrating its half-century milestone,
Total 911 samples four generations of Porsche's flagship
model to see how the mighty Turbo has matured over the years

The Porsche 911 Turbo is 50, but the only thing here today that's 50 years old is the driver. Actually, that's not entirely accurate, but as near as damn it, with Porsche celebrating the Turbo's milestone year by bringing its Turbo generations to Goodwood Festival of Speed in July 2024, just two short weeks before this writer's odometer hits that big number. And the 930 that he's sat in? It's positively youthful in comparison, at just 36 years old. Like all the Porsche Museum production cars it's as good as perfect, and is about as close as you'll ever get to experiencing what it might have been like to pick one of these up when new.

That would have been in 1988, as one of the last of the 930s. This was a car that had, since bursting on to the mid-70s motoring scene as a means for Porsche to homologate turbocharged engines for Group 4 and Group 5 racing, become an icon. 'Turbo' became such an alluring word that it was used on everything from sunglasses to computers, and the concept was driven home devastatingly on the track by Porsche, with 934s and 935s decimating their competition.

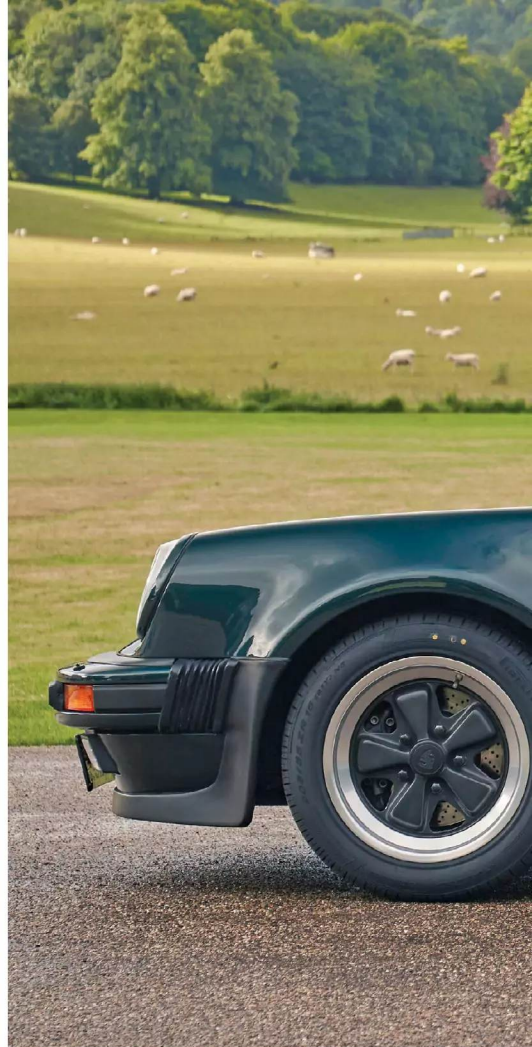
The Turbo would also dominate on the road. This car – a 3.3-litre with five ratios in its gearbox – delivered 300hp from that blown flat six under its signature teatray spoiler and arch-extended bodywork. All this would enable a conservatively quoted 5.2s run to 62mph. It was more than enough to out-accelerate almost all its contemporaries, and

in a package that – like its Carrera underlings – remained eminently useable.

Regardless, the Turbo had a fearsome reputation. The Turbo's boost, if you weren't expecting it, did lead to some incidents. It gained the name Widowmaker as a result, but that's arguably a compliment. It denotes the Turbo as a serious car for skilful drivers, and one that demands respect. Not that you'd think it today. Yes, it's beautiful and compact, with the 930's shapely arches filled by tiny (by 2024's standards) 16-inch Fuchs alloy wheels. So impactful back in the '70s and '80s, today the 930 looks relatively restrained, demure even – especially finished in Oak green metallic here – as the traffic's become ever bigger around it.

The interior is familiar, as it would have been to anyone who had sat in a regular Carrera, with the upright glasshouse, the familiar instrumentation with its large rev-counter dead ahead and a speedometer to its right. There are hints of its specialness: the speedometer reads up to 300km/h (186mph), giving room for the Turbo's needle to reach its quoted 260km/h (161mph) top speed, while there's a boost gauge within the rev-counter. Those flag mirrors give the game away too, with a good portion of them filled by the generously proportioned rear arches and that spoiler on top of the engine cover.

It starts with all the drama you'd expect... that's to say, very little, the flat six firing and settling into a quietly chattering idle. Pulling away is similarly unremarkable. The floor-hinged pedals might have felt odd to anyone who hadn't experienced them before, ➡





“Its dimensions, the feelsome steering and brakes combine to create a driving experience that’s still awe-inspiring”



ABOVE The original 911 Turbo was launched in 1975, with production ending some 14 years later in 1989

FAR LEFT Driving a 930 is a unique experience, with noticeable lag quickly changing to slingshot acceleration as the revs rise

LEFT A 930's interior was more lavish than a Carrera equivalent, boasting thicker carpet, for example



ABOVE The 993 Turbo made its debut in 1995, and was the first all-wheel-drive 911 Turbo

RIGHT Despite all its new tech, the 993's interior was still classic 911, with floor-mounted pedals and a steering wheel which sat close to the dashboard

FACING PAGE An X50-coded Powerkit was available as an option for the 993 Turbo, identifiable thanks to a quad-tipped exhaust as here



but for its performance and its time, the Turbo is the exemplar of civility, requiring none of the histrionics that its rivals would have demanded of you.

The five-speed gearbox is slick and tight, the shifts aided by the hydraulically operated clutch, the throttle producing brisk performance for the first third of its travel, before the effect of that turbo makes itself felt above 4,000rpm. Then there's a rush and a shove as more air is forced into the engine. The effect is such that you can't help but immediately recreate it, grabbing another gear, waiting for the build then blow, the 930's acceleration still feeling quick by today's standards.

Not fearsome but capable, the Turbo's reputation for trickiness is largely negated by modern tyres. The traction is mighty when that boost comes on, enabling

it to be exploited and enjoyed. Even so, you'll always be respectful, yet driven properly the Turbo goes down the road with ease. Its dimensions, the feelsome steering and brakes combine to create a driving experience that's still awe-inspiring, making it all the more incredible to think how it must have felt when it was new.

We're skipping generations, with that last 930 not just describing the early homologation car that introduced it, but with its later 3.3-litre engine and the five-speed 'box, the 964 Turbo that followed it. Step forward, then, the 993 Turbo. If there's a car that represents the transition of the Turbo gene-pool then this is it. In came four-wheel drive, its now 3.6-litre flat six fed by a pair of small turbos. These were instrumental in lessening the lag that had, until now, characterised Porsche's flagship model's performance.

When the 993 Turbo was introduced in 1995, that engine developed 408hp and 540Nm of torque, producing a 380km/h (180mph) top speed and reached 62mph in 4.3s. These are figures that remain impressive today. Yet they weren't impressive enough for some customers at the time, with Porsche offering 'X50' cars. The first iteration upped the output to 430hp, with later models, from 1998, having the possibility of the 450hp engine that raised the car's Autobahn top speed to over 300km/h (186-mph) and shaved 0.2 seconds from the 0-62mph figure for a 4.1s time. Naturally, the 1998 Porsche Museum 993 Turbo is so equipped, though it does without the Turbo S signifiers of punctured rear wings and a reprofiled spoiler. This makes it a bit of a sleeper Turbo, even in its Guards red paintwork. ➡



“The 993 Turbo is a car that’s Grand Tourer in capability, yet exhibits all the agility and playfulness of a Carrera”

The interior exhibits a touch of Exclusive, with carbon-fibre trim across the dashboard. The lightweight weave was undoubtedly special then, but it's now used so extensively in the industry that the effect here is lessened a touch. It's lower and wider than the 930 we've just jumped out of, but the glasshouse is identical. Yet even knowing that, it feels bigger – as if the gravitas of its performance has somehow increased it dimensionally.

The 10 years that separate that last 930 and this car is highlighted in the instruments. There's a digital display (think Casio calculator rather than Apple iPad) in the rev-counter, and the dials are white with the speedometer reading to 320km/h. The odometer highlights this car's covered 23,500km, a lot of that likely in the notoriously unforgiving hands of press drivers. And yet the 993 Turbo feels bank-vault tight, in the way all the air-cooled cars do.

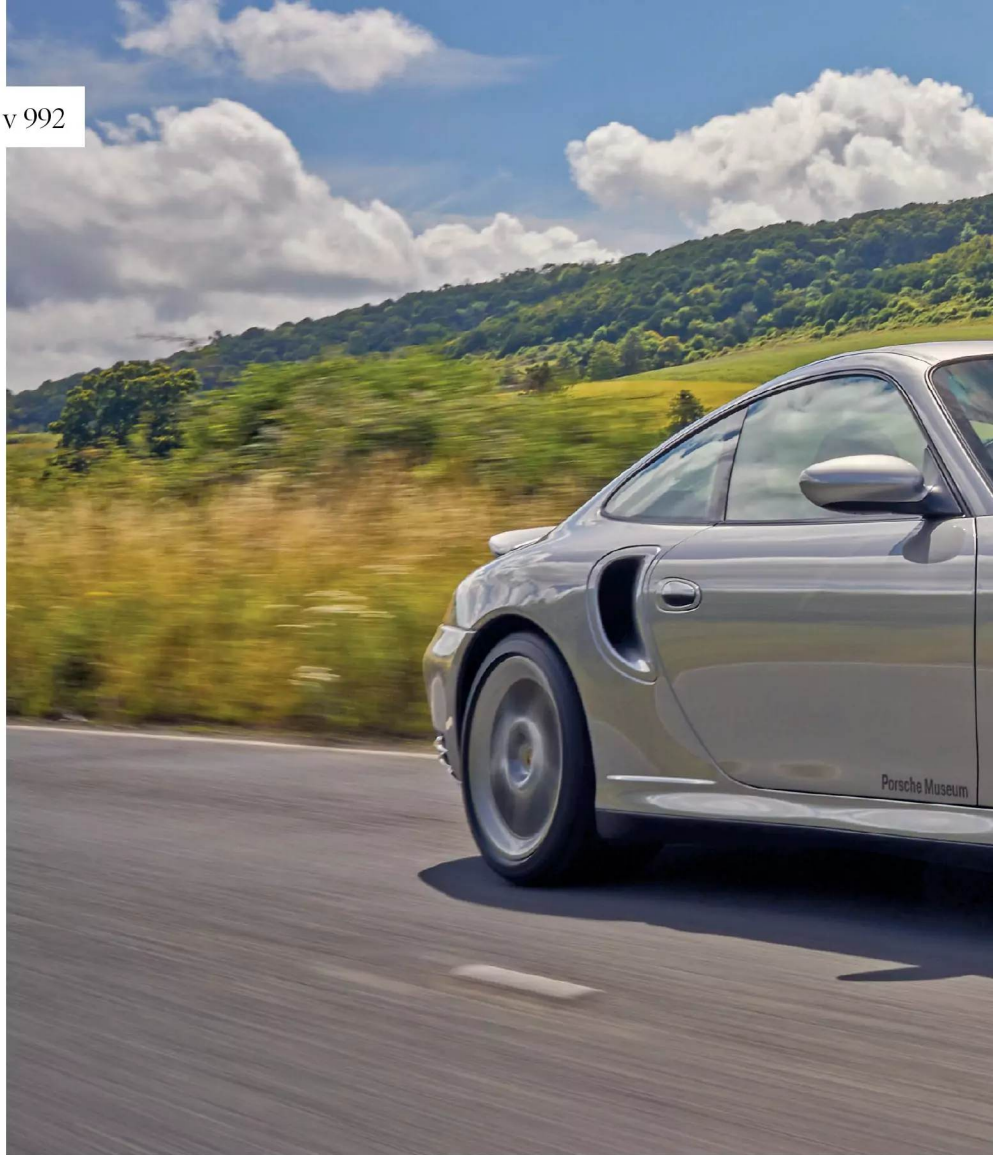
That effect is only heightened when on the move. The four-wheel-drive system can send up to 40 per cent of engine torque to the front wheels if required. Normally, this figure is just five per cent, with Porsche's addition of drive to the front axle implemented as a means of high-speed stability rather than one for increasing traction. The 993's engine is even more polished than the 3.3-litre of the 930. The turbos' lower inertia sees them spin up earlier, bringing more linear acceleration than the more on-off boostiness of the earlier car. That, in turn, brings even greater civility. The 993 Turbo is a car that's Grand Tourer in capability, yet exhibits all the agility and playfulness of a Carrera – albeit at greater velocity.

It rides with remarkable composure, assisted by its famously hollow-spoked lightweight alloy wheels. Porsche's engineers are never anything less than relentless in pursuing every possible advantage for the fastest, most capable 911 in the model range.

For all its ease, it's incredibly quick. The effect is even greater on the road because of its size. There's more road, more space to exploit the Turbo's abundant urge. Its agility, the feel from the steering, through the pedals, the swift action of the six-speed manual transmission, and mighty brakes, make this a complete-feeling car on the road. Much as the Turbo bloodline would continue. It's genuinely difficult to find fault with this car, except perhaps when sat in the slow returning traffic to Goodwood, when I discover that the FM radio will only tune into one station, Greatest Hits Radio. Fittingly, the tune playing is *Simply the Best*, and Tina, I'm not about to disagree.

There's less time between the 993 Turbo and the car I'm in next. The 996 Turbo was displayed for the first time at the 1999 Geneva Motor Show. There's no generation, or two, between these two Turbos as has been here between the 930 and 993, or will be with this 996 and the 992. Yet the changes are perhaps the greatest. Of course, the 996 was all new, with water replacing air – liquid, if you're a pedant, although actually that coolant's cooled by... oh, enough. This isn't the place for those discussions. This is a Turbo celebration, after all.

And there's a lot to celebrate with the 996 Turbo, not least because here Porsche has brought along the finest of the breed: a Turbo S, which was revealed ➡



“This is about as quick a point-to-point car as you can reasonably use on the road”



ABOVE The 996 Turbo S enhanced the regular Turbo's flat six, including installing larger turbochargers

FAR LEFT The 996's cabin was a completely new design. The driver sits much lower than in the 993, and further back in the car too

LEFT The 996 was the first Turbo generation to deploy PAA (Porsche Active Aerodynamics), with an extendable rear wing



“It’s about as complete and capable a car as you could ever imagine”

in 2004 and produced as a one-year model, as the 996 made way for the 997. To the Turbo’s 3.6-litre Mezger flat six the Turbo S benefitted from larger turbochargers, revised intercoolers, differing electronic engine control and a Turbo S specific exhaust system. All that brings 450hp and 630Nm, for a quoted 0-62mph time of 4.2s and a 191mph top speed. The keen-eyed among you will note that’s actually a tenth slower on the 0-62mph run than the X50 pack-equipped ‘98 993 Turbo.

Two turbos, as with the 993, four-wheel drive and manual here – Porsche also offering the 996 Turbo as a Tiptronic automatic – the Turbo S also gained PCCB brakes as standard. The expectation before getting in is that it’ll feel significantly bigger than the 993, and while the cabin is undoubtedly more commodious, it’s not the leap in dimensions I’d anticipated. It’s familiar in here, though. The 996’s cabin and dashboard are often criticised, but at the time it was a

monumental change from its air-cooled predecessors, with switchgear positioned rationally rather than haphazardly. The instruments huddle together like a rugby scrum – the prop, as ever, being the rev-counter with everything else hanging off it.

The needles move quickly around those dials – indecently so – as you’d anticipate from a 996 benefitting from essentially the GT2’s engine out back. Mated to four-wheel drive, it’s devastatingly capable. The 996 Turbo S’s performance doesn’t look much greater than the 993 Turbo on paper, but feels significantly greater on the road. There’s real sophistication to the way it moves down said road, revealing the age-related shortcomings in the 993’s platform as well as how much better Porsche’s engineers managed to corral the turbochargers.

There are similarities, though. There’s not a great deal of aural appeal – turbocharged cars typically muffle the finer notes from an engine – but you’ll not

care as you once again strain your neck while holding on, wide-eyed, as the 996 Turbo S slingshots you forward with unerring ferocity. The engine’s power is linear, with just the slightest hint of lag when the turbos aren’t quite up to speed, although there’s nowhere where you’d ever accuse it of being tardy.

The chassis is more than a match for that performance, the steering light and detailed, the traction mighty, its grip high. The 996 Turbo S feels wieldy, sharp and intense, and this is about as quick a point-to-point car as you can reasonably use on the road. Not that it’s stopped Porsche from making the Turbo ever quicker, more capable, yet achieving that while retaining the useability which, similarly, has always defined the range-topping model.

Which brings us to the 992 Turbo S. We’ve skipped the 997 and 991 Turbos in both generations to get here and, indeed, the 992 Turbo here will, as is the way, soon make way for a 992.2 Turbo S model. It’s ➡



FACING PAGE The 992 Turbo S makes use of Variable Turbine Geometry (VTG), which Porsche has used since the 997 Turbo

LEFT A mixture of digital and analogue instruments feature in the cabin across the 992 range, including the Turbo S

BELOW Like the 991 Turbo before it, the 992-generation has a Turbo-specific body, measuring nearly two metres in width



difficult to see how they'll improve on it, but they will have to – not least to deliver some space between it and the new Carrera GTS.

The 992 Turbo should have been launched to the world's press at Laguna Seca, US. Indeed, Turbos are typically launched on tracks. The word inside Porsche is that the Turbo development team likes to keep the GT people on their toes with its highest performance model. Covid restrictions meant that I never did experience the Turbo S's now 650hp and 800Nm of torque in the Corkscrew, instead picking a car up from Porsche Reading once travel restrictions had been lifted after a considerable time spent in lockdown.

Then, as now, the 992 Turbo S felt otherworldly fast. More so on that first drive after having not driven much for almost a year. Back in it here and yes, it feels big, but there's an authoritativeness about the

Turbo S that's reassuring. It feels like a car that can and will take on all-comers. To do so it employs an arsenal of technology that's as mind-befuddling as the performance it offers (62mph in 2.7s, 205mph), with the Turbo S employing Variable Turbine Geometry in its two turbochargers. These all but eradicate the lack of responsiveness that typically accompanies turbocharged cars.

Mate that to the eight-speed PDK automatic transmission and a four-wheel drive system that comes with Porsche Torque Vectoring Plus, which apportions the abundant power to the wheel/wheels that can best exploit it. As you might anticipate then, it's shockingly easy to drive quickly, the Turbo S crushingly effective at covering ground, and while that certainly puts it in the super GT category, at its core it's still a car that's delicate, precise and enjoyable. You just have

to dig a bit deeper to discover that, but it's there – as it is on all of them.

Cars this quick should be compromised. All the 911 Turbo's rivals are, and were, yet each example here fulfils a set of characteristics which, in their respective eras, should be mutually exclusive. That's most notably in the Turbo's ability to produce sensational, raw performance and sports car agility and engagement, but to do so with gran turismo ease and comfort. The 992 Turbo S exemplifies the useability that's defined the genre. It's about as complete and capable a car as you could ever imagine, as it always has been, and even in this uncertain automotive landscape, should in the future remain so. A car that's become ever better, considerably faster, more powerful and more capable over its 50 years, I just wish the same could be said about the driver... **911**





EXOTIC & SUPERCAR



EXOTIC & SUPERCAR SPECIALIST GARAGE SERVICES

WE HAVE A TEAM OF HIGHLY TRAINED TECHNICIANS WITH DECADES OF EXPERIENCE WORKING ON THE MOST EXCLUSIVE AND EXOTIC VEHICLES FROM PAST TO PRESENT.

SERVICES WE PROVIDE

- PRE PURCHASE INSPECTIONS
- FULL SERVICE
- REPAIRS
- DIAGNOSTICS & FAULT FINDING
- STORAGE
- SALES
- & MORE



CONTACT INFO:

- 02381 683730
- POST@ESCAR.UK
- EXOTICANDSUPERCAR.CO.UK
- SOUTHAMPTON SO50

FOLLOW US ON:



THE PORSCHE FAMILY 911 TURBOS

Porsche's 911 Turbo legend started with the 930. We showcase three special examples, two of which belonged to prominent figures in the Porsche and Piëch families

Written by **Kieron Fennelly** Photography by **Simon Jessop**







In one of his classic throwaway remarks, in March 1988 Tony Lapine was quoted in *Panorama*, a popular political magazine that was similar to the *Radio Times*, saying that it was Ernst Fuhrmann rather than Butzi Porsche who “made” the 911. This caused outrage in the Porsche family and following his second heart attack some weeks later, Lapine was pensioned off by Zuffenhausen.

Yet he had a point. Butzi’s styling had established the image of Porsche on the automotive map, but after 10 years, with no successor in sight the 911 was starting to look dated and other sports cars were

catching up. Then Porsche launched the Turbo, known internally as the Typ 930. Within a short time the almost mythical reputation it acquired endowed the 911 with a profile and a perennity that it’s never lost.

In the 1950s as an inspired Porsche engineer, Fuhrmann designed the four-cam flat four that underpinned the company’s motorsport success for a decade. Disappointed not to be made engineering director, he left in 1957 to join piston ring maker Goetze, but in 1971 was asked back by Porsche to be technical director when the family withdrew.

Promoted to managing director in 1972, Fuhrmann watched Porsche’s turbocharged Can-Am 917s sweep

all before them. The power yet relative simplicity of the turbocharging principle and the reliability of the turbo motor convinced him of the possibility for production cars.

Fuhrmann’s predecessor, Ferdinand Piëch, had Valentin Schäffer oversee the building of an experimental 2.0-litre 911 with a turbocharger in 1969, but the project hadn’t been completed. The technicians complained that there was no room in the engine compartment of the 911 and Piëch, concentrating on winning Le Mans, didn’t pursue it. After watching the 917s in action, Fuhrmann saw that a turbocharged production 911 could rejuvenate the



ABOVE The Oak green metallic of Ferry Porsche’s 930 extends to its Fuchs wheels, although the Porsche crest was painted black to help it stand out. The 3.0-litre blown flat six ensured the car could achieve 0-62mph in 5.5s with a top speed of 155mph, but interestingly Ferry chose to remove all external references to the 930’s Turbo nature



Porsche image in the short term while a replacement – the 928 – was developed in the longer term.

Much as he brushed aside the objections of Porsche's sales force to his Carrera 2.7 RS, Fuhrmann gave his engineers no alternative but to develop a proper Turbo 911. The company had to build only 400 in a year to qualify the 911 for Group 4 competition, where Fuhrmann saw even greater promise.

