



50 YEARS OF TURBO ROAD TRIP IN A NEW 911 TURBO S

Total 911

THE PORSCHE MAGAZINE

TOP 10 DRIVING ROADS

The best routes to enjoy your 911



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IN OUR **FINAL ISSUE?**



**MICHAEL MAUER
EXCLUSIVE**

Porsche's Chief of Design
talks to Total 911



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ISSUE 249

Digital Edition

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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: 17722 - 1991 Porsche 964 Carrera Targa

Presenting a 1991 Porsche 964 Carrera Targa that is finished in its factory color Guards Red complemented with a Classic Gray interior. Equipped with a 5-speed manual transaxle and a air-cooled Flat 6 Cylinder 3.6-liter engine. If you're in search of a classic sports car look no further than this air-cooled Carrera that is mechanically sound.

For \$74,500



Stock: 16178 - 1995 Porsche 993 Carrera Coupe

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. An extremely attractive 993 Carrera Sunroof Coupe that is ready to be enjoyed and is mechanically sound.

For \$96,500



Stock: 16995 - 1987 Porsche Carrera Cabriolet Turbo Look M491

This sought-after 1987 Porsche Carrera Cabriolet Turbo Look M491 featured with matching numbers. It comes in its factory color Schwarz and tastefully complemented with a Silver Gray interior. This M491 is equipped with a 5-speed G50 manual transmission and a Flat 6 Cylinder 3.2-liter engine. An excellent opportunity to acquire limited production factory Turbo Look Porsche that is mechanically sound.

For \$79,950



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: 17534 - 1985 Porsche Carrera Coupe

This 1985 Porsche Carrera Coupe featured with matching numbers. Finished in its factory color Grand Prix White (908) with a Black interior. Equipped with a 915 5-speed manual transaxle and a air-cooled 3.2-liter flat-six. This is an excellent opportunity to acquire a highly desirable air-cooled Carrera 3.2 Coupe that is mechanically sound.

For \$59,950



Stock: 17954 - 1964 Porsche 356C 1600 Karmann Coupe

Presenting this highly collectible 1964 Porsche 356C 1600 Karmann Coupe featured with matching numbers. Dressed in a striking Signal Red exterior beautifully complements the sleek black interior. This Karmann-bodied 356 Coupe is a great find that deserves a place in your collection and is mechanically sound.

For \$74,500



Stock: 16154 - 1988 Porsche Carrera Cabriolet

This 1988 Porsche Carrera Cabriolet is featured with matching numbers and only 25,552 miles on the odometer. Finished in its factory color Black - Schwarz (700) combined with a Grey interior. This fine example comes with an owner's manual booklet, maintenance booklet with stamps, clean Carfax report, options sticker, and a copy of the original window sticker. Don't miss out on this low-mileage Carrera Cabriolet that is mechanically sound.

For \$89,950



Stock: 17274 - 1973.5 Porsche 911T Targa

This 1973.5 Porsche 911T Targa featured with matching numbers and finished in its special order factory color Gemini Metallic Blue (335) and a Black interior. Equipped with a 5-speed manual transaxle and a fuel-injected 2.4-liter Flat-six engine. If you're in the market for a classic car that combines timeless style look no further than this Long-hood 911 that is mechanically sound.

For \$56,500



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. If you're in search of a classic Porsche then look no further than this highly collectible air-cooled Porsche Carrera that is mechanically sound.

For \$86,500



Stock: 16619 - 1969 Porsche 911E Targa

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 extremely desirable fuel-injected 911E that has just come out of the dry desert state of Nevada and is mechanically sound.

For \$89,950



Stock: 17927 - 1989 Porsche 964 Carrera Coupe

Introducing this 1989 Porsche 964 Carrera Coupe finished in its factory color Grand Prix White complemented with a black interior. This California car is equipped with a 5-speed manual transaxle and an air-cooled 3.6-liter flat-six. This classic Porsche that look no further than this 964 Carrera that is mechanically sound.

For \$78,500



Stock: 17729 - 1984 Porsche Carrera Coupe

This 1984 Porsche Carrera Coupe featured with matching numbers. Finished in its special order color Slate Blue Metallic (661) with a beige interior. This blue-plate California car is equipped with a 5-speed manual transaxle and a air-cooled 3.2-liter flat-six. If you're in the market for a classic Porsche look no further than this Carrera that is mechanically sound.