Today, it may seem an obvious plan, but to convince the Vorstand required all his tenacity. In the teeth of the 1974 Arab oil embargo that had other manufacturers retreating fast – BMW abandoned production of its turbocharged 2002 (removing a

potential 911 Turbo competitor; though the 2002T needed more development) and Mercedes-Benz postponed sine die its new 6.9-litre V8 – Fuhrmann's was a remarkable achievement. Especially to be able to sustain it in a morose automotive landscape where governments imposed sometimes farcical restrictions. Dutch motorways were closed on Sundays and most countries had blanket speed limits, with the German cabinet even extending these to test tracks like Weissach.

In the event, the buzz generated by the mocked-up Turbo that Porsche had exhibited at the 1973 Paris Salon (as great as the Carrera 2.7 RS had stirred

there a year earlier) hadn't dissipated. A finished 930 3.0-litre was shown off at the 1974 Paris show and by March 1975 when deliveries were supposed to begin, there was an impatient queue of well-heeled buyers, many of whom were new to Porsche.

Up until then, Porsche had appealed to racing drivers and keen motorists who might have bought Alfa Romeos, BMWs or even the more exotic Italians. The new Porsche Turbo's incomparable acceleration, not to say price, now elevated it to the stratum of monied individuals for whom premium brands and an element of adventure were a key part of their lifestyle. By mid-1976 when Porsche had



ABOVE Louise Piëch's narrow-body 911 Turbo is finished in Silver metallic, and its windows were not tinted because Louise liked to paint while sitting in the car, and preferred to have a clearer view of her surroundings. As well as featuring a red-blue tartan interior, the distinctive pattern extends to the 'Porsche' decals on the sides of this unique 911



ABOVE The interior of Ferry Porsche's 930 features green tartan on the seats and door cards, combined with a smooth-to-the-touch buffalo hide



BELOW The red-blue tartan of Louise Piëch's 930 has been used by Porsche to promote its Turbo No. 1 Collection of clothing and lifestyle products

hoped to have shipped 500 Turbos, the 1,000th was being delivered.

Fuhrmann loved fast cars – he'd been very proud of his company four-cam Carrera – and arranged to have the first working 911 Turbo prototype for himself. Developed in early 1973 when the engineers were debating whether to use the 2.7- or a 3.0-litre capacity, this prototype used a blown version of the 2.7-litre in a stock Carrera body and chassis. At that stage, the Turbo's distinctive flared wings, specific bodywork and suspension modifications to incorporate greater power and widened track had yet to be developed.

Similarly, the 2.7 used the standard five-speed gearbox because Porsche's specific four-speed 930 unit was also under development. The exhaust-mounted turbocharger was supplied, as were most Porsche components, from a local company – in this case Eberspächer in Esslingen, whose turbocharger business, the only one in Germany, had just been taken over by KKK. The compression ratio wasn't stated but output was put at 240PS. No torque or acceleration figures were ever published, but the 2.7 Turbo wouldn't have been far behind the 3.0 litre.

Fuhrmann parted with his 2.7 when the first 3.0-litre prototypes were complete, and Zuffenhausen prepared this very first road-going Porsche Turbo 2.7 for the Museum (more of a private, occasionally public, collection at that time). Then it was decided it would make an appropriate 70th birthday present for Louise Piëch, Ferry's sister.



With due ceremony, the 2.7 Turbo was handed over to Louise on her birthday on 29 August 1974 at the family holiday home at Wörthersee. Although a pre-production car, it was the first turbocharged 911 to have taken to the public highway and the company refers to it as Porsche Turbo No. 1.

Louise Piëch was a serious woman and a strong personality. It was said Ferry would never take a major decision without consulting her. After her husband Ernst Piëch died suddenly, she took over the reins of Porsche Salzburg and ran Porsche's southern

operation with an iron fist, as much in competition as in cooperation with her brother's domain in Zuffenhausen, as demonstrated by her rival Porsche Salzburg teams. It was a Salzburg-entered 917 that won Le Mans in 1970.

She was said to be delighted with her Turbo 911 and archive pictures show a normally stern Piëch smiling widely. And the Turbo was indeed appropriate. Brought up with her father's cars and driving at the age of 14, by 19 she was faster than people such as Caracciola and Rosenberg on

“It was the first turbocharged 911 to have taken to the public highway and the company refers to it as Porsche Turbo No. 1”





certain hill climb courses. The expression “drive it like you stole it” could have been coined to describe her combative driving style on the road, which never changed despite such domesticities as marriage and raising four children. Ferdinand Piëch, who inherited all of his mother’s competitive nature, once crashed his 911 trying to better her time from Salzburg to Wörthersee.

Piëch later drove an Audi Quattro, but her last personal car was a 964 Carrera 4. Indeed, oldest son Ernst said she always preferred 911s.

Once in her possession, the 2.7 was soon updated with the standard 3.0-litre Turbo engine, but it always retained its Carrera narrow body and ‘Carrera’ script

at the rear. However, it did – as the photography shows – acquire the trademark rear whale tail wing. The 10,000rpm rev counter fitted in its 2.7 guise remains with the car: this was a nod to the Martini 2.1 Turbo RSR that had finished second at Le Mans in 1974, in the first major international competitive outing for a Porsche 911 Turbo.

For contrast, the “non-family” 911 in our display is an early 930 production model in Ice green metallic, one of the first 30 to come off the line in 1975. Despite spending 30 years with a private owner in France, this 930 shows fewer than 50,000km and is entirely standard, bar its sports seats, as ordered by the original owner. The contrasts with the two “family”

Turbos are subtle in some cases, but interesting. The greatest differences are with Louise Piëch’s car. Although it’s been upgraded with a production 3.0-litre installation, her Turbo remains very much a G-series Carrera with a turbocharger, retaining its Carrera bodywork, except the Turbo’s glass-fibre engine cover and wing with rubber surround.

The chassis of the production 930 Turbo featured thicker anti-roll bars, more robust trailing arms and harder springing as well as relocation of the rear wheels to accommodate the wider tyres. For a production car some of this was overkill, but Porsche was intentionally incorporating competition hardware to make homologation easier.



ABOVE Ferry’s 930 featured many production Turbo features including its wide-arched body, to accommodate girthier Fuchs wheels. A four-speed gearbox fed power to the rear wheels only. Yellow fog lights were ordered as standard, alongside air conditioning, a passenger side mirror, a radio with traffic broadcasts, and a sunroof



The Louise Piëch car made do with the Carrera's five-speed 915 transaxle, whereas the production 930 uses a four-speed unit designed to manage the much greater torque of the blown engine. In the end, the 930 gearbox seemed a shade unnecessary on Porsche's part, much in the way that the 3.0-litre's compression ratio was set at a mere 6.5:1. In the later 3.3-litre Turbo this was increased to a still conservative 7.0:1, but it was 1988 and almost at the end of 930 production before a five-speed (G50) gearbox was fitted.

How to pitch its new Turbo model caused Porsche much internal debate. Initial thoughts were to offer it as a stripped-out racer, but finally, bearing

in mind the image and the potential profit margin, it was decided to offer the 911 Turbo as a luxury rather than pared-down sports car. This is apparent on this early Ice green car, which has a leather interior, heated rear and front windows, air conditioning and the Carrera's sports steering wheel. Such features as automatic transmission or servo-assisted steering were many years away, but the 911 Turbo was "reassuringly expensive" as one observer put it, at twice the price of a Carrera 2.7, and it hit the mark as its instant success demonstrated.

Indeed, the new segment of affluent clients that the 911 Turbo opened for Porsche often seemed to have bottomless budgets, such was the amount

these customers were prepared to spend on extras for what was already a very well-appointed car. By 1979 this had led to the establishment of Porsche's Sonderwunsch department and an immensely profitable ancillary business.

It was natural that the founder and managing director of the company would drive its newest premium models. In 1968, Ferry Porsche had owned the first 911 with an engine larger than its original 2.0-litres. This was the 2.2-litre 911S, delivered to him some months before production started. Subsequently, he owned a very special 916 powered by a competition 3.0-litre flat eight detuned to 260bhp, which he reputedly drove over 10,000km. ➤



ABOVE Louise Piëch's Turbo No.1 was narrow-bodied, and came without front fog lights. Though the car was originally fitted with 2.7-litre flat six, latterly the car has been upgraded with a 260HP, 3.0-litre turbocharged production 930 engine, replete with a four-speed 930 gearbox

While his driving style had nothing of the sustained aggression of his sister's, Ferry – whose normal demeanour was modestly undemonstrative – could be quite determined when necessary. Yet unlike some other members of his family, he was quite capable of driving a two- or three-hundred horsepower car extremely fast, yet keep it on the road. Typically, rather than being first in the queue to acquire a new Turbo 930, he was content to wait until the first 1,000 Turbos had been delivered, and other important and more impatient customers satisfied.

Ferry's striking Oak green metallic 930 was registered in September 1976. He favoured this colour and his personal cars were usually a shade of green. The interior of this 930 featured matching green tartan cloth seat inserts and door cards, while the seats were specially ordered buffalo hide that's very smooth to the touch. Although his car had the standard Turbo 300km speedometer, characteristically of Ferry there were no Turbo references on the car's script or badging. The car was given to Ferry on his 67th birthday.

As Ferry pulled into Zuffenhausen each morning in his wide-arched company car, we wonder if it were ever conceived by the man himself that half a century later, the mighty 911 Turbo would still reign supreme as a do-it-all supercar with elegance and luxury still very much at the heart of its DNA. A flagbearer of Porsche engineering innovation today, the 911 Turbo's beginnings are just as awe-inspiring, exemplified by the fact that these early cars ended up in the personal collection of two prominent Porsche and Piëch family figures. **911**

“The 911 Turbo was offered as a luxury rather than pared-down sports car”



FERRY PORSCHE'S 911 TURBO

Year: 1976
Capacity: 2,994cc
Power: 260PS
Max speed: 155mph
0-62mph: 5.5s
Weight: 1,195kg

LOUISE PIËCH'S 911 TURBO

Year: 1974
Capacity: 2,687cc
Power: 240PS
Max speed: n/a
0-62mph: n/a
Weight: n/a

EARLY PRODUCTION 930

Year: 1974
Capacity: 2,994cc
Power: 260PS
Max speed: 155mph
0-62mph: 5.5s
Weight: 1,195kg



NEW



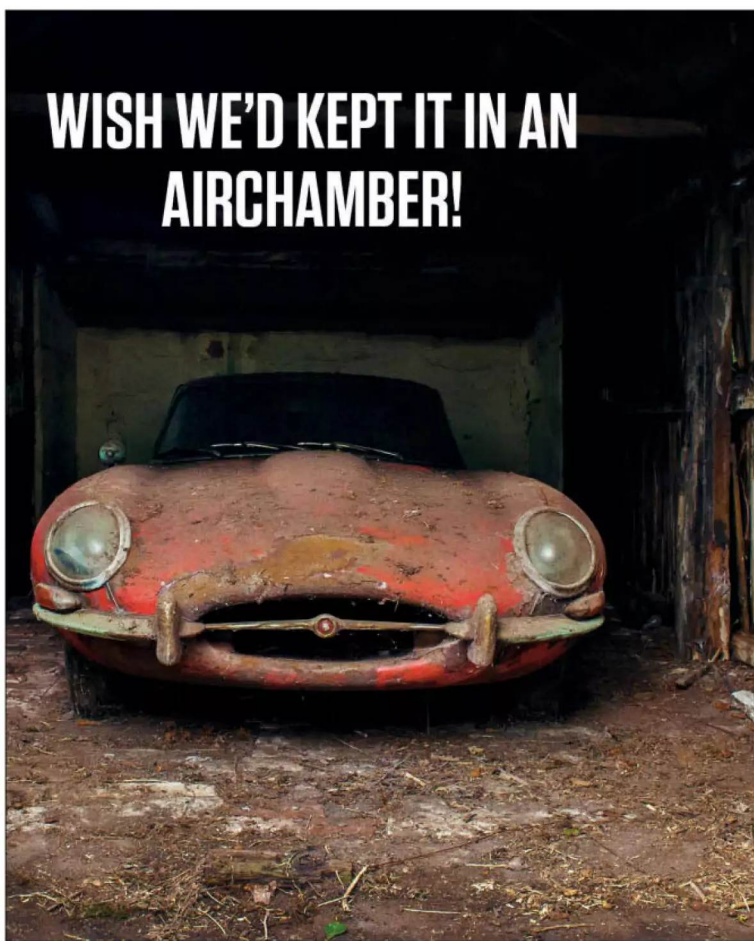
READY TO WEAR AND BESPOKE COVERS FOR ALL CAR MODELS

**Ultima4 - fleece-lined outdoor waterproof & breathable cover
4 layers, ultra-soft, Neoprene-style fabric for total year round protection**

CarCoverShop.co.uk

www.carcovershop.co.uk | t.01780 654088

**WISH WE'D KEPT IT IN AN
AIRCHAMBER!**



**Airchamber quickly converts any
garage, barn or shed into the ideal
dry, dust free storage area for your
car, bike or personal possessions.**

It's the ideal, economical solution for dry storage in damp buildings, constantly preventing unseen condensation from causing corrosion, mildew and rot.

Our unique inner frame maximises internal space and allows instant drive-in convenience and access to your vehicle. With no cover to drag over bodywork, Airchamber is much less trouble to use than a bubble!

Choose from our range of 9 sizes which cover most vehicle and storage area dimensions and benefit from Airchamber's ultra-low running costs while giving your vehicle the ultimate protection it deserves, all year long.

For prompt delivery of Airchambers, replacement parts and technical advice call authorised reseller Morethanpolish Ltd on:

+44 (0)1780 749449 | www.morethanpolish.com

AIRCHAMBER morethanpolish.com

Image courtesy of H&H Auctions.

SUBSCRIBE TODAY
AND **SAVE 40%***



Total 911

THE PORSCHE MAGAZINE
magazinesdirect.com
Official Magazine Subscription Store



EXCLUSIVE
SUBSCRIBER
COVERS!

PRINT EDITION + NEW DIGITAL ACCESS

Pay £23.36 for six months
of **Total 911**. **SAVE 40%***

DIGITAL ONLY

Pay £19.46 for six months
of **Total 911**. **SAVE 40%***

SUBSCRIBE TO TOTAL 911 AND...

- Never miss an issue with delivery right to your letterbox
- Make great savings compared to buying **Total 911** in the shops
- Get the latest Porsche news, reviews and expert buying advice



Visit **magazinesdirect.com/TNE/D35Q**
Telephone **0330 333 1113**
QUOTE **D35Q** WHEN ORDERING

Terms and conditions Offer closes 8 October 2024. Price is guaranteed for the first six months. Please allow up to six weeks for the delivery of your first subscription issue (up to eight weeks overseas). The subscription rate includes postage and packaging. *Savings are based on the cover price. Payment is non-refundable after the 14-day cancellation period. **Access to the digital library will end with your subscription. For full terms and conditions, visit **www.magazinesdirect.com/terms**. For UK enquiries please call +44 (0) 330 333 1113. Lines are open Monday-Friday 8:30am-7pm, Saturday 10am-3pm UK time (excluding Bank Holidays) or email **help@magazinesdirect.com**. Calls to 0330 numbers will be charged at no more than a national landline call, and may be included in your phone provider's call bundle. For overseas enquiries please call 1-844-779-2822. Lines are open Monday-Friday 8:30am-5pm EST.

PART 1

Ben & Cheryl Dimson

They're two design legends whose work at Porsche throughout the 1980s had an impact which still resonates today. And yet, Ben and Cheryl Dimson's story is largely unknown... until now. In the first of a two-part exclusive interview, the couple join Total 911 to look back on their remarkable Porsche careers

Archive photography courtesy **Ben and Cheryl Dimson**

Total 911: Ben, Cheryl, when did you start at Porsche?

Cheryl Dimson: I was there from the start of 1982 to 1992.

Ben Dimson: I started in 1981 to 1988.

Ben, what was your career path to Porsche?

BD: After graduating from the Art Center College of Design, I had three job offers. Volkswagen and Ford were first and then Porsche came afterwards. That, for me, was an incredible moment – how could I turn Porsche down? It had to be my first choice. So I packed a couple of bags, a year after receiving that invitation to join Porsche, and flew to Germany.

I was picked up by a member of the Porsche team and we went on the Autobahn. That was the fastest I'd ever been driven in a car. The driver was no ordinary Porsche employee either: it was Dr Rabe, who was related to the original Dr Rabe, who was a member of the Porsche family from the beginning. He was head of the Personnel Department and he picked me up in a 924 Turbo and between Stuttgart airport and Weissach, we were cruising the Autobahn at well beyond

130mph. We were almost at 150mph and all I could see was a blur of trees going by. During this time, we were having a conversation about my flight, my family, and he was trying to explain to me what Weissach was going to be like. Before I knew it, we were taking the exit to Weissach, and that was it.

Little did you know that you would be designing that car's successor – the 944 Turbo...

BD: Yes, but one of the first projects I worked on, in the exterior studio, was the 928. That development eventually led to the design language that we used on the 944 Turbo, then the 959, and then eventually on to the 964. The 964 was the last project I worked on at Porsche.

Cheryl, tell me about your journey to Porsche at the start of the '80s.

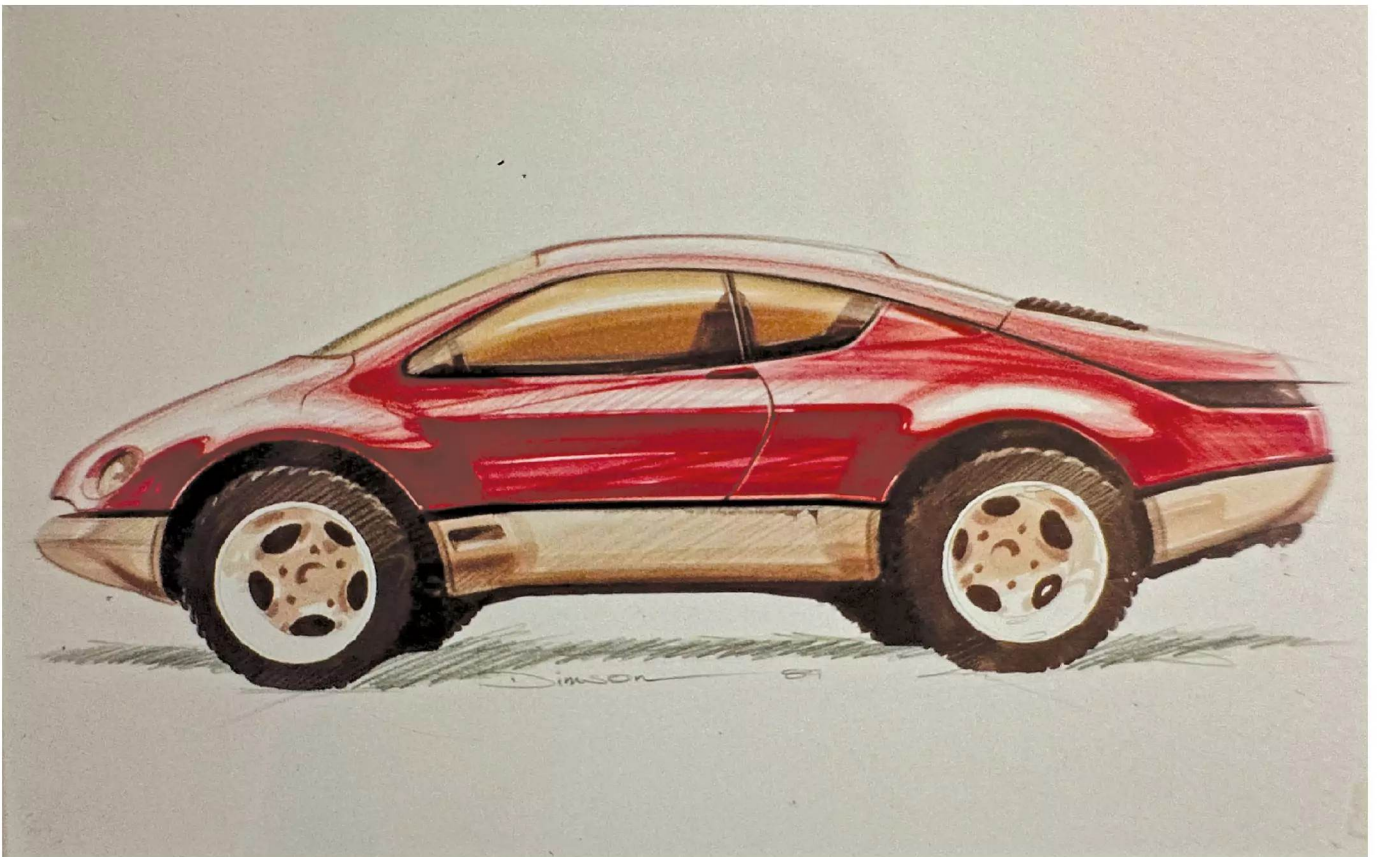
CD: I'm a Californian native and I also graduated from the Art Center. The day I graduated, Ben (who was my boyfriend at the time) and I talked briefly, and he told me Porsche was looking for a graphic designer.

That was the first application I put in, right out of school. It was a handwritten letter and 35mm slides, put together in a package, and that was how I sent my portfolio over to Europe. Meanwhile, I took a job in San Francisco and while I was there, the offer was made to go to Porsche. It was on the right desk on the right day and I was offered the job and honestly, how could I refuse? I packed my bags and flew off to Germany. From there, I stayed at Porsche for almost 10 years. It was a great time. Unfortunately, not the same high-speed pick up as Ben!

BD: Back in those days, we weren't allowed to drive the Porsches and we weren't allowed to have calling cards as designers and employees. I guess they were trying to keep it all as quiet as possible.

It's a mighty first job in the automotive industry...

CD: Yeah, it was. It was really the vision of Tony Lapine who wanted to have someone that did graphics in the Styling Department, so that it could be part of the whole package. Anything that was surface graphics, or anything like that, that was mine and we ☺





built a department around it. I led that department. So we did inside and outside the car and also where the car is shown, so we would work on wherever the car was being put on display by the company. We were responsible for international trade shows, where race cars were being exhibited.

I actually have a Rothmans story. The design had already been done, but I was asked to tweak things for one of the Rothmans Group C cars. I felt, with my typography background, that the Shell logo above the headlamp should be a little smaller so that there was a nicer frame around it. Shell didn't think the same thing so I really got my hand slapped on that one, because they had paid a big amount of money and they had noticed that it had been tweaked a little bit, and they weren't impressed. After that, we were involved in a lot of race cars.

Between the two of you, you are such a Porsche power couple...

BD: I think we were at the right place at the right time. It might sound cliché, but it pretty much worked that way. You have to remember, back then there was no internet, everything was snail mail and everything took time, so that had an effect on how Tony Lapine would respond. He probably knew that at some point, he would need to make a decision on who he brought in.

On having previous experiences with Richard Söderberg, one of his chief designers, who was also an Art Center graduate, I'm sure Dick probably influenced Tony Lapine, at the time, to go shopping for designers. Not just in England but also in America. At the time, the only two schools that were catering, intensively, to the car industry were the Royal College of Art, here in London, and the Art Center in Pasadena. Those were his choices. Then having to do everything through mail, it took a lot of time.

What was it like working at Porsche in the 1980s?

BD: It was a very different company to what it is today. Communication was a challenge in itself. You obviously had to learn German but as a designer you could communicate not just with your hand signals, but you could also literally draw something to get your point across. Sometimes, you really had to rely on that.

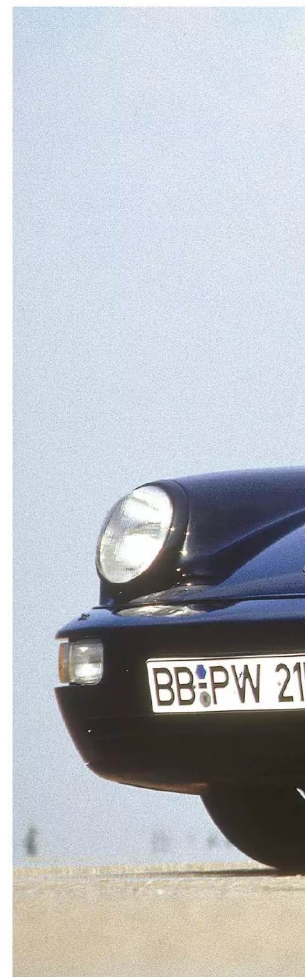
Living in Germany, there was no other way around it – you had to learn the language. A lot of the engineers spoke English, but not everybody. It worked on both sides. They struggled to explain things in

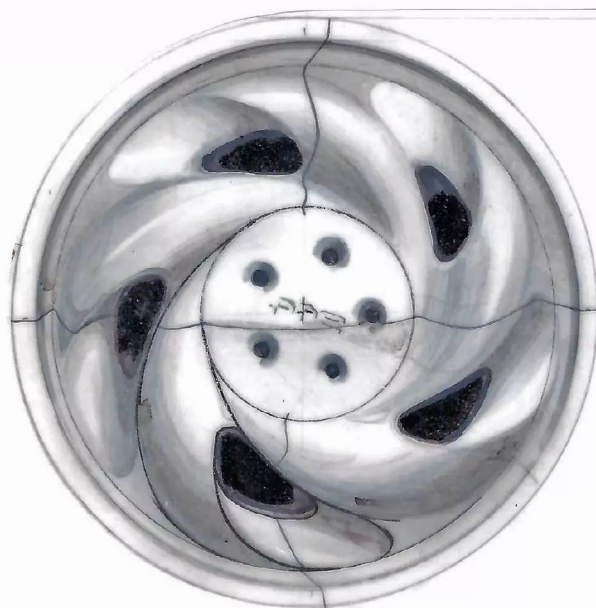
ABOVE Cheryl and Ben Dimson in conversation on the 9WERKS Radio podcast

RIGHT Ben was part of the team responsible for designing the 964

BELOW Cheryl working in the Porsche design studio, in a photograph taken in 1986/87

BELOW RIGHT Ben's Panamericana wheel concept





AIR CNT





German and there was a lot of head scratching, but we were able to communicate through the drawings and the language of cars.

CD: In the studios, at that time, a lot happened in English because the two colleges that were feeders of designers spoke English. Even if they were German, they spoke English very well. But once you walked outside those doors and hit the engineering department, it was sink or swim.

Tony [Lapine] really believed in us. I remember him sending me off to Weissach to meetings on my own and I had only been there a year or two. It's funny though, because there are some technical terms that I know in German and now I have to really think about it to remember what they're called in English!

As a woman in the company, I was always very accepted. But you know, there were always little things at that time. I remember being asked by my boss if I could even drive. I was like, "What? How can you even ask me that?" But I realised, he was the one who picked me up at the airport and he was always the one driving, so he didn't know. So I said, give me a car and let's go out and drive.

Sometimes staff would come to me and ask 'What would a woman like?' with a car. I was always really big on saying that a woman didn't want a pink car, she wants to be able to show what she can do at the wheel.

It's a real failing in the automotive industry that there isn't more female talent in

prominent positions. Porsche is addressing that at board level, but we don't think enough people know how much female talent has contributed to Porsche history...

CD: Definitely. We were always lumped into one place and we were interchangeable. There was a woman who was hired to do fabrics and she would actually weave fabrics in the studios. For some reason, someone came in to do an interview and told me to sit where she was. I told them that I didn't know anything about weaving, but I was basically a 'fill-in' woman. Because it was a different time, I accepted it back then.

What was it like interacting with the Porsche family at the time?

BD: Whenever Ferry Porsche came in, it was a big deal. Everything was prepped. He was the lord coming in to visit his kingdom of cars. But when he actually got there, he was so approachable, humble and very personable. He would ask you how you were doing, in German of course. The bosses would always try to interrupt and he would always tell them to stop and carry on the conversation with you. He would always do things like that. It was terrific.

CD: When I was redoing the family crest, that's the family lore so it was like I was touching this sacred crest. There was no chain of approval. It was me, [Tony] Lapine and Ferry Porsche. He gave the nod and that was it. He was so humble and so very genuine.

Did you feel the pressure in redesigning the crest?

CD: Yes, of course. But I also felt a big responsibility to make it consistent with the typographic statement. The elongated Porsche type was already in place when I came, but it hadn't been translated into





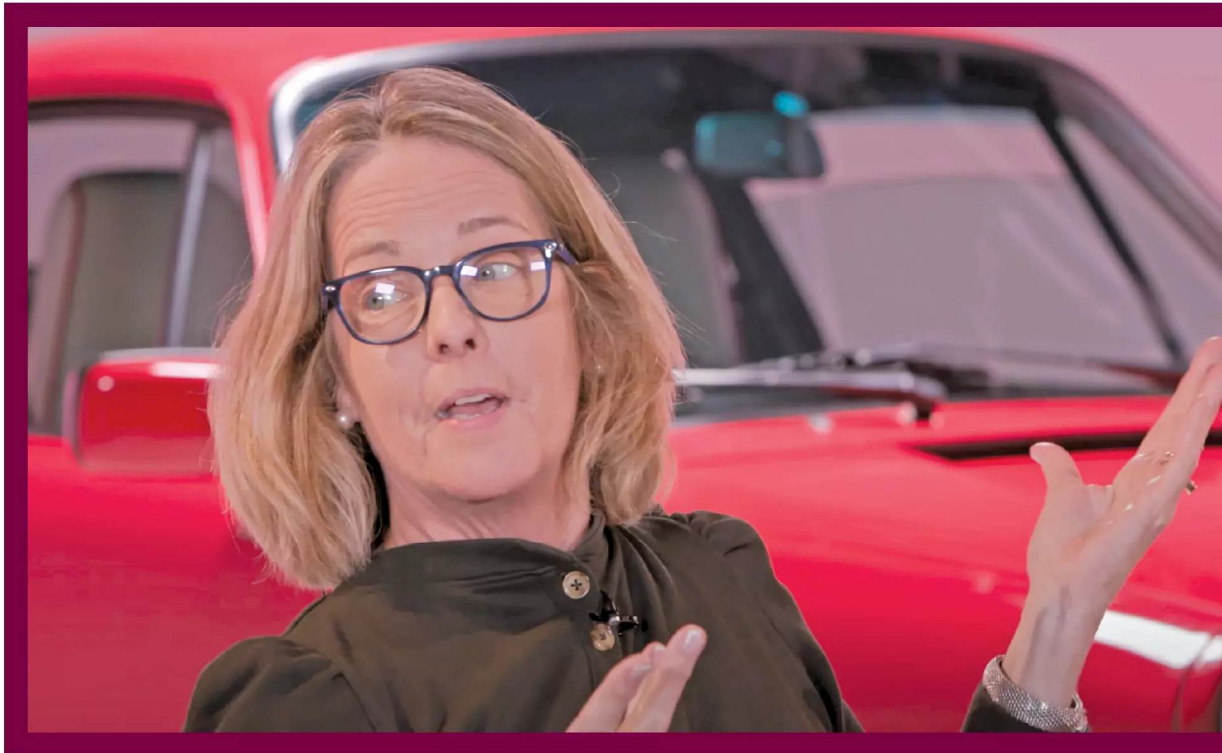
1

“We were able to communicate through the drawings and the language of the cars”



ABOVE AND FACING PAGE

Cheryl reveals that it took a year to finalise the script typeface that Porsche used for its model line-up



2



the crest, and it needed to be corrected. So while I was doing that, I felt like the horse needed a little tweaking, so I took out a couple of lines. But I didn't want to touch too much else and if you really go back and look at all the parts and where they derive from, like the antlers and the region that Stuttgart is in, the antlers are important. So, I didn't want to tweak them too much so that it didn't represent their heritage. I wanted to be respectful of that.

What year did your redesign of the crest appear on the car?

BD: The 944 Turbo was the first one that came out. That definitely had the new crest. Although, when the 911 was redone in the early '80s, they changed the Carrera script. But that was before the crest.

CD: I remember doing the drawings for the script, because we would also do the drawings and then they would go into engineering and were worked on. Then the parts were made and the crests were produced at a little business off-site. They've been connected to Porsche ever since. I'm not entirely sure whether it changed with a model or not.

Were you tasked with designing the model script by hand, Cheryl?

CD: Yeah. The initial task was for 'Carrera' and then my goal was consistency. I took all those four [Targa, Cabriolet, Speedster and Carrera] that were on the cars

at the time, and worked on all those logo types together. They were all done by hand and it was all done by eye.

What did that process look like?

CD: That whole process, those four scripts, took a year. Many hours. There used to be just a desk, paper and pens in the studio and the projects were about 18 inches – bigger than full size. The studio had these boards that were for doing tape drawings of cars. You would have a side view and front view and they were around 10-15 feet, depending on the car. They were longboard so that I could see the front, side, rear and plan view. I was dedicated two of those walls so I could fill them up with writing, that was inked in, and they were four deep. From there, we would narrow them down until we chose one.

At some point, they had to go on the car and that's when everything changed. The back of the 911 being at an angle changes how letters look. The Carrera script – as celebrated as it is in the community – well, as a typographer I didn't celebrate it initially because I didn't think the 'a' was right. I felt really strongly about that. But I was very junior at the time so I couldn't change it and I was told that those two areas on the 'a' were going to get thinner, and that was it.

I didn't show it to my peers because typographically, it was wrong in my opinion. It wasn't until I had worked at Porsche for a long time that I realised how celebrated it was. It's so interesting to me,

because whenever people have copied it further down the line, I always think, "Why didn't they fix it when they copied it?"

It was really popular in-house. Then it came to getting it on the car. It was printed on to thick vinyl and I cut it out with an Exacto knife, painted it black and then stuck it on the car. It went from hand-drawn to hand-cut. That was how we evaluated it and decided whether anything needed to change.

At the time, did you think about the fact the design could outlive you, or was it just another day at work?

CD: To me, it's just another day at work. That realisation is something that I think you learn with age. You're told this is something that could be on the cars for life. It isn't just going to be erased and changed out. It didn't stifle me, however. I never thought that I couldn't do it because it could be wrong.

I think this is partially down to the confidence of the designer, and also, age. But also, we did have a hierarchy. It wasn't just me alone. The Porsche family would support you and we looked for that support in our gurus – that second level down who we had contact with all the time. Back then, the studio was split in three and you sat with all the levels of design and the car, in clay. We were all in one big facility so we were talking and interacting with one another all the time, so the support was definitely there. **911**



Written by **Kieron Fennelly**

993 CARRERA

The final air-cooled 911 was the most refined and makes for a great, usable classic today. Here's everything you need to know about the 993 Carrera



HISTORY & TECH

The 993's predecessor, the 964, was the first significant departure from the 1963 original. In replacing the torsion bar suspension with conventional struts and dampers, the 911 was at last able to benefit from the kind of technology expected from a premium sports car, such as power steering, automatic transmission, ABS and all-wheel drive.

Although the 993 looked more contemporary thanks to its fared headlights and smoothed coachwork around the bumpers and rear wings, it was technically less radical, essentially improving on what can now be seen as the unfinished work of the 964. The 993 used the 964's chassis and engine, but the top end was reworked to lighten reciprocating parts. The car ran smoother, thus enabling the torsion damper to be dispensed with.

Other minor modifications enhanced power and torque so that the 993 demonstrated the

requisite performance uplift over the 964. The suspension was, however, different. If the 993 used the same strut setup at the front, its rear suspension was redesigned so that the chassis sat on a light alloy subframe attached in five places.

This offered two major advantages. First, by eliminating the 964's trailing arms, the 993 gained a more comfortable ride with far less road disturbance transmitted to the cabin. Second, the light, stable, agile (LSA) rear axle geometry granted the wheels a degree of rear steer and toe-in, which reduced the age-old 911 tendency of lift-off oversteer. Porsche continued to develop this technology on subsequent 911s in combination with increasingly clever electronic safeguards. A new six-speed gearbox meant that ratios could be more closely matched to the torque curve.

As the first 911 without the trademark frog-eye headlights, the 993 was instantly identifiable. One

of the criticisms of the 964 had been that, for all its technological advances, it looked too much like its predecessor. Although Porsche was in poor shape in the late 1980s, and had acknowledged it needed fresh new designs, engineering director Ulrich Bez and styling chief Harm Gargaay nevertheless had to fight a conservative Vorstand for many of the changes they wished to make to the 911.

One battle they didn't win was the roofline and cabin, which for reasons of budget were largely unchanged from the 964. However, the much-improved wiper pattern was typical of the detail enhancements that Bez managed to introduce.

In 1995, the second phase brought in a wider range: a C4, a new Targa design, the RS and the Carrera S models. The 3.6 was also modified. Porsche's VarioRam induction widened the torque curve and larger valves improved breathing, boosting power from 272 to 285bhp. ➡



THE VALUES STORY

The new Carrera reached Britain in 1994 priced at £59,000. Porsche was on a high – the previous autumn's Boxster concept had produced quite a stir and the presentation of the new-look 911 received almost equal acclaim. Consequently, 993 prices stayed firm, increasingly buoyed by the realisation that this was the last air-cooled 911.

A decade after the launch, used 993s were selling at much the same price levels as 996s that were several years younger. While the 996 continued to depreciate (its 'renaissance' would come much later), from about 2012 the 993 started to increase in value and by 2015 an average-mileage 993, which five years earlier might have made £22,000, was now changing

hands for twice that. The high point was reached in 2018, since when values have fallen back slightly.

In 2024, 100,000+ mile examples tend to be offered from £50,000, but the best examples can go for £75,000 and more. The Tiptronic 993s fetch lower prices, as do Cabriolets. The Coupes are what the market really wants and it seems to make little difference whether they're C2 or C4.

BELOW Later 993s with 'Varioram' technology had alloy rather than plastic intake plenums, as here



MARKET RIVALS

The £50,000-£75,000 bracket offers some scope with both air- and water-cooled 911s. The usual classified ad sources reveal the following offers...

Carrera 3.2

Arguably the most versatile of the vintage 911s, though a 993 Carrera will be more 'usable' as a classic 911 proposition and very likely won't have rusted like a 3.2 Carrera tends to at this age. £60,000 should buy you a decent enough 3.2 Carrera, but a thorough inspection is advised.

996.2 GT3

A more developed 911 than its 'hand-built' predecessor, the GT3 is a demanding 911 that will appeal only to the committed driver in the long term. A 996 GT3 doesn't have the 'road usable' appeal of a 993. The classifieds have several examples in the £70,000-80,000 bracket.

991.1 Carrera S

Still naturally aspirated, the 991.1 is a 911 for the modern world and would make for a great daily driver. A larger 991 offers a very different drive to a 993. Really, a 991 would complement a 993 as a twin-car garage, rather than replace. Some depreciation is still expected on a 991.

997 GTS

Manual examples are less common, but the 997 GTS sits in a similar bracket to a 993, by way of both being a 911 to be used for special occasions. A 997 GTS though is expected to hold its value, whereas a 993 Carrera is likely to appreciate slightly in the coming years.





“The 993 is the pinnacle of Porsche’s air-cooled engineering and behind the wheel this soon becomes apparent”

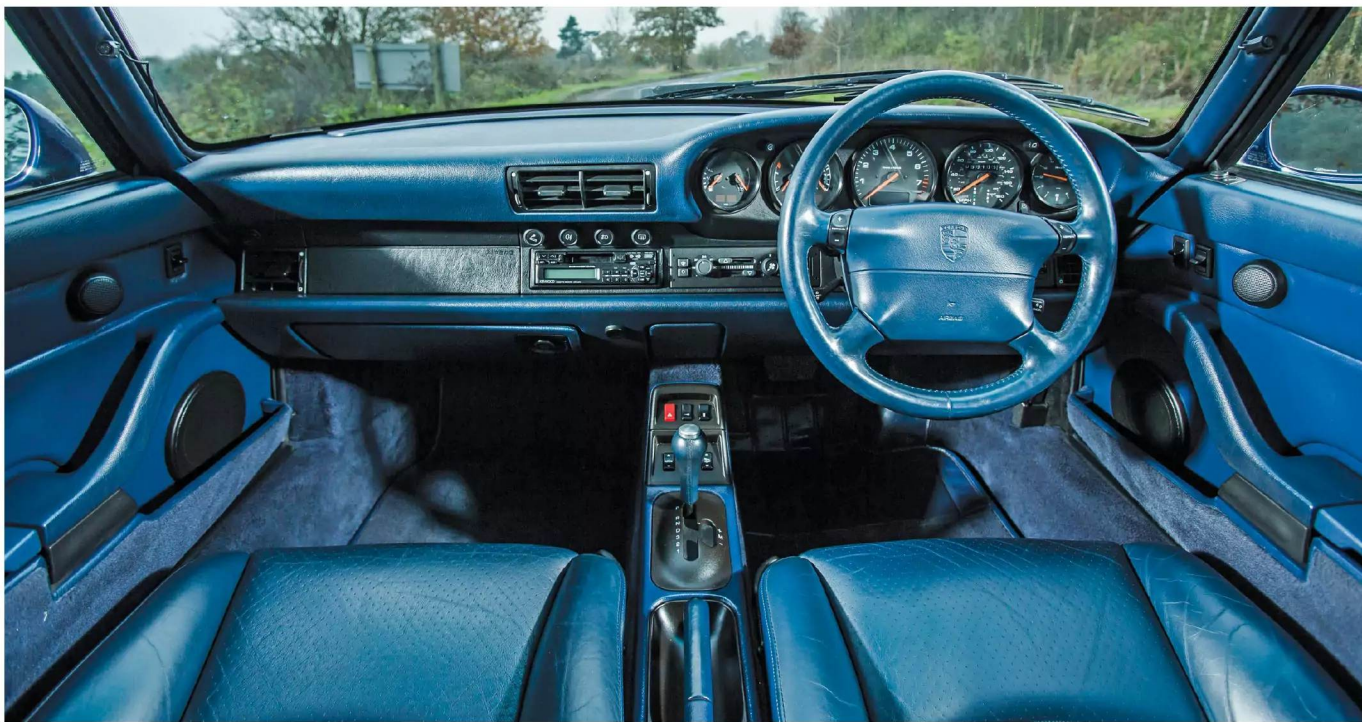
DRIVING EXPERIENCE

The 993 is, as often has been observed, the pinnacle of Porsche’s air-cooled engineering and behind the wheel this soon becomes apparent. Ergonomics were something Porsche got right from the very early days. All the important controls, including electric window lifts, fall to hand without having to take eyes off the road to search for them (unlike contemporary BMWs), and the 993 retains the excellent visibility of the early 911s. Turning the key leads to the familiar rumble of the air-cooled flat six, but a more refined sound than previous incarnations. From outside, the twin exhausts are

quieter than the 964’s single pipe (drive-by noise tests were always hard on the 911 and the Swiss version of the 993 still had to have higher gearing simply to pass the fixed speed sound test.)

Underway, the 993’s initial feeling of heaviness wears off as soon as speeds increase, but no manual 993, however well set up and fettled, is ever happy in stop-start traffic, requiring frequent dipping of the clutch. On the open road, it’s a different story and when deployed by an enthusiastic driver the harmony of Porsche’s precise hydraulic steering, six-speed gearbox and clutch brings out all that’s best in old 911 motoring.

Neither is the 993 lost for performance. With a 30-year-old car few owners will want to investigate the 993’s claimed 166mph (and the front does start to feel rather light as you go deep into three figures), but with 270+ bhp, the 993 is still very fast – sub 15s to 100mph should be well within the reach of a healthy example. Even more impressive are the gear ratios and the way when pressing on the engine it always seems to be ‘on the cam’. While praising the latest 911, some contemporary reports thought it was more GT than sports car. Times change and few people would suggest that today. 🚗



BUYER'S GUIDE

In our price bracket, any 993 should have a hefty history file, including repair invoices (originals, not photocopies). It's crucial to read these to assess how the car has been looked after and driven. Equally important are stamps from OPCs and latterly from independent Porsche specialists (who tend to be more experienced with the air-cooled cars). Look for major work carried out in the past five years, because it's unlikely that 30-year-old suspension arms and bushes, and clutches, will still be at their most effective, and these can be expensive workshop jobs. A road test will soon reveal a dying clutch (heavy and late take-up) and suspension maladies (less-than-precise steering, crashing over potholes and rattles from the underside).

The engine may rattle slightly at cold idle, but this should disappear as the mechanisms all warm up, by which time oil pressure of 2.5 bar should show on the oil gauge. The gearbox, too, is heavy when cold and wears excessively if the lever is forced. The sympathetic owner knows they have to nurse a 993 until the oil is warmer.

Operating temperature reached, the 993 should fly, pulling hard between 2,500 and 4,500rpm and then racing with increasing enthusiasm to well over 6,000rpm. There should be no oil smoke under acceleration or on overrun. Old engines can be expected to have minor oil weeps, but no significant leaks. The rather cheap plastic cam covers can fail and the blue smoke caused by oil dripping on to the hot exhaust always looks far more dramatic than it is. If the car

has its original covers, these (and their gaskets) are worth replacing at the next oil change. Ensure gearbox oil has been changed at the set intervals and look for leaks in the power-steering pipework.