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Welcome

As I write this, my last-ever Welcome note in **Total 911** magazine, I realise it's almost 12 years to the day since I wrote my first. That time in between – equating to around a third of my life – delivered just shy of 30,000 pages of insight and experiences dedicated to Porsche's legendary 911.

It's been a helluva journey where, hopefully just like you, I've learned so much while meeting some truly incredible people, and driving amazing cars. To close the title, therefore, is a sad moment for us all.

Before I present you with the final issue, I'd like to thank a number of people for playing a pivotal role in the history and legacy of this great magazine. Not least to Philip Raby, for starting the title; the "unflappable" Ali Cusick, whose photos have captivated the emotion of driving a Porsche 911 across very nearly all 249 issues of **Total 911**. To Kyle Fortune, for his astute journalism and professionalism in the field, as well as being a top role model. To Cliff Hope and Jamie Schildhauer who, respectively, ensure the magazine's words and pictures are presented accurately and elegantly each issue. Also to Louise Woodhams who, in a short stint as editor between founder Phil and myself, ensured I inherited a title in perfect working order behind the scenes.

"It's been a helluva journey where, hopefully just like you, I've learned so much"

To Magnus Walker for guest-editing issue 100 back in 2013; to Singer Vehicle Design's Rob Dickinson for guest-editing issue 200 in 2021; to all our Living the Legend columnists, past and present, for sharing their stories and Porsche journeys with us; to Porsche GB PR for their assistance and press car loans; and the team at the Porsche Museum, for so enthusiastically sharing the inner sanctum of Porsche's history and heritage with us.

Finally, to you, loyal reader, for your support and input not just to a magazine, but a thriving community of enthusiasts worldwide.

What next? Well, **Total 911's** many volumes of knowledge and expertise can stay with you forever, such is the physical nature of magazines. Better yet, if you'd like to continue your Porsche journey together with us into the digital age, I'd love to welcome you to **9WERKS.co.uk**, where you'll find leading Porsche journalism spread across a multi-media suite of videos, podcasts and in-depth articles dedicated to these fantastic sports cars. 9WERKS is powered by a thriving Porsche community in the Driven Not Hidden Collective, and plans are already afoot to bring the DNHC a quarterly printed journal (on top of a host of benefits currently available) where the physical quality of the product will match the subject we write so passionately about. All are welcome – to join, visit **patreon.com/9WERKS**. See you there! **911**







Total 911 Opening Shot

Photograph courtesy **Lee Sibley**

Where to hit 'send' on the final issue of **Total 911**? On the morning of deadline day, the editor ditches the office in favour of a more arresting location, encompassing one last drive at daybreak. The 911 for this occasion is a stunning 991.1 GT3 RS in PTS Riviera blue. The destination? The world-famous Belvedere Hotel atop the Furka Pass, seen here in the distance.

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Update

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



One-of-a-kind 911 pays tribute to Jo Siffert

The legacy of the legendary Swiss racer is recognised with a unique 911 based on the GT3 RS

On 10 August 1969, Swiss racer Joseph “Jo” Siffert and the German Kurt Ahrens won the first international 1,000km race at the Österreichring. It was the first race win for the 917 and a victory Porsche would never forget.

Some 50 years after his death, the charismatic Siffert continues to enjoy cult status in Switzerland, leading to the creation of a one-off 911 on the anniversary of his most memorable Porsche result. Built to commemorate the 917’s maiden win, and Siffert’s enduring legacy, the 911 is based on a GT3 RS, and has been created by Porsche Exclusive Manufaktur as part of the Sonderwunsch programme, with the help of Siffert’s family.

Painted predominantly in Pure white, just like the 917 that inspired it, the 911 features contrasting Viper green sections on its wings and parts of the front end. Both colours come from the Porsche Paint to Sample palette. The middle section of its rear wing is also painted green, while the race number depicted on its doors –

29 – is the same as the one used in the 1,000km race. The classic Porsche lettering, with its striped design, is also inspired by the original race car. Working with Bosch and Shell, Porsche has even been able to reproduce the original period sponsor decals.

Further nods to the iconic 917KH can be found on the magnesium centre-lock wheels, where its silhouette is depicted, and this is replicated on the rear wing endplates. There’s also a special helmet design badge paying homage to Siffert on the B-pillars.