993s don't rust wholesale, but corrosion does cause body and suspension bracketry to rust out. If the underside is scraped with rips through the underseal, repairs are urgent otherwise the floors will rot. On the body, rust can occur around the windscreen. Paint bubbling betrays it and repairs are expensive. If the car has had a recent new windscreen and seal, it may mean remedial work has already been done. If the front bumper

has been off, study the realignment. The 993's front is quite tricky to refit and if it was removed, it was probably the result of accident damage. Lift the boot carpet and look for signs of respraying or non-factory welding. Any hint of dampness suggests water ingress and a substandard repair.

In the cabin, a cherished car will have largely unmarked surfaces, the driver's seat will have nothing worse than creases and the carpet mats will have been renewed. The door check straps will operate correctly, as will the locks (which seize through corrosion or long storage), electric window lifts and sunroof. ➡



DESIRABLE OPTIONS

There was nothing wrong with the smooth shifting, four-speed Tiptronic, but the manual 'six' is the objective of most buyers. As ever, the full-leather interior is preferable to the half-leather interior, where after 30 years some of the plastics won't have lasted well. The more generous bolsters of the Sports seats (M383 and 387) will suit some drivers better than the rather flat standard variety, but many buyers of the original M030 Sport suspension later regretted it, finding them uncomfortably hard. 911 cabins get hot and air conditioning (if overhauled and functioning) is worth having.

Besides the usual silvers, blacks and reds there were some unusual paint options and all other things being equal, Aventura green or turquoise metallics may be worth looking out for. Some owners fitted red Turbo front calipers, which are easily spotted because the standard item is black: with these, retardation is phenomenal. Some 993s will sport 18-inch wheels, and as long as these are Porsche as opposed to aftermarket wheels, the only drawback is a noticeably harsher ride.

INVESTMENT POTENTIAL

The 993 was the first of the 'volume' as opposed to rare models or limited editions to increase in value in the wake of the 2008 bank crash. People who bought 993s in the early 2000s were sometimes able to double their money, selling 15 or so years later.

Since then, 993 prices have largely stabilised. One reason for this has been the 964, which since

2020 has caught up, providing the 993 with some in-house competition. Nevertheless, a well-chosen 993 C2 is unlikely to lose value, especially if it's a manual coupe. The slightly more exclusive though mechanically identical 'S' versions, usually selling for at least 20 per cent more, are perhaps a stronger bet, but as the last air-cooled 911 any 993 will always attract interest. **911**

“People who bought 993s in the early 2000s were sometimes able to double their money, selling 15 or so years later”

BELOW A 993 in a colour other than black, silver or red – such as Aventura green shown here – may be worth tracking down if owners have one eye on future resale values





TOTAL 911 VERDICT

In the price range covered in this article, the 993 represents possibly the best classic 911 choice. It has the looks, all-round usability and is comfortable enough to travel large distances without the element of masochism involved in some classic motoring. The compact 993 will also fit in the average (undersized) suburban UK garage. There are plenty of examples for sale, usually through specialists who have both sold them previously and maintained them for long periods. Often these are the cars to seek out.

In the past, magazine features made much of the later VarioRam cars. Yet today, even driven back-to-back, it's very hard to tell the difference between VR and non-VR, and the buyer's overriding criteria should be condition and history. Few buyers ever regret purchasing a 993 – witness the numbers in long-term ownership – but like all the air-cooled 911s they do need to be exercised regularly and always appreciate their annual visit to the 'indie', for which owners should budget at least £1,000. Replacing parts before they're completely life-expired is a condition of keeping this much-admired Porsche icon on the road.



MANUAL VS PDK

It's an oft-debated topic: which is the better transmission in a modern 911 – manual or PDK? Total 911 explores both in a 991.1 on road and track

Written by **Lee Sibley & Josh Barnett** Photography by **Alisdair Cusick**





991.1 Carrera S

Seven-speed manual



991.1 Carrera S

Seven-speed PDK





The pro manual viewpoint

The freedom offered by the manual gearbox brings out your inner child when at the wheel...



Despite my relative youth, when it comes to driving I like to think I'm in the 'traditionalist' category; a recent car purchase sees me driving around in something bereft of power steering, anti-locking brakes or any form of electronic driver control. Therefore, as our day gets underway at Porsche GB's headquarters in Reading, I'm happy for Lee to take the manual 991 Carrera C2S first, confident that I won't need any further convincing of the analogue sports car's charms.

The dual-carriageway journey towards the Porsche Experience Centre at Silverstone vindicates my decision, as the Racing yellow PDK variant proves unremarkable and I remain indifferent towards the concept, although the largely uneventful stretches of tarmac wouldn't show the manual off to its best, either.

On arrival, I decide to start with the PDK 911. Despite racing at Silverstone numerous times, I've never driven the 1km PEC circuit before, and while I tell Lee that it's because the PDK car is already set up with my driving position, the reality is that I've chosen it first because I want to get to grips with the tarmac before really enjoying myself in my preferred choice: the manual.

After taking a few laps to acclimatise to the short circuit, with my instructor – ex-British GT racer Ben McLoughlin – showing me the best lines to take, I begin to push on, exploring the limits of the latest-iteration Porsche 911 in the dry for the very first time.

The undulating and twisting nature of the PEC circuit leaves you constantly working behind the wheel, fighting the car through adverse cambers and curving braking zones. However, with the PDK in 'Manual' mode, optional Sport Plus turned on and

the paddles behind the Sport Design wheel, I feel in full control. The downhill, curving braking zone for the tight left-hander at turn three could catch out the unwary, but with both my hands staying on the wheel and my feet focusing solely on slowing 1,415kg of 991 Carrera 2S, I'm not daunted.

With the PDK, I can focus on hitting my apexes, braking deep into the corners to negate the classic 911 understeer and carrying more speed than I thought was possible from a Carrera on road-specific tyres. Then, at the end of my 15-minute run, I try the PDK's party trick: launch control. With PSM both on and then off, the car's electronic system helps you perform perfect racing starts with ease.

Stepping into the manual C2S, I'm not sure the silver car can hold a candle to that level of speed or enjoyment, and after a few laps I'm vindicated. The manual car proves a handful in turn three; I have



...but there's a caveat of having to persevere with a heavy clutch pedal when stuck in traffic



to brake earlier to compensate, and some of my gear choices feel compromised. Where I was able to short shift in the PDK, I'm hitting the limiter in the manual, as I just don't have time to change.

The seven-speed gearbox proves less than user-friendly at times, as I struggle while jumping at speed across the gate from second to third, such is the lever's narrow throw. This manual feels more agricultural. But as I acclimatise, I warm to the experience. I begin to feel in sync with the mechanics, but step out afterwards thinking that I never truly found its potential in the same way as I did in the PDK car.

However, most Porsche 911s will only be pushed to their limits like that for a fraction of their lifetime. On everyday country roads, with more time to think and plan, I love the manual, finding more enjoyment in the increased involvement offered by the gearbox.

At these relatively slower speeds the PDK feels like overkill, with the pause between pulling the paddle and engaging the gear becoming annoying, even if I would otherwise be engaged in all manner of hand-and-foot gymnastics in the manual. Even on more mundane roads, the ability to play with the manual's gears appeals to my inner child, blipping the throttle on down changes to hear that gorgeous flat six shriek. The morning's track test feels a world away as the manual tugs ever harder at my heartstrings. This car represents the true 911 experience, living in the moment and enjoying the sensations of just driving.

Then, we reach a bustling Buckingham, and all rose-tinted thoughts are shunted from my mind as my left leg is called on to constantly prevent the engine from stalling. Despite being 'just' a Carrera, the pedal is heavy, and I'm envious as Lee negotiates

the thrall sweat-free in the PDK car. But is a 911 meant to be enjoyed in the confines of a town?

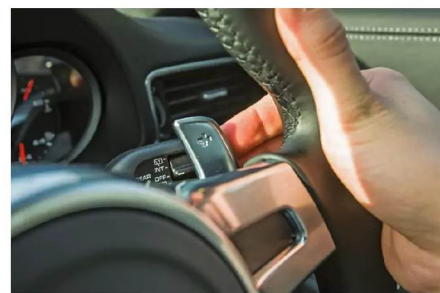
PDK makes a huge amount of sense. The difference in performance levels between the two on the track was night and day. In town it's effortless, enabling you to enjoy the luxury fittings of a 911's interior, and on long runs the incredibly intelligent Auto mode (combined with the Coast feature) makes it more fuel-efficient. "When people first thought of automatic gearboxes, PDK is what they imagined," Ali, our photographer, says to me as I have one last go in the bright yellow machine.

I'm inclined to agree. As an overall package, the PDK car outperformed the manual in every area. But contrary to all logic, I'm badgering Lee for the keys to the manual as our day comes to an end, the thrill of the traditional driving experience proving too irresistible for me.



The pro PDK viewpoint

PDK eliminates the hassle of tedious footwork when negotiating traffic-laden urban roads...



I'm not against manual transmission, and in all but a few scenarios I prefer the concept over an automatic or semi-automatic contemporary. In fact, both my own 911s have a manual gearbox (in preference to Tiptronic) with six forward gears, and I delight in the sensation of controlling how that flat six power is transmitted to the rear wheels exclusively via my own driving intelligence.

I've always found manual transmission on a Porsche 911 to be a key part of its sporting charisma through the generations, and I've revelled in the direct and positive throw between gears in the model's five and then six-speed 'boxes – something the 991's seven-speed setup just can't live up to.

Starting my test in the manual, its shortcomings are showcased as I negotiate the traffic-laden public roads across Oxfordshire en route to Silverstone. Forced by my environment to flit between gears

quickly and often, it doesn't take long before I find the process laborious and, on occasion, tricky.

Despite the relatively short throw, having gears one, three, five and seven up top, plus reverse, presents a headache, and in situ there are isolated occasions when on disengaging seventh, the shifter will slip at the gate into third instead of fifth, resulting in the car lurching uncomfortably forward. It feels like the gears are heavily spring-loaded between third and fourth, so anything less than a precise switch across the gate can mean you're entering a lottery as to what gear you'll next engage with. While the long 'overdrive' seventh gear is aimed at improving the 911s fuel economy, that extra gear proves one too many in a manual environment.

Crawling through busy towns also highlights how heavy the clutch pedal is for a non-GT 911. Yet on more rural roads free of other vehicles, the manual does offer a chance for some creative freedom

behind the wheel, and here I'm in my element as I engage in 'Sport' mode and hold on to third gear well past 6,000rpm. Despite my earlier assertion as to the manual's vague gear selection at the higher end, the gears don't feel so clumsy between second, third and fourth. I'm having fun keeping the revs high through the country roads, yet the yellow peril of the PDK-equipped Carrera S remains a permanent fixture in my rear-view mirror. The PDK car remains unshakeable, but judging by the driver's flat expression he's not having as much fun as I am.

Track time follows, and though I'm no stranger to the circuit at the UK's only PEC, I know I'm not getting the best out of this Porsche with a manual transmission. This gearbox would excel on a bigger circuit, but on this smaller, technical track, being so aggressive with the gear shifter while maintaining neat steering inputs is tough. Granted, the rev-matching feature in 'Sport Plus' mode aids the car's



...while on a circuit, keeping both hands on the wheel helps the driver execute tidier driving for better lap times



balance when changing gears, but I find this largely superfluous. If you're going to choose a manual transmission but not do all the pedalwork yourself, you're gravely missing the point. There's a lot to do, then, and I find myself craving a PDK-clad 911.

Swapping peddles for paddles, I climb into the Racing yellow 991.I Carrera S with Porsche's Doppelkupplung to continue my circuit thrash, and I'm immediately faster. With more focus on my lines and keeping the weight of the car balanced, exerting more speed from the 991 is effortless. PDK is intelligent: there's a host of different mapping options on my side (this system stretches beyond the ring-fenced parameters of 'Sport' and 'Sport Plus'), and so PDK complements my driving in the main, selecting the right gear to match my throttle application, and mass torque is always available.

PDK is as responsive as it is intelligent, too, and on harsh braking before the tight right-hander for

the last corner, for example, the system effortlessly skips down the gears in an instant, crucially without jerking and upsetting the balance of the Porsche for cornering. When I tried this on the road with the manual gearbox, remember, I had the car jumping forward after finding the wrong gear.

Buoyed by a confidence to fully exert the car in this track environment, I'm now trail-braking later into the sweeping corners at the far end of the circuit, hitting the apexes and then exiting the corner with considerably more pace. The simple 'pull' of the gear change paddle behind the Sport wheel gives a quick gear change when necessary, and my worries about jumping across the gate in the manual are a distant memory. I become more precise with my driving, seeking to tidy the smallest details as I eek the tenths off my lap time.

On the road, PDK is just as durable, enabling me to consume the road in comfort, though the ECU's

insistence on fuel saving means you'll often find the Porsche coasting in a high gear, so a quick kick-down on the accelerator pedal is necessary to jump down a couple of gears before being able to accelerate quickly. All things considered, it's a small price to pay for saving my left thigh from a clutch-orientated workout.

Both transmissions have their merits and pitfalls. There's no hiding from the argument that PDK makes for a passive experience when about town, but then again, when has driving in urban areas ever been classed as exhilarating? Meanwhile, in a track environment, PDK proves a catalyst for beautifully fluid driving, and you'll become enthralled by the 991's capability to carry speed.

The manual gearbox would be great fun on a long, fast track, but otherwise the total freedom of gear selection is offset by a clumsy and at times unpredictable gearbox. In the 991.I-generation 911, it's PDK for me. **911**



935 ML

B O R N I N J A P A N

Written by **Wilhelm Lutjeharms** Photography by **Ken Saito**

Kazuki Ohashi's modern interpretation of the Porsche 935 is something to behold. Total 911 gets the inside story on this unique flatnose Turbo



Behind Kazuki Ohashi's desk are numerous model cars, and the Porsche 935s among them are eagerly pointed out over the course of our online interview. However, the 29-year-old founder of specialist engineering outfit Madlane wasn't always interested in Porsche 935s: his first love as a child was radio-controlled cars. Only when he became a teenager did the real thing catch his attention. Ohashi grew up with a father who had a passion for Ferraris and Lamborghinis, and he would modify these cars. It's here where a large part of Ohashi's passion for not just all things automotive, but the customising of them, stems from.

It's inspiring to witness a youngster who sets himself a goal and then, years later, achieves it with resounding success. Back in January this year at

Tokyo Auto Salon, Ohashi, along with his staff at Madlane, unveiled what's arguably one of the most exciting 911-based builds of 2024. Dubbed the 935 ML, it's Ohashi's interpretation of the 935 with some very interesting tweaks and a level of performance that should impress all.

Just over six years ago in Austria, when Ohashi was only 23 years old, he laid eyes on a real Porsche 935 for the first time. The occasion made a huge impression, with some incredible ideas germinating on the flight back home to Osaka, Japan.

Ohashi admits when he saw that car and other '80s Porsche race cars, it immediately attracted him to the brand. "I was extremely excited by simply being in the presence of a 935," he says. The decision was made to build his own version of the 935 – not a replica – and Ohashi wouldn't give up until he achieved success. In the process he studied the 935

and Porsche's history, and also improved his technical skills in terms of car building. Eventually Ohashi realised he couldn't do everything himself, and thus started acquiring assistance from local companies and specialists.

The building project started about three years ago and at the time many people thought what Ohashi set out to do wouldn't be possible. A key event in the project's timeline occurred when he was offered a real 935 K4 glass-fibre rear decklid in the USA by a fellow enthusiast and friend. How this single body part became inspiration for an entire car is quite a story. "When these people in the USA offered this rear deck to me, I felt like they were presenting me the opportunity to build this car," says Ohashi.

The team started with a 964 Carrera. First, because it was affordable at the time when Ohashi returned from his trip to Austria; and second, because the ➡

964 is generally a good base to work from, in part because of its acclaimed suspension system. For the rest of the body Ohashi simply used model cars to measure and model from.

The final front cowl has been created from no less than three separate front cowls. Ohashi obtained a cowl from DP Motorsport in Germany, followed by another front end from Kremer in Germany and finally another one from the USA. Open the front lid and apart from the neat fuel tank, the suspension points and all the welding appear factory correct and completed to OEM standards. This was because Ohashi's team was able to source some of the blueprints from the original car.

The rear decklid isn't the only original part on the car. They were also able to get hold of a set of original 935 18-inch BBS racing wheels. These wheels were rebuilt in Japan and they are now, appropriately, wrapped in Yokohama full slick racing tyres.

The vented bottom sections of the rear deck have all been custom manufactured – and that's the case with most of the car. Although the doors have also been sourced from DP Motorsport in Germany, the large panel running from the rear wheel arch along the bottom of the doors is a bespoke design and custom made. The original metal roof of the 964 had

to be cut off because it dips down sharply towards the rear. Two glass-fibre roofs were used instead, enabling the roof to run perfectly towards the rear where it meets the decklid.

This car is so close to being a full-blown race car, we may as well call it just that. There's an air jack system and the rear wing has its origins in a Lamborghini Diablo GTR, while the side windows are all Lexan. Even the 'Turbo fans' for the front wheels have been custom made. If the colour looks familiar to fans of the Porsche brand, it's because the car has been painted in Grand Prix white.

Moving to the rear, when the rear lid is lifted and the support beams put in place, the flat six engine – another masterpiece of this project – proudly presents itself. Most obvious is the top-mounted fan, as was the case with the original 935. One of the other impressive and beautiful components is the intake system, which has been machined from billet.

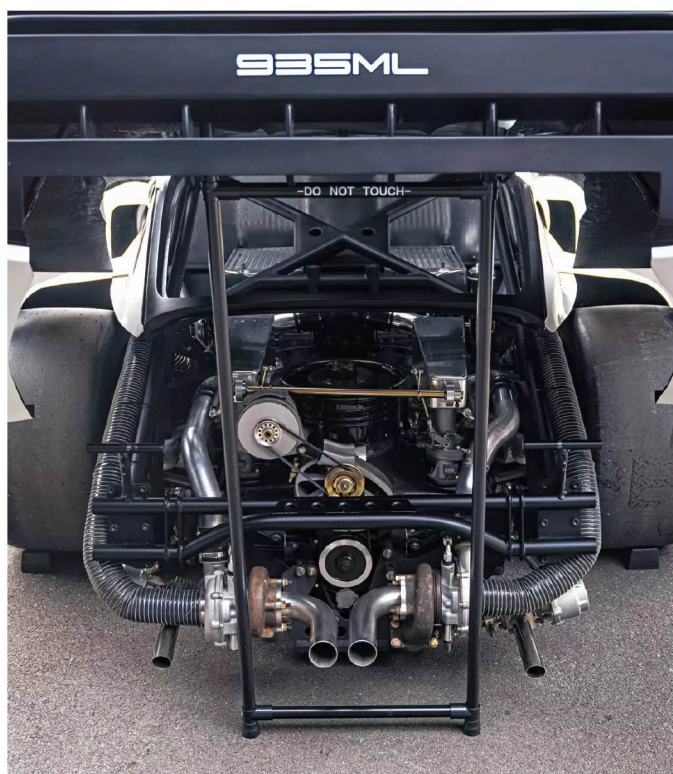
The engine started off as the 3.6-litre from the donor car, but has been increased in size to 3.8-litres. It's force-fed by two turbos, offers direct injection, and the exhaust system is made from the superalloy Inconel. Power delivery is said to be in the region of 700 to 800bhp, depending on the boost





“The team started with a 964 Carrera... for the rest of the body, Ohashi simply used model cars to measure and model from”

FACING PAGE Front cowls from three separate manufacturers have been expertly combined by the engineers at Madlane



ABOVE The 3.6-litre donor engine has been upgraded to 3.8 litres, and can generate between 700 and 800bhp

ABOVE RIGHT The modified 935 has been finished in Grand Prix white, proudly acknowledging the car's racing heritage

RIGHT A steering wheel from DP Motorsport forms the centrepiece of the motorsport-focused cabin, which features plenty of carbon weave





“Ohashi also mentions to me that he’d like to continue developing the car, with one of his aims being to have the entire body made from carbon fibre”

pressure you choose. The engine area is something to behold. It’s finished in true racing car style and is nearly completely open, sans plastic covers, with the pipework from the chassis clearly visible.

On to the suspension components. Clear inspiration was taken from the RUF cars, offering a cantilever setup. The intention of this build becomes ever clearer when you learn details of the transmission: it’s a Holinger gearbox from none other than a 997 RSR race car. It’s also been installed upside down so the engine can be mounted lower.

The cabin is immediately recognisable as that of a 911, but with numerous twists. Apart from the imposing roll cage, there’s a fully fledged racing seat with a Sabelt harness. The centre console features

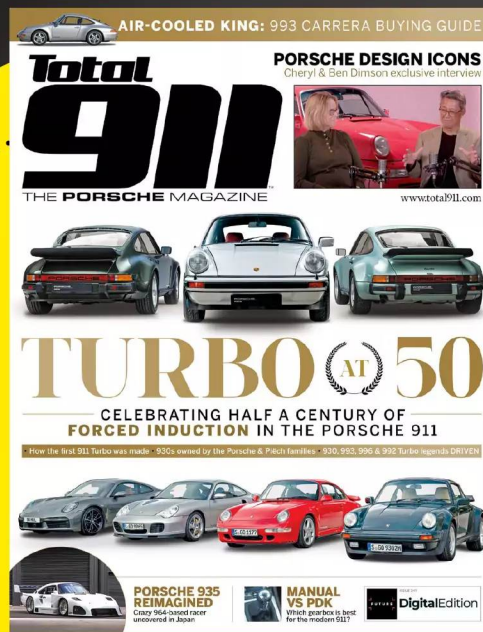
two levers for the adjustable sway bars, both front and rear. A fire extinguisher is stored in what would have been the passenger footwell.

Ohashi clearly has a sense of humour, because to the right of the steering wheel there’s a dial for the level of boost. At the top it indicates “Dead” at 1.2 bar, followed by “or” at 1.0 bar and “Alive” at 0.8 bar.

Still present are the traditional five gauges complementing the small racing steering wheel, which was also acquired from DP Motorsport, while the software system for the engine is supplied by Motec. Ohashi admits the ECU tuning must still be sorted and that he hopes to have the car running by the end of this year. Following that, he’s keen to take part in selected motorsport events in Japan.

Ohashi also mentions to me that he’d like to continue developing the car, with one of his aims being to have the entire body made from carbon fibre. Not only will it make the 935 stronger, but it’ll also be lighter. For now, the car’s body panels comprise a mixture of metal, glass fibre and carbon fibre. Let’s hope this is not the one and only 935 ML that Ohashi will produce.

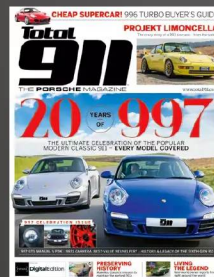
If you want to see an in-depth video of the car, head over to Larry Chen’s YouTube channel where he does a walkaround of this car, filmed at Tokyo Auto Salon at the start of the year. In the meantime, **Total 911** applauds the audaciousness of the project, and Ohashi’s desire to do something different in this corner of 911 culture. **911**



WANT MORE?

Go to Readly or the Apple App Store,
and get great deals on brilliant
back issues and exclusive
special editions

..... INSTANT ACCESS TO BACK ISSUES

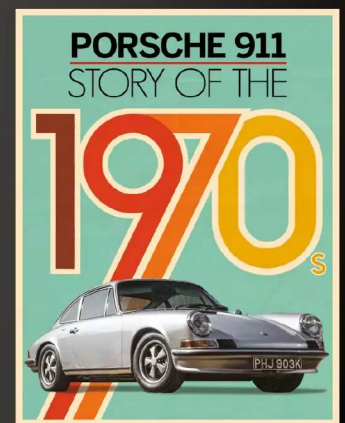
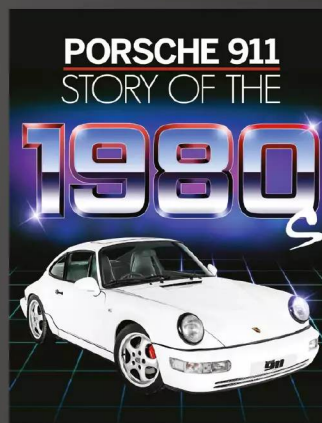
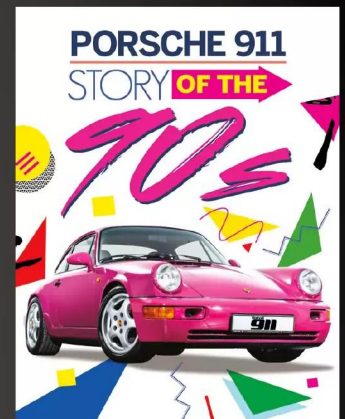
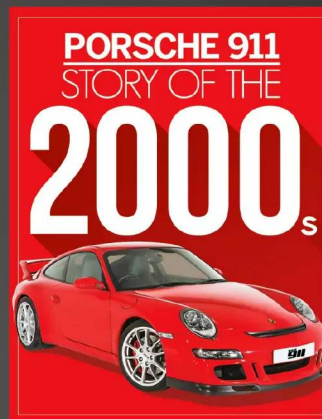
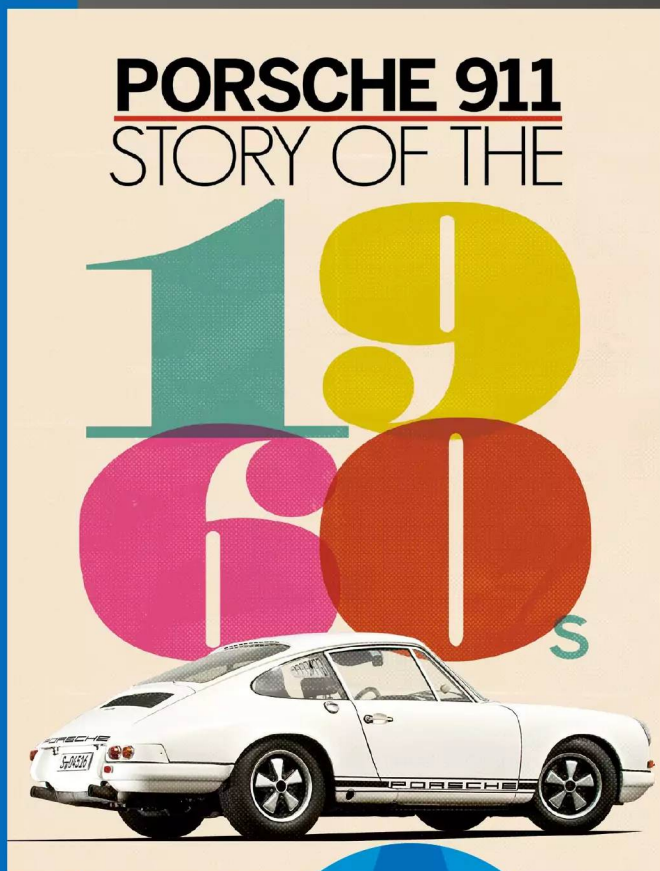


★ ★ ★
**PLUS: SAVE
EVEN MORE
IF YOU
SUBSCRIBE**

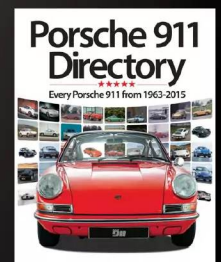
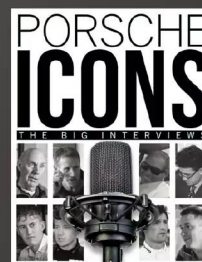


EXCLUSIVE BOOKS & SPECIAL EDITIONS

★ GO TO THE APPLE APP STORE OR READLY ★



EDITOR'S
PICK



ALL AVAILABLE TODAY ON THE
APPLE APP STORE OR READLY


Living the Legend



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



CP Morey
Atlanta, USA

 @gtsence

Model **997.2 CARRERA GTS**
Year **2011**
Acquired **2013**

Model **992 GT3**
Year **2022**
Acquired **2022**

Model **991.1 CARRERA GTS**
Year **2016**
Acquired **2020**

Model **3.2 CARRERA**
Year **1985**
Acquired **2024**



Back in issue 242, I shared my interest in the 3.2 Carreras with the M491 package. As a fan of the 911 GTS, I can't

help but notice the similarities: a wide-body design, upgraded running gear and extra power. Essentially, the 911 GTS, with its blend of performance and cosmetic enhancements, serves as a modern counterpart to the M491.

With a 991.1 GTS Coupe and a 997 GTS Cabriolet already in the garage, I've long thought that an M491 Targa would make a great addition. With just three cars, I'd have each major body style offered by Porsche in the 911 line-up. Furthermore, a Targa with a whale tail wouldn't only broaden the collection, but also harmonise with the ducktail and slick-back cars perfectly.

Despite my efforts, I couldn't seem to close the deal on an M491 Targa. After being outbid again at an auction, a friend suggested I consider a Coupe. He's an expert on wide-body, Turbo-look cars, including the M491, and reminded me that Porsche built more Coupes than Targas. Casting a wider net would improve my odds, and he believes Coupes look and drive better than Targas. However, it would have to be the right Coupe: an iconic 80s car in Guards red, just like the poster I had on my wall. If I'm going with a Coupe, then it would have to be special.



Cue the music, friends, because there it was on Bring a Trailer: an original owner, 1985 M491 Coupe in Guards red with colour-to-sample Cognac leather. It was love at first sight. As an added bonus, the car carries an option that likely makes it a one-of-one M491. On a phone call with the original owner, I learned that a clerical error by the dealer resulted in the Sport seat being fitted for the passenger, instead of the driver! The colour-to-sample leather meant it couldn't be switched out once the car arrived at the dealership for delivery. For all we know, it might be the only 911 ever delivered this way – like a misstruck, one-of-a-kind penny coveted by coin collectors.

I'll have plenty more to share on this new addition to the garage, as my

intention is to drive, not hide this classic Porsche. I'll close this month with a few initial impressions. In short, the word that comes to mind is "wow". The car looks and sounds amazing, thanks to its classic 911 flyline and vintage Alex Borla exhaust.

While the car can't match the performance of the modern 911s, it offers a different kind of drama. At relatively low speeds, it feels much faster than the speedo shows. It's solid and more planted on the road, even though it weighs considerably less than the modern cars. We make new friends everywhere it goes, as someone always has a memory to share. Even the Ferrari club enjoyed seeing us at its Cars & Coffee, despite the vanity plate that was a gift from the original owner.



Andy Gaunt
Melbourne, Australia

@last_rasp

Last Rasp

Curb and Canyon

Model **964 C4**
Year **1990**
Acquired **MAY 2017**



You'll need to give me a little bit of latitude with this month's column. I'm going to start by saying I feel incredibly fortunate to

own a Porsche of any kind, let alone a 911, and especially a 964 Coupe. I realise how lucky I am, and I'm massively grateful.

But right now, I don't love my car. Actually, that's not entirely accurate. I love my car, but I'm not in love with my car.

I can't be the only one who's experienced the occasional dimming of the flame. Right? Cue, forlorn tumbleweed blowing through my study... I believe I can attribute this cooling of feeling towards my beloved 964 to a few key factors. Specifically, a lack of driving, some gremlins in the car, dealing with my own mortality, and a pull towards the modern stuff.

One thing I can say I know for sure is this feeling won't last. I've had it before.

I love looking at and pampering my 964, but driving it is at the core of my adoration. Getting into the car, early in the morning, the pre-dawn drive to a local mountain café to either meet driving mates or snatch a latte before a solo drive, the feeling of railing the car through turns, pushing the engine to its limits and then the relaxed drive home. It's breathtakingly good.

For some reason 2024 has been a little short on these moments, meaning I'm



not making deposits in my relationship with the car. Then again, if I were feeling in love with it, wouldn't I just want to drive it regardless? Chicken, egg.

There are a few faults that are bothering me, too. I seem to have lost the ability to control the temperature of the HVAC system. On a recent drive, regardless of whether I was running the air conditioning, the fans were piping hot air into the cabin. Even with the windows down (difficult in the rain), it was decidedly uncomfortable. I know I need to have this looked at along with having to undertake some expensive work on the air con. And I just don't have the

headspace to think about it. I don't even want to think about it!

As for my own mortality, in the past year I've turned 50 and seen more than one example of the limitations of old cars when something goes wrong, mechanically or externally. It's made me second guess the way I drive the car. Truth be told, backing off is never a bad thing, but I don't like thinking of a mechanical failure being the cause of a more dangerous outcome.

Finally – and this relates to the last point – I'm feeling a pull towards the modern stuff. I go through phases with this. I think I'll always be an air-cooled guy at heart, but from time to time I crave the modern alternative.

Having recently bought a sedan from another German manufacturer, I've marvelled at its ability to be a wolf in sheep's clothing: quiet and refined during the week, but a real surprise package in the twisties with all-wheel drive giving grip for days and the mild hybrid, turbo-charged in line 6 delivering torque up the wazoo! Throw in heated seats and quality air con, and you're talking about a pretty compelling package – even for a Sunday morning blast.

I realise the absurdity of my statement about not being in love. I adore the car and, like I said, I'm so grateful for it. It's probably time to invest some love again. As soon as I'm done with this, I'm going to work on the car's decklid. It's feeling like sandpaper at the moment so today, I'm removing the 911 emblem and doing the full treatment: clay bar, compound, polish, wax. Just me, the car and my trusty Rupes BigFoot. I'm not asking for anything back. But I reckon when I see that glassy finish, normality will be restored and a love affair renewed.



72 | Living the Legend – 911 owner reports



Kaylen Richardson
Alabama, USA

 @240kar

Model **993 CARRERA**
Year **1996**
Acquired **JANUARY 2021**

Model **911T**
Year **1970**
Acquired **DECEMBER 2022**



Just as the weather starts to turn hot here in the south-eastern United States, there's one last event to get the 911s out before it becomes miserable. This comes in the form of Ruchlos Rallye, which takes place on a ski resort mountain in West Virginia where the temperature is acceptable all day – even requiring a jacket once the sun dips below the mountains. This makes it the perfect place for 125 air-cooled Porsche to congregate and invade the otherwise quiet, small towns across the state.

It's a great excuse to wheel the cars out and see friends that you maybe haven't seen since last year, all while getting some precious seat time in the car. From garage to garage I'd driven 1,625 miles. About 500 of those were hard rally miles. I can honestly say that this was the most fun I've had in a car in a very long time. On one section of road I found myself in front of a 930 Turbo and behind a 1972 911. We didn't wait to see what cars were coming behind us! I pushed the car pretty hard and was rewarded with a smile from ear to ear.

With summer heating up I don't see myself putting many miles on the car other than the occasional early morning Cars & Coffee runs or the late-night cruise. With this in mind, I decided to do



some suspension work on the Longhood. What started with lowering the car (because my new wheels are slightly smaller) has turned into a whole refresh of the suspension components. I have new struts, control arms, spring plates, torsion bars, sway bars and all-new hardware. I suspect it'll take me a couple of weekends to complete the install of everything, but I'm ecstatic! I'm looking to have it completed before my next planned rally in the fall.

In 993 news I've just got the analysis back from my oil that I'd ran 6,000 miles. It came back spotless. All levels of metals looked great and the viscosity checked out. Do you use any type of oil analysis test kit to track the health of your car?

I like that they take the time to write a paragraph of what they're seeing, and even suggest some things to try if there are any abnormalities. I use Blackstone Labs, but there are many more that would work as well. It's cheap insurance to possibly find any problems that may be slow to arise.

I think that's about all for this month. I'm hoping in next month's issue I can have some good photos of the Longhood with the suspension dialled in and on the new wheels. I have a lot of work ahead of me, but that's one thing I enjoy about owning cars that I can work on. So until next time, try to stay cool and if you haven't ripped the air con out of your car yet, just know I'm jealous of you.





Saquib Ramday
Hampshire, UK

@997gtsmanual

Model **997 GTS**
Year **2011**
Acquired **2023**



'Modified'... few labels elicit the reactions that altering a car does. Personalised, upgraded, improved – whatever the

classification, the assumption is often that the car has lost its purity, potentially been messed with, hiding all manner of sins that can reflect in value. Once modified, forever modified.

Rather like politicians never answering a question properly, Porsche seeks to both profit from the growing desire for individuality (for example, with its myriad of options and accessories, ownership of Manthey Racing GmbH, and Sonderwunsch programme) while at the same time shunning it through its extended warranty clauses. In the enthusiast community, we similarly have a bifurcation between those who tinker and those who stay pure. Fortunately, respect for one another maintains the mantra "your car, your rules".

I'd never thought about personalising a car until I owned the 993 Targa (the car prior to my 997 GTS). Several months into ownership, I found myself lost in forums, hatching plans to convert the car to a 3.8-litre, primarily for additional torque; fitting PSS10s for a 'fast-road' setup better able to manage

the mass of the glass roof; and fully retrimming the interior to emulate the opulence seen in more modern 911s and high-end restorations.

Rather like an addiction, I never felt fully in control of the journey I was on. I was confident I'd end up with something special yet financially ruinous, destroying what was an original and preserved example. Out of fear, I pulled the escape cord and bought the 997 instead.

With Pandora's Box having been opened, the 997 was always going to be a victim. Even before the car had been paid for, requests for modification were placed with Paragon. I seek to modify to increase the pleasure I derive from daily use of a vehicle, be that dynamic performance, engagement, comfort and luxury. My 'red line' is anything permanent and/or that would move it beyond its design brief. For example, I see the 997 GTS as a 'grand-tourer' of 911s; I wouldn't install bucket seats and a roll-cage to make it a track car.

With such an excellent starting point, the initial changes were limited to removing the rear centre silencer and replace it with a Milltex X-pipe, and plugging in a DSC Sport PASM controller. Both fully reversible. The car has also had cruise-control retro-fitted by Wrightune, a feature thoroughly

appreciated on a recent trip into France on the autoroutes.

The car has been away for a few weeks now. A bespoke audio system is being installed by Studio Incar in Fareham. Carl and his team are among, if not, the best in the business, fabricating systems that focus on premium sound quality and discrete integration into a car. Entirely OEM Plus. I've had several systems from Carl, starting with a PCCM head unit and upgraded speakers in the 993 Targa, each progressively more premium and expansive.

My cars are so much more than a means of transport or weekend toy. Bringing the latest technology and high-end sound into the 997 GTS makes the car fully capable of being a mobile office, karaoke lounge with my daughters, and a tranquil haven to listen to the latest 9WERKS Radio podcast. By the time this article is published, the project ought to be complete, and I'll share the full build details in due course. But for now I'll leave you with a photo of a Sony head unit and reversing camera that have been sympathetically installed. For the curious readers, do take a look at Studio Incar's YouTube channel where Carl has videos documenting his work on Porsche 911s across all of 992, 991, 997 and 993 as well as a 981 GT4. It's a good watch.



Nick Jeffery
Surrey, UK

@npjeffery

@npjeffery

Model **991.1 GTS**
Year **2015**
Acquired **AUGUST 2022**



As I write this month's column I've just spent a weekend in the 991 GTS attending Porsches By The Lake 2024 (PBTL) at Little Easton Manor in Essex, followed by the Apex Supercar Club's early morning drive and breakfast meet at Flacht Motorsport in Kent. Both events were thoroughly enjoyable, but for very different reasons.

PBTL is now in its third year, and just gets bigger and better. Organised by Porsche enthusiasts for enthusiasts, over 750 Porsche and their owners gathered to celebrate the marque, but perhaps more importantly, catch up with old friends and meet new ones. Karen and I spent so much time chatting to everyone we knew or were introduced to, that the cars almost became secondary – even though there was an air-cooled lawn, a GT3 Touring lawn, a GT3 celebration across all of the generations and a 'unicorns' paddock. You know it's a good one when you get so swept up in the overall atmosphere and vibe that you forget to take photos along the way.

The following day's event wasn't Porsche specific and was far more low key and intimate. For me, this breakfast

meet at Flacht Motorsport was all about the driving, both to and from the event. I spend so much time in convoys with other Porsche, it was refreshing to be following a Ferrari 430 and Lamborghini Huracan, even though we had a 991.1 GT3 RS leading the pack and a 718 GT4 immediately behind me.

The GTS is going to Paragon for a minor service, brake fluid change and MOT before our next road trip with European Driving Tours (EDT) – 'The Italian Lakes and Mountains' – where I can't think of a better car to tour Europe in over a couple of weeks and 2,500-odd miles. I've asked Paragon to look at the driver's seat belt and check on a couple of intermittent faults that have developed since the German trip in May.

The driver's seat belt clip has a felt pad on its rear to prevent the seat belt clip moving against the central console and potentially causing damage. Unfortunately, the felt pad has shifted position, transferring the adhesive holding it on to the clip to both the back of the clip and the central console. Some people recommended that I remove the residue with good old WD-40, but as the car was booked in anyway I'll let Paragon remedy the situation.

During the Germany trip I noticed a sporadic issue when the start/stop function is disengaged. I can hear a clicking/croaking sound coming from the gearbox tunnel, which goes away when the stop/start function is in operation. Elsewhere, the parking sensor 'beeper' seems to be activating quietly/intermittently when I'm driving the PDK box manually using the shifter, generally when I'm coming back down the gears – especially fourth to third and third to second. All very strange. I'll ensure I update readers on the outcome of the investigation and our upcoming European adventure in next month's column.

Looking ahead to 2025, I've already booked Le Mans Classic in June with Classic Car Tours and Cinque Terre in September, again via EDT. I'm also keen to return to Norway with 9WERKS and tour Sicily for the first time.

Finally, following this year's 9WERKS Norwegian adventure I've been looking into air-cooled ownership. Suffice to say, the itch has got bigger and needs to be scratched. Think simple, narrow body, RWD, manual gearbox, the perfect stance and you would be along the right lines. Again, I'll provide more news on this in future columns.



Lee Sibley
Poole, UK

@9werks_lee
 9WERKS TV
 9WERKS Radio

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

Model **996 40 JAHRE**
Year **2003**
Acquired **APRIL 2023**



It's been five years now since I had my 1998 996.1 Carrera repainted in Irish green. As many readers will know,

when I acquired the car it was still in its factory Zenith blue, albeit wrapped (poorly) in a hideous white with tinted (or 'smoked') lights front and rear, which made it look like a drug dealer's daily. The turnaround since has been quite pronounced and goes to show you can rescue anything, so long as you're happy to throw money at the problem!

I really lusted after the factory Zenith blue hue underneath that wrap – it's relatively uncommon and, to be honest, I was enthralled by the idea of owning a 996 that wasn't from the usual colour palette of black or silver.

The white wrap had been on for some time and was peeling off in places. Heating the film and then pulling it off – as per standard removal procedure – resulted in a lot of the Zenith paintwork coming off with it. Just like that, the 996 needed a full respray. I was faced with a choice: should I repaint the 911 in its factory shade, or go with something else?

Full respays tend to be frowned upon, especially when it comes to sports cars of a certain value. It leads to presumptions regarding a potential dodgy history, which can impact the sales process when you're looking to move the car on. However, YouTube was on my side here: I figured if I documented the whole thing with the camera and shared it with the public, there would be no accusations of having anything to hide – so that's exactly what I did! The two-part series is still available on my 9WERKS TV YouTube channel.



Next up was choosing the colour. Should I stick with Zenith blue? I'd always admired Irish green – to my eye it's a stunning, elegant shade that changes subtly with different lights. It's bold, without being standout. Different, without screaming "look at me".

Crucially for me as part Porsche journalist, part Porsche historian, Irish green played a significant role in the company's past too, as most 911s given to the Porsche family are in a shade of green, with Irish green being a favourite over the years. If it was good enough for Ferry Porsche, it's certainly good enough for me, so that's what I went with.

It's turned out to be one of the best decisions I've ever made. My Instagram DMs and emails tell me 'Little Irish' is known all over the world, which has helped with my own reach to Porsche audiences globally. An accidental commercial hit, the colour change has also helped me bond with the 996 in new ways, and inspired me to go down

the retro route by adding Fuchs wheels and a ducktail. It's a 996 Sport Classic look, if you will.

I still get so many positive online comments on the car's appearance. I've also noted any pictures I post on Instagram of Little Irish seem to do better than the rest of my social media content, which may say something about my work elsewhere! Also, while I'm not saying I'm solely responsible for the huge rise in PTS green Porsche, the fact is before my 996 was repainted in July 2019, green Porsche were hardly seen. Since then, they are EVERYWHERE! Inspiration is all around.

All this has shown me that I don't need to own the latest and greatest machine to put a smile on my face, and that of others, be it digitally or otherwise. I absolutely adore my 996 and just cannot ever see myself selling it. Would I have felt the same if the car was 'as is' but in Zenith blue? It's hard to say, but I'd guess not.





James McGrath
Minneapolis, USA

@auto.amateur

Auto Amateur

Curb and Canyon

Model **991.2 CARRERA**
Year **2018**
Acquired **2023**



This month I'm taking a detour from my own little world of water-cooled 911s to ponder the air-cooled proposition

for a moment. The organisers of the incredible car show Luftgekühlt recently announced the date and location of their 10th annual event and it's been on my mind all week.

For anyone who's unaware, it's an all-Porsche, all air-cooled event that's become one of the must-attend attractions in North America. Back in 2014, several folks organised a small gathering in a parking lot at Deus Ex Machina in Venice, California, just south of Los Angeles. Since then it's grown into quite the spectacle.