Inside comes a mix of Race-Tex in Black and Guards red, with the aforementioned helmet motif embroidered in the headrests. The kick plates repeat the 917 silhouette, and even the key has been painstakingly customised, painted in Viper Green, with the 917 appearing in the contrasting colour of white. Siffert’s autograph is also embossed on the cabin’s centre console, as well as on the leather key case.

“To witness the creation of this Porsche in honour of my father was extremely exciting,” said Jo’s son, Philippe Siffert. “With painstaking attention to historical details and craftsmanship of the highest quality, the employees of the Porsche Sonderwunsch Manufaktur have transformed an already rare 911 GT3 RS into an absolutely unique piece – infused with the spirit of Jo Siffert.”

After his storied Porsche career, Siffert sadly died in an accident at the age of 35 during the Formula 1 race at Brands Hatch in October 1971. His son, Philippe, would go on to race in Formula Ford and Formula 3 between 1991 and 2003, becoming a BMW works driver. Philippe and his son, Jérémy Siffert, attended a special workshop in Zuffenhausen, and the unveiling of the tribute 911.

The Siffert 911 has been on display at Swiss Porsche Centres, and will be one of the highlights of the Auto Zürich trade fair in November. It will eventually be raffled in Switzerland, with a buyer selected at random from interested parties.

New exhibition puts Turbo front and centre

The Porsche Museum's 'Beyond Performance. 50 Years of Porsche Turbo' retrospective invites sports car fans to marvel at Zuffenhausen's success story

The 50th anniversary of the Porsche Turbo has been marked at the Porsche Museum in Stuttgart with an expansive display. 'Beyond Performance. 50 years of Porsche Turbo' runs until January 2025, and includes a wealth of cars and smaller exhibits that underline the principle of Turbo.

"We're demonstrating that Turbo recipe for success using a wide range of sports cars and exhibits, from the Turbo look to turbocharging," said Iris Haker, the Museum's curator.

The exhibition hopes to inspire visitors with stories about mastering challenges and pushing the limits of what's feasible in a car – stories that distinguish a Porsche Turbo.

"We're showing cars and smaller exhibits that have never been seen before in an exhibition,"

added Haker. "Technology fans can look forward to cutaway models that visualise Turbo technology."

Visitors can pore over a 13m-long display case containing technical exhibits, drawings and photographs. These include various turbochargers, a bypass valve, charge-air coolers and a K-Jetronic system. Films and digital explanations on large touchscreens cover the technology and development of turbocharging. Visitors can even examine the original specification sheet of the 911 Turbo RSR from the 1973 IAA Frankfurt Motor Show.

Several cars feature as part of the exhibition, including the first 911 Turbo, as presented to Louise Piëch on her 70th birthday, and a 992-generation 911 Turbo S known as Duet – the product of a collaboration between Porsche and aircraft



manufacturer Embraer. And let's not forget the 911 Turbo LEGO Big Brick finished in Oak green metallic.

Visit porsche.com/international/aboutporsche/porschemuseum to plan your visit.

Turbo trainers launched

Porsche and Puma have produced limited-edition trainers to celebrate 50 years since the 911 Turbo was unveiled



Porsche has collaborated with Puma to create two styles of trainer, marking the 50th anniversary of the first 911 Turbo. Based on Puma's Road Rider sneaker, they're inspired by the visual elements of the 911 Turbo, with the Turbo No. 1 shoe based on the legendary Turbo handed to

Louise Piëch on her 70th birthday, and the Turbo 930 developed in honour of Ferry Porsche's Turbo of 1976.

The Turbo No. 1 shoe is full-grain leather with a metallic silver finish, while the inside features the red and blue tartan pattern from the original car's interior. Meanwhile, the nubuck leather Turbo 930 sneaker is Oak green metallic, and its inner lining is a green tartan pattern. Vintage-style Turbo lettering and a subtle Porsche logo feature alongside a heel section that picks up on the whale fin rear spoiler and the horizontal red tail lights. In addition, 10 exclusive market editions are being launched, each inspired by a specific 911 Turbo from countries around the world. The trainers are priced at 169 Euro (£143 approximately), and are available at shop.porsche.com.