What makes Luft (as it's referred to) so special is not only the cars on display, but that the event is curated. It's not your typical Cars & Coffee scenario where people pitch up, park up and you wander around aimlessly or stand

around your little group of buddies' cars for an hour before heading out again. Attending Luft is like stepping into an outdoor car museum, where the venue, the scenery and the atmosphere is almost as important as the cars on show.

I attended Luft 7, which was staged in a warehouse district of Indianapolis. The contrast of the million dollar, air-cooled marvels in every colour of the rainbow, sat alongside the intricate detail of the 19th and turn-of-the-20th-century brick warehouses was a joyous assault on the senses. They shut down several blocks in this district, so it felt like you had entered this little world all unto itself. Porsche nuts in their hundreds and thousands were united in wonder at the array of absolutely sensational racing machines born out of Stuttgart.

I'm curious to see how the coming Luft 10 event is going to be set up because I believe they're hosting it on one of the back lots of Universal Studios in Los Angeles. At first thought, that location comes across as rather bland,

but this isn't the first time they've presented this event there and from what I gather, it's going to be every bit as mind blowing as the hype.

People not only fly in from all over North America for this event, but from all over the world. My good mate and podcast co-host, Andy Gaunt (Last Rasp, Curb & Canyon) attended one of the last Luft events in LA at Universal, and he came in from Australia. From everything he reported, I'm sure it's going to be incredible. I already know of several people from various European countries who are planning to meet me there.

Yet can a water-cooled Porsche owner get excited about an event dedicated to air-cooled cars? Absolutely, there's no question. To my fellow water- and air-cooled friends out there, if you're even vaguely thinking about how you might make this event work in your head, I highly recommend pushing yourself fully over the fence and making it happen. I have no doubt that it's going to blow your mind.





Phil Farrell
Cheshire, UK

 @mlx8pjf

Model **992 GT3**
Year **2023**
Acquired **2023**



Picking up where I left last month, from Bregenz the next day was spent driving south through Switzerland with our final destination in Morzine.

The original plan had been to do the St Gotthard, Furka and Klausen passes. However, the Furka hadn't opened fully by the time we came to it and so my first alpine pass runs in the GT were reduced to just the Klausen.

For one of the lesser-known passes it delivered a great experience and the surface was excellent and, crucially, free of ice and snow! The view from the top was the sort of memorable moment I'd hoped to get on the Furka pass, so that did help offset some of the disappointment of the Furka having been closed. The car performed brilliantly and it was the first time I noticed how much better the front end of the car felt on the tight switch-backs over the previous generation car.

From Switzerland we headed into France via the top of Lake Geneva. Last year we came in the normal route through Geneva, but I remembered from holidays when I was young that the Evian shoreline of the lake was picturesque and so we went round that way this year.

It was just as I remembered, although with a little too many roadworks going on to really enjoy the driving. But that's all forgotten the minute you get on the main climb up from Thonon-les-Bains on the D902 into Morzine. What a road that is. I could happily spend a week driving up and down that. And in the next few days, we did just that.

Our daily routine was pretty much the same as last year's. Early rises each morning meant we had clear roads to enjoy before the rest of the world awoke. And we were able to visit a special café that we found just a few kilometres from Morzine a couple of times, where we were once again greeted well by the locals who baked fresh pastries for

us each morning and provided much-needed injections of caffeine.

Those Morzine days came to an end all too quickly, and it was time to head back up through France (via an expertly sourced Michelin-rated restaurant that really made the hours on the toll roads that much more bearable). When faced with a good few hours in the seat it was another reminder of how the car has moved on since the previous generation, which is more than capable of munching the miles. There's less road noise despite the wider tyres. I also got to enjoy watching and listening to my own car cruise when my friend drove it solo on a couple of legs of the journey while I had a drive of my other friend's 718 Spyder.

Next month my column is being taken over by a friend. A young chap who had a great time recently at the FlatSix show at Goodwood and who wanted to share his experience with you. So I'll see you in a couple of months' time and hope you enjoy Luke's write-up and photos.



James Bullen
Hertfordshire, UK

@greenandtheblue

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

Model **992 GT3 TOURING**
Year **2024**
Acquired **2024**

Model **996.1 CARRERA**
Year **1999**
Acquired **2023**

Model **911 SC TARGA**
Year **1983**
Acquired **2023**



Car show season is in full swing here in the UK, and just as you've recovered from one, another starts, to keep the momentum

going. I think there's a period of the year when you can now attend a different dedicated Porsche event every weekend if you have the time and inclination.

Luft vs Wasser made its debut down in the Cotswolds and provided a welcome break from the eternal rains we were experiencing at that point of the early summer (though inevitably it did rain during the day!). A good blend of cars and trade stands set in a beautiful homestay farm retreat created

a memorable event attended by plenty of faces from the UK Porsche scene. The organisers are said to be ramping up efforts for next year, so it'll be interesting to see what that entails.

The essential-to-attend Porsches by the Lake and FlatSix annual gatherings have become, for many, the two premier UK Porsche events for different reasons. PBTL's focus on the brand and the careful, themed curation of the display cars makes it worthy of a day out, especially because it now features 750+ cars, including many that most folks would only have seen images of, such is their rarity. While the key selling point to FlatSix, held at Goodwood, is the ability to get your car on track and enjoy a low-pressure outing with small numbers during each session.

My regular ride to these events has been the GT3 Touring I collected earlier this year, which segues me nicely into a 2,000 mile update, since the odometer has just passed that milestone. So far, the car has been thoroughly enjoyable and is certainly usable regularly, if not as a pure daily. The combination of the Sports Seats I specified and the Suspension change carried out by Porsche for MY24 cars makes the overall

ride comfortable and easy to endure for long runs.

Even in Sport mode, the exhaust note is deep but not droney, although tyre noise is understandably high at any speed given the amount of rubber in contact with the road. Some factory options such as front axle lift are vital while others such as Homelink have proved to be frustrating since it refuses to 'talk' to my garage door.

A few interior niggles have presented themselves: an early split to the seam of the leading edge of the seat bolster on the driver's side and an infuriating rattle in the passenger side door card that's annoying at idle and frankly torturous at higher engine speeds. Both will be sorted out under warranty. I'm pleased to have invested in the full PPF the car is protected by, while the side decals have created the visual effect I was seeking.

I do have a little mild customisation lined up, but other than that I'm enjoying the already strong specification of the car and, of course, that 4.0-litre naturally aspirated lump sat out back. A couple of continental trips are scheduled over the coming months will raise engagement levels further. Here's to many more miles in this fantastic 911.



Andy Brookes
Poole, UK

@993andy

9WERKS Radio

Model **911 SC**
Year **1978**
Acquired **MARCH 2023**



Show season is in full swing, and one of my favourites is Classics at the Clubhouse. It's relaxed and so well organised. Imagine

beach buggies in bunkers, barn finds in the woods and a fairway full of G-body cars celebrating their 50th birth year.

But before I could get there, Thermidor had a challenge for me. I've suffered some starting and running issues of late. You may remember my fuse box issues. The fuel pump relay fuse was my first electrical gremlin, and while a clean up of the contacts helped,

a replacement fuse box from www.classicretrofit.com cured that issue.

Next to cause problems was the fuel pump relay itself. A trip to Wales for a friend's stag was on the cards and on a rather hot day we descended a steep hill into a typical Welsh mining village at the now regulatory 20mph. Anyone who's driven a SC will know that the K-Jetronic injection system likes to misbehave now and again with some pops and bangs, but as we entered the centre of the village, the SC let off the biggest of backfires I've ever heard.

We coasted to a halt and then the diagnosis started. A change of fuel pump relay seemed to fix it, but a few miles down the road and the same thing happened. This time I was doing some tests in the engine bay and asked my friend to try starting the car. A backfire ensued with my head in the firing line. Stumbling around clutching my ears, my friend mouthed, "Are you okay?" I couldn't hear anything except for a huge buzzing sound. Thankfully my hearing returned within a few minutes.

We finally tracked down the issue after a number of other breakdowns to the fuel pump relay connector. The contacts that the pins of the fuel pump

relay plug into had spread, and giving these a tweak to close them up fixed the issue. All has been well since

The morning of the Classic at the Clubhouse show was to be the end of the good run. As I reversed out of my driveway the SC died. What was the new issue? Was it the fuel pump relay again? Was it a new problem with the aftermarket immobiliser? I checked I was getting fuel by popping out one of the fuel injectors – all good, so not a fuelling issue this time. I had noticed a few little running issues of late, with a couple of stutters, and starting had been a little less immediate than usual. It had to be a spark issue. I retrieved a spare CDI unit that I had in the garage, which controls the coil and distributor. I plugged it in and the SC started with a big puff of smoke as the poor thing was awash with fuel. It lives!

I arrived at the show a little late, but with a huge sense of achievement that I had managed to fix the SC again. It reminded me that I enjoy the challenge of keeping these old cars running. I was surrounded by folk of a similar mentality, and I wondered who else had suffered a similar fate that morning and also felt that same sense of achievement.





Maxie Islam
Hertfordshire UK

@maxieislam

Model **991.2 C4 GTS**
Year **2018**
Acquired **FEBRUARY 2024**



With the GTS now in my possession, I've embarked on a series of mods – all reversible, so it's nothing drastic. I got

the supplying dealer to tint the front windows slightly so it contrasts better with the existing privacy glass option. The next thing was removing the black rear scripting and replacing it with chrome instead. After all, black badging against black paintwork makes the script somewhat difficult to read, doesn't it?

I managed to source a complete chromatic set, got the old dental floss out and removed the original badges. By placing modelling tape along the lines

of the residue, I was able to align the chrome badging in place of the black. It's a job that can easily go wrong as one can get the angles slightly out and end up with wonky badging instead.

Lately, I've been ringing around a few wrapping places to see if they can wrap the exposed black plastic surfaces (of which there are many on a GTS) with something more eye-catching. It appears one cannot wrap bare plastics as apparently the wrap would unpeel itself owing to oils that are contained in the plastic. I'm also trying to source a set of 991.2 Turbo alloys, as I find the 991.1 alloys on my Gen2 car a somewhat strange addition.

Since my last report, I made a trip to the Cars & Coffee event at Bicester Heritage organised by Collecting Cars. They managed to do this on the same day for a number of different countries globally – some as far afield as Australia! It was the first time that I'd taken the car out on a reasonable run, which encapsulated a 90-mile round trip.

En route, the first thing I noticed was the immense cornering grip afforded by this little 4WD drive machine – I had missed that experience since my last Carrera 4S. The car handles so well and I

was able to zip around roundabouts and leave other traffic standing. This can get quite addictive. Secondly, I noticed that I got the nod from fellow drivers including motorcyclists en route. Third thing was the fuel economy; I was surprised at the 32mpg this car was showing on the trip computer, reflecting a mix of driving.

Because I'm still getting used to the car, I left it in Normal mode and fully automatic. By doing this I noticed that seventh gear on this PDK is sought after pretty keenly and is probably the main reason behind such economy. One can be cruising at as little as 40mph and they would find themselves in top gear. I'll start using the flappy paddles soon and the rotary manettino-style dial on the steering wheel – I'm seeking the function that causes the exhaust to blip while gears are being changed!

The Coffee Run was attended by 8,000 people at the Bicester Heritage location. As you can imagine, the place was drowned by Porsche with a smattering of Ferraris, Lamborghinis and Alpinas. Still, for a free event, it was a worthwhile morning trip to view amazing cars and soak up the atmosphere on this fine spring Sunday. More mods and events planned for the next write-up.



Mike Bickell
Sussex, UK

@bear_intl_rennsport

Model **996 CARRERA 4S**
Year **2002**
Acquired **MARCH 2015**



Mid-summer sees us head into Europe to enjoy alternative pursuits until early autumn. This year, launching new brands

and sorting out supply chains means we've been delayed by four weeks. This has enabled us to attend events we hadn't bargained on, requiring us to scramble around for last-minute tickets for three excellent events.

First up was Porsches by the Lake, which saw 750 Porsche descend on Little Easton Manor from all corners of the UK and beyond. Jeremy kindly proffered his spare ticket and after

dusting off his camera we were whizzing round the M25 to pre-meet the 9WERKS crew to convoy the last few miles.

Guy and the chaps put on a thoughtfully curated event with themed areas around the grounds and some truly top-drawer vehicles. I'm not sure why, but it also serves as a road trip reunion with it becoming increasingly difficult as the day passes to wander around without bumping into another fellow serial roadtripper you've had the fortune of chasing across the landscape of some distant B-road.

With hardly time to wipe the grass off the wheels we were then off to FlatSix at Goodwood. Again, tickets were kindly supplied by Steve from the 9WERKS Driven Not Hidden Collective.

With another early start we hacked diagonally down from past Gatwick on a selection of winding country roads as they pass over the South Downs to Chichester. Quintessential English country parishes nestle sporadically along the hour-and-a-half drive, making up for the lack of pace limited by random farm vehicles. We had actually passed along a variation of this route a few days previously to attend a barbecue laid on by Phil Raby, **Total 911** founder

and ex-Editor, with the current Editor and chief 9WERK'er Lee.

FlatSix has a different pace from other Porsche-specific events, with a track day happening around you, and a good smattering of heavily modded 911s to break up the usual sea of grey, black and silver. I must admit I did get caught with my head stuck in the wheel arch of a Cayenne snooping on exactly how the suspension had been raised (aluminium spacers, it turns out) and what all-terrain tyres they were running so as not to shred the wheel arches.

With the struggles to find a specialist to service and MOT the fleet in a way that fits in with our busy schedule, I've all but given up being patient, and have gathered up the filters and fluids to undertake the servicing myself. The 996 is still waiting to have its Ohlins and Spyder Performance suspension parts fitted, and I expect this will become a late autumn project. While not overly difficult, the possibility of a 20-year-old bolt having seized solid is ever present and risks turning a quick job into a long slog. The next road trip is in September, but this is a straightforward trip up the Autobahn and shouldn't be too taxing. **911**



STEERING YOU TOWARDS SAVVY SAVINGS.



GO.
COMPARE

Get more information or compare
quotes at go.compare/car-insurance

PREMIERPORSCHE

EVERYTHING YOU NEED FOR YOUR 911



Data file

Full specs, ratings and market values of every Porsche 911 model from 1963 to 2024 can be found starting on page 82

Plus

Showroom

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

Servicing & tuning

Get the very best from your Porsche 911 with the help of our selected performance and maintenance specialists

Porsche lifestyle

Helping you make the right lifestyle choices to complement you and your 911. Don't just drive Porsche – live the brand

Insurance & finance

Get your Porsche covered with the best insurance deals for road and track to ensure happy, safe motoring

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 2024 Q4 will be October. The review for 2024 Q3 was July.



Ratings

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



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

Production numbers	9,250
Issue featured	123
Engine capacity	1,990cc
Compression ratio	9.0:1
Maximum power	130hp @ 6,100rpm
Maximum torque	149Nm @ 5,200rpm
0-62mph	8.3s
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	1,990cc
Compression ratio	10.5:1
Maximum power	210hp @ 8,000rpm
Maximum torque	152Nm @ 6,800rpm
0-62mph	5.9s
Top speed	152mph
Length	4,163mm
Width	1,610mm
Weight	800kg
Wheels & tyres	F 6x15-inch; 185/70/R15 R 7x15-inch; 185/70/R15



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

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



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

Production numbers	15,082
Issue featured	107
Engine capacity	2,195cc
Compression ratio	8.6:1
Maximum power	125hp @ 5,800rpm
Maximum torque	169Nm @ 4,200rpm
0-62mph	7.9s (est)
Top speed	127mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	F 5.5x15-inch; 165HR R 5.5x15-inch; 165HR



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

Production numbers	16,933
Issue featured	127
Engine capacity	2,341cc
Compression ratio	7.5:1
Maximum power	130hp @ 5,600rpm
Maximum torque	197Nm @ 4,000rpm
0-62mph	7.6s
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	279Nm @ 5,000rpm
0-62mph	5.3s
Top speed	152mph
Length	4,135mm
Width	1,680mm
Weight	900kg
Wheels & tyres	F 8x15-inch; 215/60/VR15 R 8x15-inch; 235/60/VR15



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

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	5.5s
Top speed	155mph
Length	4,291mm
Width	1,775mm
Weight	1,140kg
Wheels & tyres	F 7x15-inch; 185/70/VR15 R 8x15-inch; 215/60/VR15



★★★★★
930 3.3 1978-1989
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 Call 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	5.4s
Top speed	160mph
Length	4,291mm
Width	1,775mm
Weight	1,300kg
Wheels & tyres	F 8x15-inch; 205/55/VR16 R 8x15-inch; 225/50/VR16

▼ (A series) ★★★★★

911S 1968



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

Production numbers	4,015
Issue featured	148
Engine capacity	1,991cc
Compression ratio	9.8:1
Maximum power	160hp @ 6,600rpm
Maximum torque	179Nm @ 5,200rpm
O-62mph	8.0s
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) ★★★★★

911T 1968



In 1967, the 911 was updated and the range expanded: the 911T (Lux) was standard and sat alongside the high-performance 911S and the 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
O-62mph	8.4s
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	3,318
Issue featured	127
Engine capacity	1,991cc
Compression ratio	8.6:1
Maximum power	110hp @ 5,800rpm
Maximum torque	156Nm @ 4,200rpm
O-62mph	8.8s (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's 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	179Nm @ 4,500rpm
O-62mph	7.6s
Top speed	130mph
Length	4.163mm
Width	1.610mm
Weight	1,020kg

Wheels & tyres
F 5.5x15-inch; 185HR
R 5.5x15-inch; 185HR



▼ (B series) ★★★★★

911S 1969

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

Production numbers	2,306
Issue featured	n/a
Engine capacity	1,991cc
Compression ratio	9.1:1
Maximum power	170hp @ 6,800rpm
Maximum torque	183Nm @ 5,500rpm
O-62mph	7.0s (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
O-62mph	7.0s
Top speed	137mph
Length	4.13mm
Width	1.610mm
Weight	1,020kg

Wheels & tyres
F 6x15-inch; 185HR
R 6x15-inch; 185HR

▼ (E series) ★★★★★

911E 1972



2,341cc was achieved by increasing the stroke from 66mm to 70.4mm while at the same time leaving the bore unchanged. The new 915 transmission was stronger.

Production numbers	4,406
Issue featured	117
Engine capacity	2,341cc
Compression ratio	8.0:1
Maximum power	169hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
O-62mph	7.5s
Top speed	137mph
Length	4.163mm
Width	1.610mm
Weight	1,077kg

Wheels & tyres
F 6x15-inch; 185HR
R 6x15-inch; 185HR

▼ (E series) ★★★★★

911T 1972



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

Production numbers	16,933
Issue featured	107
Engine capacity	2,341cc
Compression ratio	7.5:1
Maximum power	130hp @ 5,400rpm
Maximum torque	197Nm @ 4,000rpm
O-62mph	7.6s
Top speed	128mph
Length	4.163mm
Width	1.610mm
Weight	1,077kg

Wheels & tyres
F 5.5x15-inch; 165HR
R 5.5x15-inch; 165HR

▼ (E series) ★★★★★

911S 1972



A 2.4-litre engine increased torque. The mostly chrome brightwork had a black decklid grille with a '2.4' badge. External oilfiller on the 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 @ 5,000rpm
O-62mph	6.6s
Top speed	140mph
Length	4.163mm
Width	1.610mm
Weight	1,077kg

Wheels & tyres
F 6x15-inch; 185/70/R15
R 7x15-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	259Nm @ 5,100rpm
O-62mph	5.8s
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

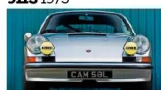
After incidents of people filling E series 911s with petrol via the external oil-filler, the filler returned to under the engine decklid. Fitted with the front spoiler of the 911S.

Production numbers	4,406
Issue featured	144
Engine capacity	2,341cc
Compression ratio	8.0:1
Maximum power	169hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
O-62mph	7.5s
Top speed	137mph
Length	4.163mm
Width	1.610mm
Weight	1,077kg

Wheels & tyres
F 6x15-inch; 185/70/R15
R 6x15-inch; 185/70/R15

▼ (F series) ★★★★★

911S 1973



The 911S had the same upgrades as the 911E, including deletion of the external oil filler. It also adopted black trim around the front and rear lights and black front quarter grilles.

Production numbers	5,054
Issue featured	120
Engine capacity	2,341cc
Compression ratio	8.5:1
Maximum power	193hp @ 6,500rpm
Maximum torque	211Nm @ 5,000rpm
O-62mph	6.6s
Top speed	140mph
Length	4.163mm
Width	1.610mm
Weight	1,075kg

Wheels & tyres
F 6x15-inch; 185/70/R15
R 6x15-inch; 185/70/R15



▲ (G, H, I, J series) ★★★★★

911 1974-1977

'911' was now the entry level. Bumpers were added to conform to US regulations. 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	8.5:1
Maximum power	150hp @ 5,700rpm
Maximum torque	235Nm @ 3,800rpm
O-62mph	8.5s
Top speed	130mph
Length	4.291mm
Width	1.610mm
Weight	1,075kg

Wheels & tyres F&R 6x15-inch; 185VR



▲ (G, H, I, J series) ★★★★★

911S 1974-1977

911S was now a mid-range model comparable to the previous 911E. It had the same body changes as the base model, and came as standard with 'Cookie Cutter' rims.

Production numbers	17,124
Issue featured	n/a
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	173hp @ 5,800rpm
Maximum torque	235Nm @ 4,000rpm
O-62mph	7.0s
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. Whale tail 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	259Nm @ 5,100rpm
O-62mph	6.3s
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
O-62mph	6.3s
Top speed	145mph
Length	4.291mm
Width	1.610mm
Weight	1,093kg

Wheels & tyres
F 6x15-inch; 185/70/R15
R 7x15-inch; 215/60/R15



▲ (I & J series) ★★★★★

911 SC 1978-1983

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

Production numbers	60,740
Issue featured	156
Engine capacity	2,994cc
Compression ratio	8.5:1 (8.6:1/9.8:1)
Maximum power	180/188/204hp @ 5,500rpm
Maximum torque	265/268/267Nm @ 4,000rpm
O-62mph	6.5s
Top speed	141/146mph
Length	4.291mm
Width	1.652mm
Weight	1,160kg (1978)

Wheels & tyres F 6x15-inch; 185/70/R15
R 7x15-inch; 215/60/R15

★★★★★

SC RS 1984



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

Production numbers	21
Issue featured	148
Engine capacity	2,994cc
Compression ratio	10.3:1
Maximum power	255hp @ 7,000rpm
Maximum torque	250Nm @ 6,500rpm
O-62mph	4.9s
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



▲ (I & J series) ★★★★★

911 Carrera 3.2 1984-1989

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

Production numbers	70,044
Issue featured	148
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	233hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
O-62mph	5.6s
Top speed	152mph
Length	4.235mm
Width	1.652mm
Weight	1,210kg

Wheels & tyres
F 7x15-inch; 195/65/VR15
R 8x15-inch; 215/60/VR15 (16" for '89)

★★★★★

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	146
Engine capacity	2,850cc
Compression ratio	10.3:1
Max power	450hp @ 6,500rpm
Max torque	500Nm @ 5,000rpm
O-62mph	3.9s
Top speed	196mph
Length	4.260mm
Width	1.840mm
Weight	1,450kg

Wheels & tyres
F 7x16-inch; 235/45/VR17
R 9x17-inch; 255/40/VR17

★★★★★

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
O-62mph	4.6s
Top speed	173mph
Length	4.291mm
Width	1.775mm
Weight	1,399kg

Wheels & tyres
F 7x16-inch; 205/55/VR16
R 9x16-inch; 245/45/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 was upgraded and LSD came as standard.