New blue for 911 S/T

One Porsche enthusiast has created an eye-catching hue in collaboration with the Sonderwunsch programme



Kentucky-based Jorge Carnicero has worked with Porsche's Sonderwunsch programme on a customised 911 S/T, finished in Dani blue, a new hue developed exclusively for him. The sports car collector named the paint after Colour and Trim designer Daniela Milošević.

Porsche's Paint to Sample Plus programme gives customers the option to develop colours based on their own ideas. During the configuration of a 911 S/T, Carnicero asked Porsche's colour experts to create a special blue that would suit the sporty, pure nature of the anniversary model. During the process, Enamel blue emerged as a general favourite. This was the colour of the 1964 Porsche 901 coupe. Milošević and her colleagues further developed Enamel blue, adapting it for the current era, leading to Dani blue.

The end result of Carnicero's S/T features Dani blue with Brilliant silver on the wheels, the borders of the windows and the 911 S/T logos. "Giving the paint my nickname is an overwhelming sign of gratitude for me and my work," commented Milošević.

Müller becomes works driver

The racer will take the wheel of Porsche's 99X Electric



Porsche has signed Nico Müller as a new works driver. The 32-year-old Swiss driver will line up with the Andretti Formula E team in the upcoming 11th season of the electric world championship. Müller joins reigning champion Pascal Wehrlein, 2022/2023 champion Jake Dennis and António Félix da Costa in the squad. In addition, Müller could also compete in other racing series with Porsche Motorsport.

UK goes retro at RADwood

Late-20th century motoring is celebrated in style

RADwood UK took enthusiasts back to the 1980s and 1990s, proving that retro remains in vogue. Hundreds gathered at Chatham Historic Dockyard to acknowledge the automotive culture of 30 and 40 years ago. Visitors embraced the spirit of the event, with period clothing and accessories, and star cars included a Porsche 959, sharing the spotlight with modified motors from this summer's Max Power Reunion.

Visit hagerty.co.uk for more details about the event.





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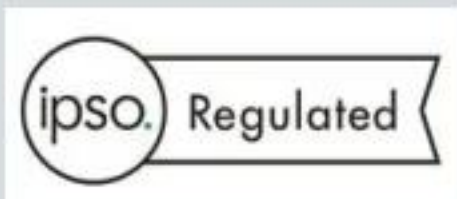
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Views

The very best of your Porsche opinions

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Farewell to Total 911

Dear Sir,

A quick note of thanks to you, after hearing that **Total 911** will come to an end, for the past 12 years of editorial control at the helm.

I drove from home over to Manchester Airport on Tuesday morning this week and heard, on the latest 9WERKS Radio podcast, the news. I'm gutted, but can understand the print pressures you mentioned (listening to it on my drive to Glasgow this afternoon). You asked for ideas...

I'm a subscriber to **Total 911** and when it ends, I'll simply up my membership level on 9WERKS to help contribute to what you offer in another form.

It would be great if 9WERKS were to move to include a high-quality edition, in print, where the photographs could be added to the editorial from regular contributors. You and the team have such a wealth of knowledge of the brand, access to key

contacts, a passion for 911s and a very supportive and appreciative audience.

Count me in for whatever comes next.

Iain McKechnie

Iain, this is such a kind email. I'm grateful for your generous words but also for your support, which has been indicative of the messages received from others in the Driven Not Hidden Collective. It only cements the fact we've a wonderful community of like-minded people who care for others as much as they care for their cars!

As for the idea of a new, high-quality print product dedicated to Porsche, watch this space... I'll communicate news as it happens to the DNHC first. To those who haven't yet joined, you can do so via [Patreon.com/9WERKS](https://www.patreon.com/9WERKS). ☺



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991.2 Turbo S

Dear Sir,
I've been a devoted reader of your magazine from day one and an honourable subscriber. I have read many articles on past iterations of various 911s especially the Turbo version, which I happen to be a particular fan of.
My present car is a 991.2, Guards red, 2018 Turbo S. An amazing car not only in physical appearance but performance as well. With the APR tune it drives like the Millennium Falcon with wheels. When you hit a certain level of RPM and movement

and engage the Performance Button to the right of the steering wheel, great things happen. You just hold on, steer with Porsche adroitness, and guide that baby to go where no man has gone before. To be succinct, it feels like a rocket ship on steroids.
I've had my car for six great years now, no impactful services other than what's prescribed in the manual, and the third Ceramic Coating since I purchased it new in 2018. With the Aero Kit option, she still has that showroom finish that in my opinion outshines the newer iteration of the 992, which just doesn't impress me with the changes to the wider rear and overall appearance that it presents.