Production numbers	340
Issue featured	126
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.1s
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



Speedster 1989

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

Production numbers	2,274 (for both wide and narrow bodied)
Issue featured	128
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	235hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	6.0s
Top speed	148mph
Length	4,291mm
Width	1,775mm
Weight	1,220kg
Wheels & tyres	
F	6x16-inch; 205/55/VR16
R	8x16-inch; 245/60/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	3,295cc
Compression ratio	11.3:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6s
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 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.

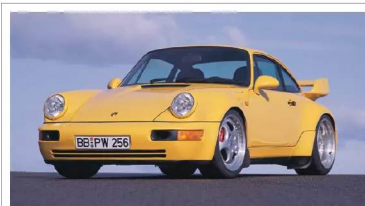
Production numbers	13,353 (Coupe)
Issue featured	111
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.7s
Top speed	162mph
Length	4,250mm
Width	1,652mm
Weight	1,450kg
Wheels & tyres	
F	6x16-inch; 205/55/VR16
R	8x16-inch; 225/50/VR16

964 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	5.6s
Top speed	162mph
Length	4,250mm
Width	1,652mm
Weight	1,350kg
Wheels & tyres	
F	6x16-inch; 205/55/VR16
R	8x16-inch; 225/50/VR16



964 3.8 RS 1993

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

Production numbers	55
Issue featured	12
Engine capacity	3,746cc
Compression ratio	11.6:1
Maximum power	300hp @ 6,500rpm
Maximum torque	359Nm @ 5,250rpm
0-62mph	4.9s
Top speed	169mph
Length	4,250mm
Width	1,775mm
Weight	1,210kg
Wheels & tyres	
F	9x18-inch; 235/40/VR18
R	11x18-inch; 285/35/VR18



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	5.5s
Top speed	164mph
Length	4,250mm
Width	1,650mm
Weight	1,340kg
Wheels & tyres	
F	7x17-inch; 205/50/VR17
R	8x17-inch; 255/40/VR17



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	5.7s
Top speed	162mph
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Wheels & tyres	
F	7x17-inch; 205/50/VR17
R	9x17-inch; 255/40/VR17

964 C2 Speedster 93-94



Combined the 964 bodysell with the hood and windscreen of the Carrera 3.2 Speedster, plus RS interior. It's thought Porsche planned to build 3,000, but demand fell.

Production numbers	936
Issue featured	128
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.5s
Top speed	169mph
Length	4,250mm
Width	1,652mm
Weight	1,340kg
Wheels & tyres	
F	7x17-inch; 205/50/VR17
R	9x17-inch; 255/40/VR17

993 Carrera RS 1995-1996



Lightweight body as per RS tradition, teamed with a 3.8-litre engine, VarioRam intake system and remapped ECU to create 300bhp, fed to the rear wheels only.

Production numbers	1,014
Issue featured	119
Engine capacity	3,746cc
Compression ratio	11.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	359Nm @ 5,400rpm
0-62mph	5.0s
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 Turbo 1995-1998

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	4.3s
Top speed	180mph
Length	4,245mm
Width	1,795mm
Weight	1,500kg
Wheels & tyres	
F	8x18-inch; 225/40/VR18
R	10x18-inch; 285/30/VR18



993 Carrera 4S 1997-1998

The 4S was effectively a Carrera 4 with a Turbo wide bodysell, albeit lacking a fixed rear wing. Also boasted Turbo suspension, brakes and Turbo-look wheels.

Production numbers	6,948
Issue featured	109
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	285hp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
0-62mph	5.3s
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,520kg
Wheels & tyres	
F	8x18-inch; 225/40/VR18
R	10x18-inch; 285/30/VR18



993 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	5.4s
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,450kg
Wheels & tyres	
F	8x18-inch; 225/40/VR18
R	10x18-inch; 285/30/VR18



996 Turbo 2001-2005

Distinguished by wide rear arches, air intakes and deep front wing, plus part-fixed, part-retractable rear wing. Different engine to 3.6-litre 996 unit.

Production numbers	20,499
Issue featured	152
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	420hp @ 6,000rpm
Maximum torque	560Nm @ 2,700rpm
0-62mph	4.2s
Top speed	189mph
Length	4,435mm
Width	1,830mm
Weight	1,540kg
Wheels & tyres	
F	8x18-inch; 225/40/VR18
R	11x18-inch; 295/30/VR18



996 Carrera 4S 2002-04

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

Production numbers	23,055
Issue featured	155
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	320hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.1s
Top speed	174mph
Length	4,435mm
Width	1,830mm
Weight	1,495kg
Wheels & tyres	
F	8x18-inch; 225/40/VR18
R	11x18-inch; 295/30/VR18

996 GT2 2002-04



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



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	5.0s
Top speed	177mph
Length	4,430mm
Width	1,770mm
Weight	1,370kg
Wheels & tyres	
F	7x17-inch; 205/50/VR17
R	9x17-inch; 255/40/VR17



964 C4 Lightweight 1991

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

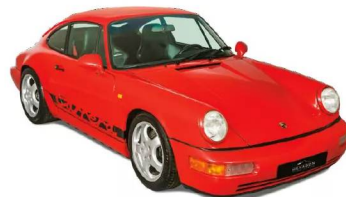
Production numbers	22
Issue featured	131
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	259hp @ 6,200rpm
Maximum torque	304Nm @ 6,200rpm
0-62mph	4.5s
Top speed	125mph
Length	4,275mm
Width	1,652mm
Weight	1,100kg
Wheels & tyres	
F 7x16-inch; 205/55/ZR16	
R 9x16-inch; 245/55/ZR16	



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	150
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	320hp @ 5,750rpm
Maximum torque	450Nm @ 4,500rpm
0-62mph	5.4s
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	5.4s
Top speed	162mph
Length	4,250mm
Width	1,650mm
Weight	1,230kg (Sport)
Wheels & tyres	
F 7.5x17-inch; 205/50/ZR17	
R 9x17-inch; 255/40/ZR17	



964 Turbo S 1992-1993

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

Production numbers	81
Issue featured	108
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	381hp @ 6,000rpm
Maximum torque	490Nm @ 4,800rpm
0-62mph	4.6s
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

The engine is based on a modified 3.6-litre 964 unit. Distinctive 18-inch split-rim Speedline wheels covered the Big Red brake callipers. Suspension was lowered by 20mm.

Production numbers	1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	75:1
Maximum power	360hp @ 5,500rpm
Maximum torque	520Nm @ 4,200rpm
0-62mph	4.8s
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	5.6s
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	



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	5.8s
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	3.9s
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	



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	589Nm @ 4,500rpm
0-62mph	4.1s
Top speed	186mph
Length	4,245mm
Width	1,795mm
Weight	1,583kg
Wheels & tyres	
F 8x18-inch; 285/40/ZR18	
R 10x18-inch; 285/30/ZR18	



996.1 Carrera 1998-2001

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

Production numbers	56,733
Issue featured	160
Engine capacity	3,397cc
Compression ratio	11.3:1
Maximum power	300hp @ 6,000rpm
Maximum torque	350Nm @ 4,600rpm
0-62mph	5.2s
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,320kg
Wheels & tyres	
F 7x17-inch; 205/50/ZR17	
R 9x17-inch; 255/40/ZR17	



996.1 C4 1998-2001

4WD 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.

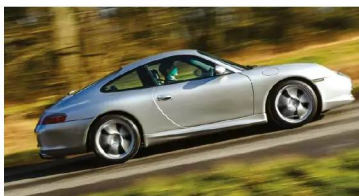
Production numbers	22,054
Issue featured	111
Engine capacity	3,397cc
Compression ratio	11.3:1
Maximum power	300hp @ 6,000rpm
Maximum torque	350Nm @ 4,600rpm
0-62mph	5.2s
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,375kg
Wheels & tyres	
F 7x17-inch; 205/50/ZR17	
R 9x17-inch; 255/40/ZR17	



996.1 GT3 1998-2000

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

Production numbers	1,886
Issue featured	117
Engine capacity	3,600cc
Compression ratio	12.7:1
Maximum power	360hp @ 7,200rpm
Maximum torque	370Nm @ 5,000rpm
0-62mph	4.8s
Top speed	188mph
Length	4,430mm
Width	1,765mm
Weight	1,350kg
Wheels & tyres	
F 8x18-inch; 225/40/ZR18	
R 10x18-inch; 285/30/ZR18	



996.2 C4 2002-2004

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

Production numbers	10,396
Issue featured	107
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	320hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0s
Top speed	177mph
Length	4,430mm
Width	1,770mm
Weight	1,430kg
Wheels & tyres	
F 7x17-inch; 205/50/ZR17	
R 9x17-inch; 255/40/ZR17	



Painted in 'Carrera GT' GT silver, and included a Turbo front bumper and polished Carrera wheels. Powerkit, 101mm M030 sports suspension and mechanical LSD standard.

Production numbers	1,963
Issue featured	112
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	345hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	4.9s
Top speed	175mph
Length	4,430mm
Width	1,770mm
Weight	1,370kg
Wheels & tyres	
F 8x18-inch; 225/40/ZR18	
R 10x18-inch; 285/30/ZR18	



996.2 GT3 2003-2005

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

Production numbers	2,313
Issue featured	142
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	381hp @ 7,400rpm
Maximum torque	385Nm @ 5,000rpm
0-62mph	4.5s
Top speed	190mph
Length	4,430mm
Width	1,770mm
Weight	1,380kg
Wheels & tyres	
F 8.5x18-inch; 235/40/ZR18	
R 11x18-inch; 295/30/ZR18	



996 GT3 RS 2004-2005

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

Production numbers	682
Issue featured	161
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	381hp @ 7,400rpm
Maximum torque	385Nm @ 5,000rpm
0-62mph	4.4s
Top speed	190mph
Length	4,430mm
Width	1,770mm
Weight	1,360kg
Wheels & tyres	
F 8.5x18-inch; 235/40/ZR18	
R 11x18-inch; 295/30/ZR18	

Sales debate

Should non-factory paint on a used 911 be seen as a deal-breaker?



We've all seen advertising blurb boasting of 'original factory paint'. But how relevant is that when buying a used 911? Avantgarde Classics' Jonathan Aucott points out that one should be realistic to the age, mileage and lifestyle of 911s. "Statistically, many 911s – even modern ones – will have had paint work; by their nature they'll pick up marks from use."

Paragon's Jamie Tyler agrees on the realities of second-hand 911s. "You definitely have to expect 911s to have had paint work. It's common for us to get cars two to three years old, under 10,000 miles, that we end up taking the bumpers and bonnets off to get resprayed."

Paint depth markers are a useful tool, but aren't definitive, says Aucott, who points out the dangers of simply buying one and naively reading the numbers. Official Porsche bodyshops can apply finishes at factory levels, in theory. "But the quality of the finish is just as important – and that often gets overlooked by a novice with a meter." This is where a specialist's years of experience comes in, who can spot issues on potential stock. Both our experts highlight the flaw of paint depth meters, with Aucott saying, "I've seen cars that have clearly had paint shop consistent readings, but the numbers don't tell you anything about the quality." Tyler agrees: "The gauge only really tells you too much has been put on."

And he continues: "We don't shy away from saying we've had to do paint work. We want our cars to stand out for the quality we're known for." That could be to correct issues from previous paint work (leaving drip runs on the bottom edges of bonnets, say), or previous smart repairs. Both are issues Paragon would have repainted properly to rectify.

Older or low-mileage 911s that have been stored in garages aren't immune to repairs. "A car stored like that can be prone to knocks as people move around the car, which can also mean corrective work is needed," says Aucott.

Virgin Zuffenhausen paint then, is an unlikely quest. We should expect some paint work on any 911, but judging it properly takes experience. "It's only an issue when it's from accident damage, or from mistreatment," says Aucott. Body repairs or crash repairs are the real issues to be aware of then, rather than cosmetic issues. You certainly don't want to buy a nearly new 911 that's been repainted without good reason. "Paint wouldn't stop me buying a car, so long as it's been done properly," sums up Aucott.



996 Turbo S 2004-2005

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

Production numbers	1,563
Issue featured	132
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	450hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-4,500rpm
0-62mph	4.2s
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 1993-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	5.0s
Top speed	177mph
Length	4,427mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	
F	8x18-inch; 235/40/R18
R	10x18-inch; 265/40/R18



997.1 GT3 RS 2006-2007

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

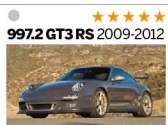
Production numbers	1,106
Issue featured	156
Engine capacity	3,600cc
Compression ratio	12.0:1
Maximum power	415hp @ 7,600rpm
Maximum torque	409Nm @ 5,500rpm
0-62mph	4.2s
Top speed	194mph
Length	4,460mm
Width	1,808mm
Weight	1,379kg
Wheels & tyres	
F	8.5x19-inch; 235/35/R19
R	12x19-inch; 305/30/R19



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	3.7s
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



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	4.0s
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	4.4s
Top speed	190mph
Length	4,440mm
Width	1,852mm
Weight	1,540kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19



Based on 3.8-litre Powerlit, 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	4.6s
Top speed	187mph
Length	4,435mm
Width	1,852mm
Weight	1,425kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19



997 Turbo S 2011-2013

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

Production numbers	2,000
Issue featured	123
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	530hp @ 6,250-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.3s
Top speed	195mph
Length	4,435mm
Width	1,852mm
Weight	1,589kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19



999.1 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	4.8s
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; 285/30/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	359hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.8s
Top speed	182mph
Length	4,427mm
Width	1,808mm
Weight	1,420kg
Wheels & tyres	
F	8x19-inch; 235/35/R19
R	11x19-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	5.1s
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	4.8s
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	3.9s
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



997.1 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 @ 7,500rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.3s
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



997.2 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	4.9s
Top speed	179mph
Length	4,435mm
Width	1,808mm
Weight	1,415kg
Wheels & tyres	
F	8x19-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	4.7s
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	4.7s
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	4.1s
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	3.4s
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	3.9s
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. It featured 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	3.3s
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	3.5s
Top speed	205mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	
F	8x19-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	4.6s
Top speed	190mph
Length	4,435mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19

997 C4 GTS 2010-2012



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	4.6s
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	4.5s
Top speed	188.5mph
Length	4,401mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	
F	8.5x19-inch; 245/35/ZR20
R	11x20-inch; 295/30/ZR20

991.1 Carrera 4 2012-2015



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

Production numbers	Unknown
Issue featured	98
Engine capacity	3,436cc
Compression ratio	12.5:1
Maximum power	350hp @ 7,400rpm
Maximum torque	390Nm @ 5,600rpm
0-62mph	4.9s
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	4.5s
Top speed	185mph
Length	4,401mm
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

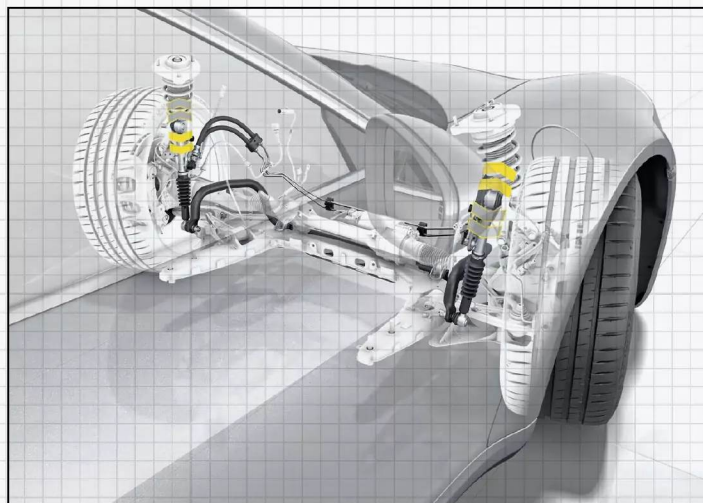
Wide body from 991 Carrera 4 was used for the first time. Mezger engine from previous GT3s replaced with revamped DFI version of Carrera S engine. PDK only.

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	3.5s
Top speed	196mph
Length	4,450mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	
F	8.5x20-inch; 245/35/ZR20
R	12x20-inch; 305/30/ZR20

Technology explained

087 PORSCHE DYNAMIC CHASSIS CONTROL

PDCC has been revised and improved for the T-hybrid system in the 992.2 GTS. But what is it?



We're all familiar with the traditional 911 handling character, where the car rolls under cornering forces, or bobs and weaves as the body weight of the car moves around under the forces of sporty driving. To many, this is the rich character of driving a 911.

Traditionally, that roll is metered by a rigid anti-roll bar. Under cornering forces, as weight transfers to the outer wheels, the outer suspension compresses and the inside will decompress. In such cornering manoeuvres, linking both sides with a torsional metal bar permits controllable limits to be made to the travel of the wheels either side of an axle. Limiting the travel like this permits roll to be controlled and tuned, striving to even out tyre loads and thus maximising grip.

Taking this further, Porsche developed Porsche Dynamic Chassis Control (PDCC). PDCC still uses a metal bar to link each side across axles, but also employs hydraulically actuated cylinders to alter the mechanical loads on the end of that bar, to control each wheel. An active roll control system, it therefore enables the roll stiffness to be altered depending on what the car's doing. For straight-line driving, with little in the way of steering inputs, the car can be supple for maximum ride comfort. During cornering, PDCC intervenes and the anti-roll bars can be stiffened. This reduces body roll in dynamic driving, thus maximising handling and available traction.

The system is always active. Damper-mounted sensors detect damper movement and direction – information which is then used to move the anti-roll bar the corresponding opposite way. As a damper is compressed, the anti-roll bar is pushed on that wheel, reducing body movement; under rebound, the anti-roll bar is pulled on that wheel, helping keep the wheel restrained. In essence, it makes the 911 take on a neutral, flat-riding character when cornering, rather than the bobbing and weaving style of old.

For the 922.2 GTS (available as an option from November 2024), PDCC has been integrated with the 400-volt hybrid system and uses an electrohydraulic control system, together with a separate hydraulic accumulator for the PDCC. With this ready supply of hydraulic pressure, solely available for PDCC demands, the system is now more responsive and precise.



991.1 Turbo 2013-2014	★★★★★	Production numbers	Unknown
Issue featured		409	
Engine capacity		3,800cc	
Compression ratio		9.8:1	
Maximum power		520hp @ 6,000rpm	
Maximum torque		660Nm @ 1,950rpm	
0-62mph		3.4s	
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	



991.2 Carrera S 2016-2018	★★★★★	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		3.3s	
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 R 2016	★★★★★	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		3.8s	
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 C2 GTS 2017-2019	★★★★★	Production numbers	Unknown
Issue featured		150	
Engine capacity		2,981cc	
Compression ratio		10.0:1	
Maximum power		450hp @ 6,500rpm	
Maximum torque		500Nm @ 2,150-5,000rpm	
0-62mph		4.1s	
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 Carrera T 2018	★★★★★	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		4.1s	
Top speed		183mph	
Length		4,499mm	
Width		1,808mm	
Weight		1,410kg	
Wheels & tyres		F 8.5x19-inch; 245/40/R19	
		R 11.5x19-inch; 295/35/ZR19	



991.1 Turbo S 2013-2015	★★★★★	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		3.1s	
Top speed		197mph	
Length		4,506mm	
Width		1,880mm	
Weight		1,609kg	
Wheels & tyres		F 9x20-inch; 245/35/ZR20	
		R 11x20-inch; 305/30/ZR20	



991.2 Carrera 4 2016-08	★★★★★	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		4.1s	
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 GT3 RS 2018-19	★★★★★	Production numbers	100 UK cars (est)
Issue featured		164	
Engine capacity		4,000cc	
Compression ratio		Unknown	
Maximum power		520hp	
Maximum torque		480Nm	
0-62mph		3.2s	
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 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	4.5s
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	4.0s
Top speed	190mph
Length	4,491mm
Width	1,852mm
Weight	1,429kg
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	4.4s
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	



Unprecedented aero package now delivers 997 RS 4.0's max downforce at just 93mph. Modified 4.0-litre DF 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	3.3s
Top speed	193mph
Length	4,545mm
Width	1,880mm
Weight	1,420kg
Wheels & tyres	
F 9x20-inch; 245/35/ZR20	
R 12.5x21-inch; 325/30/ZR21	



991.2 Carrera 2016-2018

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	4.2s
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	3.8s
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	



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	3.1s
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	2.9s
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	



As 991.2 Carrera GTS but with PTM four-wheel drive electrically controlling drive between both axes (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	3.8s
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 2017-2019

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

Production numbers	222 (UK, est)
Issue featured	153
Engine capacity	3,996cc
Compression ratio	13.3:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,000rpm
0-62mph	3.9s (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	2.8s
Top speed	211mph
Length	4,549mm
Width	1,880mm
Weight	1,470kg
Wheels & tyres	
F 9.5x20-inch; 265/35/ZR20	
R 12.5x21-inch; 325/30/ZR21	



991 Turbo S Exclusive Edition

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

Production numbers	500
Issue featured	170
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	607hp
Maximum torque	750Nm @ 2,250-4,000rpm
0-62mph	2.9s
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	1,670kg
Wheels & tyres	
F 9x20-inch; 245/35/ZR20	
R 11.5x20-inch; 305/30/ZR20	



991 Speedster 2019

Limited-edition special from Flach 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	3.9s
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	



992.1 C2S 2019-2024

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 @ 2,500-5,000rpm
0-62mph	3.5s
Top speed	191mph
Length	4,519mm
Width	1,852mm
Weight	1,515kg
Wheels & tyres	
F 8.5x20-inch; 245/35/ZR20	
R 11.5x21-inch; 305/30/ZR21	



992.1 Carrera 4S 2019-2024

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 slats).