I usually upgrade every five years, but not this time. I kept my 991.2 Turbo S, because what I have appears superior in looks, and parallels in performance with the tune and Europipe Exhaust I upgraded to. So when you write an article on 50 years of the Turbo and neglect to mention this great car, you're doing our readers and fellow Porsche followers a disservice on neglecting an unbelievable driving machine.
Jay Bauer
We're very glad to see you're happy with your car, Jay. Wishing you many fun miles ahead.



Originale

Dear Sir,
I was delighted to arrive home from holiday yesterday to find Porsche Classics' *Originale* book sitting on my doormat. Surprise and delight! I imagine that the book was supplied free to all registered Classic customers.
Porsche's approach to supporting its customers and its heritage into the future with parts, e-fuels and community through its Classics business line is a shining beacon of hope for enthusiasts. No other manufacturer is providing this level of care and support for its heritage customer base.
Having recently liquidated a very modest private collection, I've been deliberating over what to buy

next (I'm only going to own one car at a time from now on, so it has to be the right one). The arrival of this book has, I think, made my mind up. It has to be another Porsche because only Porsche gives me the confidence that it will still be around helping its customers with older cars well beyond 2030.
Hywel Rees
How lucky are we, Hywel, that Porsche makes so many great sports car models, enabling us to experience new things on our automotive journey without having to deviate from the brand. This allows us to hang out with the same great folks at Cars & Coffees, road trips etc., who are equally passionate about these cars. Enjoy the journey!



'Brightling'



Despite its 10.95mm height, the Trident C60 Pro 300 'Lumière' leaps from your wrist. (Just like it jumped off this page.) Its brightness results from proudly protruding indices and the logo they encircle. Featuring facets finely machined to tolerances of 0.03mm, these mini-monoliths are super-legible in daylight. But it's the Globolight®, the unique luminous ceramic from which they're hewn, that produces their astounding, super-brilliance at night. And inspired this timepiece's name. The light show doesn't end there. Carved from titanium, the 41mm case incorporates a second sapphire crystal displaying its super-accurate movement. But it's not the back of this beautiful tool watch you're buying into. Is it?

Do your research



christopherward.com





THE GREATEST

PORSCHE

911s

OF ALL TIME

We've driven them all, so here's our definitive list of the very best Porsche 911s... ever!

Over 249 issues of Total 911, we've driven every conceivable production Porsche 911 model. This means, in the long-running debate as to which is the best 911 of all time, we consider ourselves uniquely placed to answer this question diligently.

Therefore, we're delighted to bring you our definitive list of the greatest 911s of all time... split between air- and water-cooled. Why have we split the two? Simply put, the two eras are completely different in the driving experience they offer, and need to be