Production numbers	In production
Issue featured	174
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque	530Nm @ 2,500-5,000rpm
0-62mph	3.4s
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	



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 @ 5,000rpm
0-62mph	4.0s
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	



992.1 Carrera 4 2020-2024

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	389hp @ 6,500rpm
Maximum torque	450Nm @ 1,950-5,000rpm
0-62mph	4.0s
Top speed	180mph
Length	4,519mm
Width	1,852mm
Weight	1,559kg
Wheels & tyres	F 8.5x19-inch; 235/40/ZR19 R 11.5x20-inch; 295/35/ZR20



992 Turbo S 2020-

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

Production numbers	In production
Issue featured	190
Engine capacity	3,745cc
Compression ratio	8.7:1
Maximum power	640hp @ 6,750rpm
Maximum torque	800Nm @ 2,500-4,000rpm
0-62mph	2.7s
Top speed	205mph
Length	4,535mm
Width	1,900mm
Weight	1,679kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 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	In production
Issue featured	192
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	450hp @ 6,500rpm
Maximum torque	530Nm @ 2,500rpm
0-62mph	3.6s
Top speed	189mph
Length	4,519mm
Width	1,852mm
Weight	1,679kg
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 @ 2,500rpm
0-62mph	3.4s (PDK)
Top speed	193mph
Length	4,533mm
Width	1,852mm
Weight	1,910kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11.5x20-inch; 305/30/ZR21



992.1 C4 GTS 2021-2024

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 @ 2,500rpm
0-62mph	3.3s (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



992.1 GT3 2021-2024

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	3.4s
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



992 GT3 RS 2023-2024

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
Issue featured	224
Engine capacity	3,996cc
Compression ratio	13.3:1
Maximum power	525hp @ 8,500rpm
Maximum torque	469Nm @ 6,300rpm
0-62mph	3.2s
Top speed	184mph
Length	4,573mm
Width	2,027mm
Weight	1,450kg
Wheels & Tyres	F 10x20-inch; 275/30/ZR20 R 13x21-inch; 335/30/ZR21



992.1 Carrera T 2023-24

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



992 Sport Classic 2023-24

A unique setup of manual, RWD, Turbo. The second of four Heritage Design Edition cars from Porsche Exclusive, considered a softer GT2-style 911.

Production numbers	1,250
Issue featured	231
Engine capacity	3,745cc
Compression ratio	8.7:1
Maximum power	550hp @ 6,750rpm
Maximum torque	600Nm @ 2,000-6,000rpm
0-62mph	4.1s
Top speed	196mph
Length	4,535mm
Width	1,900mm
Weight	1,570kg
Wheels & Tyres	F 8.5x20-inch; 255/35/ZR20 R 11.5x21-inch; 315/30/ZR21



992 Dakar 2023-24

Special edition 911 built for off-road use. GTS engine with bespoke, raised chassis, roof bars and all-terrain tyres. Features Off-road and Rallye traction modes.

Production numbers	346
Issue featured	115
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	450hp @ 5,750rpm
Maximum torque	585Nm @ 4,500rpm
0-62mph	4.1s
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



992 S/T 2024

Anniversary model to celebrate 60 years of the Porsche 911. Featuring the 992 RS engine in a subtle, de-winged body.

Production numbers	1,963
Issue featured	n/a
Engine capacity	3,996cc
Compression ratio	13.3:1
Maximum power	525hp @ 8,500rpm
Maximum torque	465Nm @ 6,300rpm
0-62mph	3.7s
Top speed	186mph
Length	4,573mm
Width	1,852mm
Weight	1,380kg
Wheels & tyres	F 9.5x20-inch; 255/35/ZR20; R 12x21-inch; 315/30/ZR21



992.2 Carrera 2024-

Twin turbocharged flat six taken from the 992.1 Carrera, tweaked to include intercoolers taken from 992.1 Turbo and turbochargers from 992.1 GTS. Updated interior.

Production numbers	n/a
Issue featured	245
Engine capacity	2,981cc
Compression ratio	10.5:1
Maximum power	394hp
Maximum torque	450Nm
0-62mph	3.9s
Top speed	183mph
Length	4,542mm
Width	1,852mm
Weight	1,520kg
Wheels & tyres	F 8.5x19-inch; 235/40/ZR19; R 11.5x20-inch; 295/35/ZR20



992.2 Carrera GTS 2024-

The first road-going 911 to feature hybrid technology. Porsche Active Aerodynamics uses movable front bumper slats and front diffusers (underneath).

Production numbers	n/a
Issue featured	246
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	541hp
Maximum torque	610Nm
0-62mph	3.0s
Top speed	193mph
Length	4,553mm
Width	1,852mm
Weight	1,599kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11.5x21-inch; 315/30/ZR21



992.2 Carrera 4 GTS 2024 -

As per 992.2 Carrera GTS albeit with the same all-wheel-drive system taken from the 992.1 Carrera 4.

Production numbers	n/a
Issue featured	245
Engine capacity	3,600cc
Compression ratio	10.5:1
Maximum power	541hp
Maximum torque	610Nm
0-62mph	3.0s
Top speed	193mph
Length	4,553mm
Width	1,852mm
Weight	1,645kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11.5x21-inch; 315/30/ZR21

SUBSCRIBE TODAY AND SAVE MONEY

**Total
911**
THE PORSCHE MAGAZINE

CHECK OUT PAGE 38 FOR MORE DETAILS



Porsche Torque with Alex Manos

The Beverly Hills Car Club CEO assesses the Turbo-look 911, which helped Porsche maintain a strong presence Stateside in the '80s

In the early 1980s Porsche identified an interesting trend. More and more customers were using companies such as Gemballa, Strosek and Rinspeed to give their 911 a custom job. What many owners were after was the wide-body look exemplified by the 911 Turbo. And there were even glass-fibre kits available at a fraction of the price.

Unsurprisingly, this came to the attention of Peter Schutz, who since 1981 was the extremely marketing-minded Porsche boss. Although his predecessor, Ernst Fuhrmann, wanted to phase out the 911, the data-driven Schutz was eager to retain the model. His reasoning was that while the sales of Porsche 924 and 928 were slipping, the 911 continued to enjoy steady financial success. Indeed, during the 1980s the classic Porsche 911 would become a symbol of the decade's rampant consumerism.

To remarket the model, the 'Carrera' moniker was reintroduced for the 1984 edition, which was launched in September 1983. And it came with a 3.2-litre engine that incorporated a redesigned engine inlet and exhaust system.

Furthermore, in 1984 Porsche put option M491 on the market. Carreras could be ordered optionally with the Turbo Coupe body-shell, becoming a regular model from September 1985. The specification included the Turbo's flared front and rear wheel wings, tea-tray wing and front splitter extension. The

Turbo's suspension and brakes, including perforated discs and 917-type calipers, were used without change, as were 7J/9J front and rear wheels.

Officially designated SSE, standing for Super Sport Equipment, but more commonly known as the Turbo-look, the sports car was aimed largely at the US where stringent new emission rules had led to the 911 Turbo not being on sale. Cornering was improved with the wider track, stiffer rear torsion bars and a softer, rear anti-roll bar. Meanwhile, ride height was dropped from 108 to 94mm.

It was a car that became extremely popular, notably in the USA – part of its purpose. Essentially, it was a Turbo without a Turbo engine. At first available only in Coupe form, the option became available on Targa and Cabriolet models from 1986.

Although sales were by no means huge, Porsche had hit upon a lasting style. And it looked great. In the UK, the Turbo-look model was known as the Carrera with Sport Equipment (SE) for the 1986 model year and the Carrera Super Sport from September 1986.

At the moment we have one of these beauties at Beverly Hills Car Club. It's an exceptionally rare 1986 Porsche Carrera Super Sport Cabriolet M491 RHD with matching numbers and 28,400 miles on the odometer. Equipped with the coveted M491 option package, this Carrera stands out with its Super Sport model designation, the 'Turbo-look'.

It comes finished in its factory colour Silver complemented with a sleek black interior. This particular Porsche Super Sport Cabriolet M491 is a standout among its peers, because it's one of only 26 ever produced. The rarity of this vehicle is further highlighted by the breakdown of right-hand drive models produced, with 34 Coupes, 26 Cabriolets, and 15 Targas, making this example truly special and sought after by enthusiasts.

The car is equipped with the desirable Super Sport package, five-speed manual transaxle, air-cooled 3.2-litre flat six, single exhaust outlet, four-wheel disc brakes, Bosch-branded front fog lights, VDO instrumentation, four-spoke steering wheel, rear rubber bumperettes, rear spoiler, 16-inch Fuchs-style wheels, tool roll, jack, and a spare tyre fitted in the frunk.

Inside the luxurious cabin are a wealth of premium features included in the Sport equipment interior package. Additional convenience features include power windows, dual rear-view mirrors, a Kenwood radio, glove compartment and sun visors with a vanity mirror on the passenger side.

Additionally, receipt copies totalling over \$15,000 showcase the investment that's been put into maintaining this classic Porsche. This rare gem is a true collector's item that's sure to turn heads wherever it goes, and is an excellent opportunity to acquire an exclusive Super Sport Cabriolet that's mechanically sound.

As I said, a Turbo without a Turbo engine. And an absolute beauty. **911**



ADVERTISE IN TOTAL 911 TODAY!

Want to advertise in the renowned
first choice for everything 911?

Call today on **01225 687734**.

Find out more about advertising with
Future on www.futureplc.com.



Total
911



YOUR ONE-STOP SHOP FOR PORSCHE TRACK TYRES, UPGRADES & CONSUMABLES

 MANTHEY

Visit our website for
more information

RPM
Technik

01296 663 824
rpmtechnik.co.uk

Tring, Herts

**911 GT3 (992)**

Jet Green Metallic • Black 918 Bucket Seats • PDK Gearbox • 20/21" Centre Lock Wheels • Carbon Roof • Porsche Ceramic Composite Brakes • Front Axle Lift • 5,542 miles • 2022 (22)

£174,995**911 Carrera 2 (993)**

Riviera Blue • Black Leather Sports Seats • Manual Gearbox • 18" Fuchs Wheels • Electric Sunroof • Body-Coloured Seat Backs • Blaupunkt Bremen DAB Radio • 86,515 miles • 1994 (M)

£89,995**911 GT3 (996.2)**

Atlas Grey • Black Leather Sports Seats • 18" GT3 Wheels • Air Conditioning • Cruise Control • Bi-Xenon Headlights • Previously Sold & Serviced by Paragon • 38,697 miles • 2003 (53)

£82,995**911 Turbo (991)**

Basalt Black • Bordeaux Red Leather Sports Seats • PDK Gearbox • 20" Turbo III Wheels • Sport Chrono • Previously Sold & Serviced by Paragon • 22,883 miles • 2014 (14)

£79,995**Cayman GT4 (981)**

Jet Black Metallic • Black 918 Bucket Seats • 20" GT4 Wheels • Touchscreen Satellite Navigation • Clubsport Package • Switchable Sports Exhaust • Sport Chrono • 20,341 miles • 2016 (65)

£72,995**911 Carrera 4 GTS (997.2)**

Meteor Grey • Black Half-Leather Sports Seats • PDK Gearbox • 19" GTS Centre Lock Wheels • Switchable Sports Exhaust • Previously Sold & Serviced by Paragon • 41,420 miles • 2012 (12)

£67,995**911 Carrera 4 GTS (997.2)**

Meteor Grey • Black Leather Sports Seats • PDK Gearbox • 19" GTS Centre Lock Wheels • Switchable Sports Exhaust • Sport Chrono • Previously Sold & Serviced by Paragon • 57,959 miles • 2012 (12)

£64,995**911 Carrera 2 (991.2)**

Agate Grey • Luxor Beige Leather Sports Seats • PDK Gearbox • 20" Carrera Classic Wheels • Sport Chrono • Previously Sold & Serviced by Paragon • 24,583 miles • 2017 (17)

£64,995**911 Carrera 2 S (997.2)**

Arctic Silver • Black Leather Seats • PDK Gearbox • 19" Carrera S Wheels • Sport Chrono • Previously Sold & Serviced by Paragon • 43,410 miles • 2008 (58)

£47,995**911 Carrera 2 S (997)**

Meteor Grey • Black Leather Seats • Manual Gearbox • 19" Carrera Sport Wheels • Electric Sunroof • Bose Sound System • Previously Sold & Serviced by Paragon • 37,872 miles • 2007 (57)

£37,995**Boxster S (981)**

Carrera White • Black Leather Sports Seats • PDK Gearbox • 19" Carrera S Wheels • Sport Chrono • Bose Sound System • Touchscreen Satellite Navigation • 18,292 miles • 2012 (62)

£34,995**Macan S Diesel**

Agate Grey • Black Leather Seats • 20" RS Spyder Design Wheels • Glass Panoramic Roof • Front & Rear Parking Sensors • Previously Sold & Serviced by Paragon • 51,328 miles • 2014 (14)

£27,995

01825 830424

sales@paragongb.com

www.paragongb.com

We have superb in-house workshop and preparation facilities. Each car is supplied fully serviced with a new MOT and our 12-month/unlimited mileage comprehensive parts and labour warranty. See more of our current stock at paragongb.com

PARAGON GB LTD

FIVE ASHES

EAST SUSSEX

TN20 6HY



Porsche Wanted

We are interested in sourcing good quality Porsche with comprehensive service histories. We offer immediate full payment for those that we acquire.

We offer a professional, rapid solution, with a fair price agreed dependent on the age, condition and equipment levels of each Porsche that we purchase. With over twenty-five years experience of buying Porsche we aim to make the whole process easy and convenient for you, avoiding the risks and pitfalls of commission-based sales.

We are keen to hear about any Porsche models in good condition with a full service history that have been accident-free. Our fully managed service can include cherished plate registration transfers and the settling of outstanding finance if applicable.

Contact Mark or Jamie on 01825 830424 or via email:

mark@paragongb.com
jamie@paragongb.com

NORTHWAY PORSCHE LTD

Independent Porsche Specialist

Sales, servicing and repairing Porsches for over 25 years

USED PORSCHE IN STOCK
AND WANTED FOR
OUTRIGHT
PURCHASE



T: 0118 971 4333 M: 07831 424 911

Workshop: info@northway.co.uk Sales: ray@northway.co.uk

www.northway.co.uk



The Premier Ferrari & Porsche Specialist for the North West



UP TO 50% CHEAPER THAN THE DEALER

Fixed Price Servicing • Repairs • Engine & Gearbox Rebuilds • First Class Body Work
Dealer Level Diagnostics • Factory Trained Technicians • Collection & Delivery Available
Championship Winning Race Team • Track Day Support Team



/JMHAuto



@JMHAuto

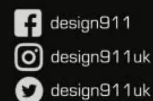
T: 01477 534499 F: 01477 544399 E: info@jmhauto.co.uk W: www.jmhauto.co.uk

Unit 3B, Holmes Chapel Business Park, Manor Lane, Holmes Chapel, Cheshire CW4 8AF

(5 minutes from Jct 18 M6, less than 30 mins from Manchester & Chester)

DESIGN911

Centre for Porsche



EVERY PART FOR EVERY PORSCHE



WORLDWIDE SHIPPING

UK DISTRIBUTION CENTRE

+44 (0) 20 8500 8811
sales@design911.com

EUROPEAN DISTRIBUTION CENTRE

+31 (0) 165 788 911
sales@design911.com

DESIGN911.COM

NEXT ISSUE

Issue 248 in shops and available for download from **10 Sep**

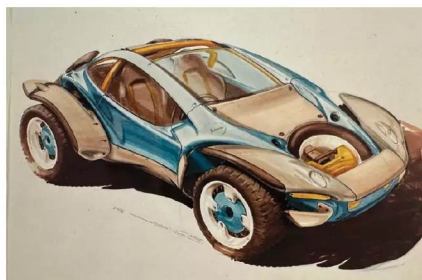
993 RSK

Full behind-the-scenes story
on Tuthill's magnificent
993-based recreation



997 GT3 RS IN-DEPTH REVIEW

An underrated modern classic?
Gen1 vs Gen2 tested!



DIMSON INTERVIEW PT 2

Ben and Cheryl on designing the 964,
959... and Porsche plane liveries



TIME FOR TARGA!

Buying tips for the innovative
open-topped Porsche 911

*Contents may be subject to change



Porsche Moment

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

Written by **Kieron Fennelly** Photograph courtesy of **Porsche Corporate Archives**

In the 1980s, the 911's rally career waned. Jean-Luc Thérier's victory in Corsica in October 1980 was the last win at international level, although the Belgian cigarette-sponsored teams Belga and Bastos regularly won regional events such as the Ypres 24 Hours.

At that time Porsche was putting its motorsport budget into Group C as well as planning a rally version of its 4x4 959 supercar to compete in the new Group B, where Ferdinand Piëch's Audi Quattro was making a name for itself. However, progress on the 959 was slow, and frustrated by the absence of top-level 911 participation, Roland Kussmaul and Jürgen Barth obtained permission to build an SC RS.

Because the 911 SC was shortly to be replaced by the Carrera 3.2, the homologation requirement was only 20, and 22 cars were duly assembled at Weissach. Lightened and strengthened by Kussmaul (whose astute chassis-honing techniques would be applied to later RS models and the Gen1 GT3), and tuned to either 250 or

280bhp with mechanical fuel injection, these were sparkling performers, and when fitted with a suitable exhaust were just about road legal.

Weissach's best customer for the SC RS was Prodrive. David Richards' team sought to replace its Ford Escort Mk2s and Opel Asconas, which by 1983 were obsolete. Conventional 4x2 front engine saloons had been completely overtaken by the turbo power and integral transmissions of the new Group B contenders. Prodrive knew that the rear-drive 911 wouldn't beat the new Group Bs, but with their Rothmans liveries would do well both in lesser championships and outside Europe.

A canny operator, Richards – an accountant turned rally navigator – knew that Weissach's RS SCs were slow sellers, and he probably negotiated a price that was well below Porsche's DM180,000 list entry for the five Prodrive cars. The team would go on to campaign them in virtually ex-factory condition. Prodrive replaced the vulnerable 915 gearbox with a modified Hewland unit and the underside was treated to a massive 'sump guard'

that also stiffened the chassis. The above photo of Saeed Al-Hajri 'yumping' (as the Scandinavians used to put it) in the 1984 Qatari Rally shows typical rally terrain of the Middle East.

Richards had chosen well. Qatari Al-Hajri and co-pilot Briton John Spiller proved unbeatable, winning three consecutive Middle East Rally Championships. Al-Hajri's mastery on sand was often compared with Jacky Ickx's on wet tarmac.

Then suddenly it was all over. After horrifying accidents Group B was deemed too dangerous and for 1987, teams switched to Group A with half the horsepower. Prodrive bought BMW 325s that proved less effective and required many more spare parts in comparison to the 911s.

The 911 had said its last word in classic rallying with three consecutive championships. Meanwhile, Porsche's putative Group B car – the 959 – arrived too late for homologation, although ironically its near miss in the 1985 and victory in the 1986 Dakar is what's remembered today, while the 911's Middle East exploits are all but forgotten. **911**

Porsche Classics At The Castle

Sunday 15th September. Hedingham Castle, Essex



Welcoming all Porsches & all Porsche fans

911 Turbo 50th Anniversary | 911 GT3 25th Anniversary | 911 G Series 50th Anniversary

In an exciting change from previous editions, this year's Classics at the Castle will be a celebration of all Porsche models with designated display parking for both air-cooled and water-cooled cars.

Find out more and book your tickets online at porscheclubgb.com/catsc



AUTO ILLUSTRATA
Art by Darren Curtis



Porsche Club
Great Britain



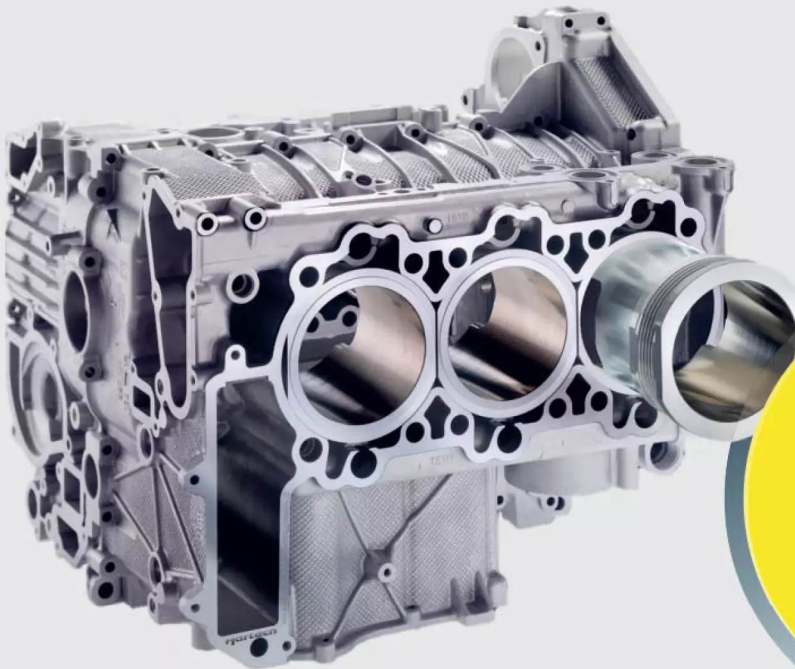
Scan the QR
code to book
your place





ENGINE REPAIR SPECIALISTS

WE CARE FOR YOUR PORSCHE



Capacity

Conversion

3.2 Boxster to 3.7

3.4 996 to 3.7

3.6 996/997 to 3.9

3.6 997/997 to 4.1

3.8 997 to 4.1

986 987 996 997 Cayman

T: 01204 302809

E: auto@hartech.org

www.hartech.org



AIR-COOLED KING: 993 CARRERA BUYING GUIDE

Total 911

THE **PORSCHE** MAGAZINE

PORSCHE DESIGN ICONS

Cheryl & Ben Dimson exclusive interview



www.total911.com



TURBO AT 50

CELEBRATING HALF A CENTURY OF
FORCED INDUCTION IN THE PORSCHE 911

• How the first 911 Turbo was made • 930s owned by the Porsche & Piëch families • 930, 993, 996 & 992 Turbo legends **DRIVEN**



PORSCHE 935 REIMAGINED

Crazy 964-based racer
uncovered in Japan



MANUAL VS PDK

Which gearbox is best
for the modern 911?



ISSUE 247 UK £5.99 US \$13.99 CAN \$15.99

DISPLAY UNTIL 30/06/2024 PRINTED IN THE UK



47>

Total 911

THE PORSCHE MAGAZINE™

247