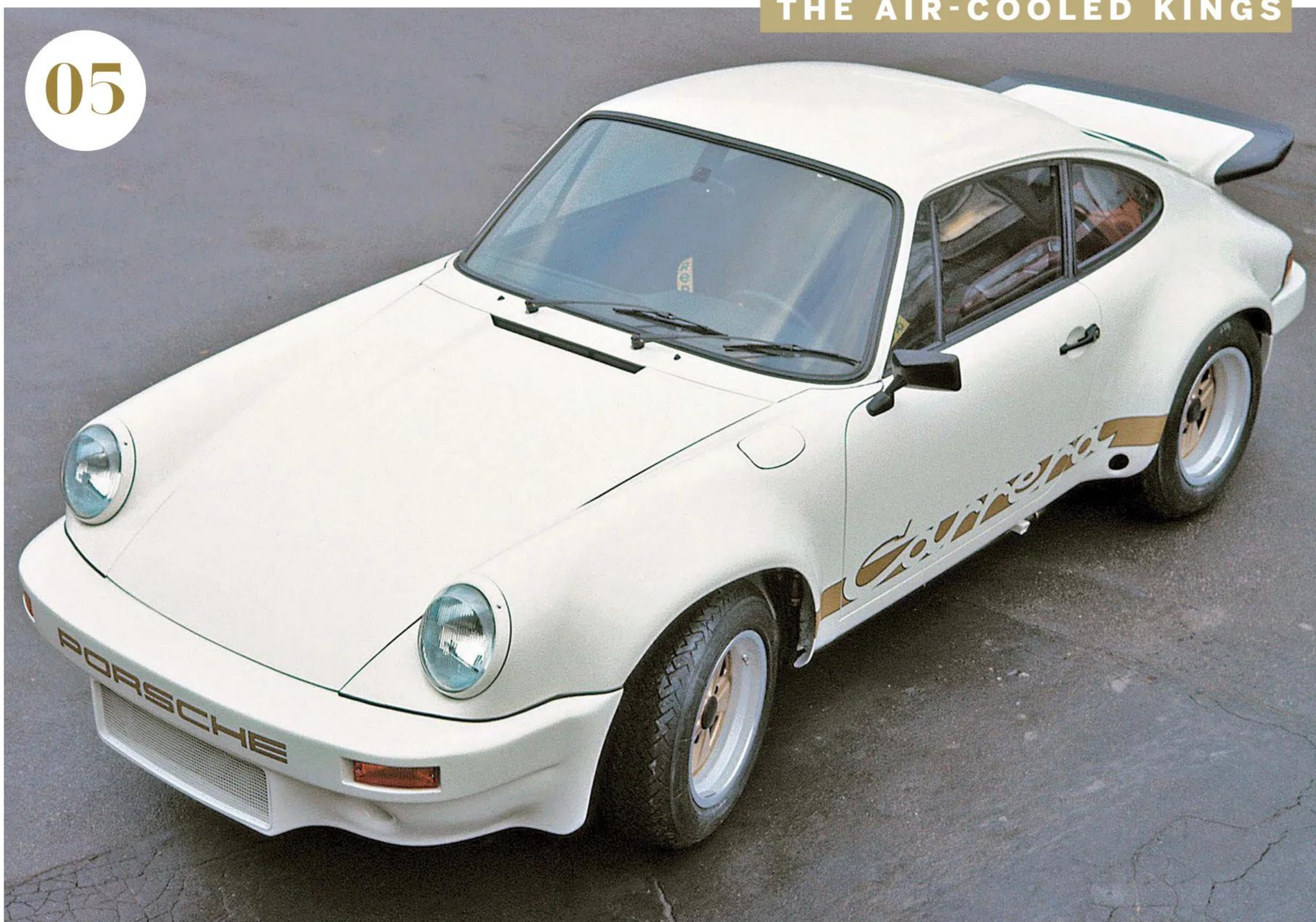
treated accordingly. The air-cooled cars were all built off that same base 911 from 1963; the water-cooled 911s, meanwhile, start afresh every other generation.

The air- and water-cooled communities tend to attract different audiences, and while we've witnessed these two tribes move closer together (and even overlap!) in recent years, we still feel it's sensible to separate our list into two, giving due praise for the best of both eras of 911.

Here's our top five 'luft' 911s by Lee Sibley, and 'wasser' 911s of all time, by Kyle Fortune...

THE AIR-COOLED KINGS

05



3.0 Carrera RS

Every serious Porsche collector should have a 1973 2.7 Carrera RS in their collection. However, only connoisseurs will have the 3.0 Carrera RS, produced in very small numbers just a year later.

Most haven't even heard of the 3.0 RS, and for good reason. While there were 1,580 examples of the original 911 Rennsport produced (the figure is likely higher today due to fakes or clones on the market), just 109 examples of the 3.0 RS were made – and half of those were the full-fat RSR competition car. That makes a 3.0 RS road car a rare beast indeed, but it's not its build number that has catapulted the second 911 RS into our top five 'luft' 911s.

Simply put, the 3.0 RS offers a better drive over its predecessor in every way. It's lighter than the 2.7 RS (at just 900kg) and more powerful, too, with 230hp. The 911/77 flat six offers a punchier mid-range, while delivering a crisp top end in parallel with the 2.7 RS, and initial throttle response is sharp thanks to the 911's featherlight mass.

Wider arches house chunkier wheels and tyres, offering better mechanical grip, while a wider track, stiffer suspension and thicker anti-roll bars means the

3.0 RS corners flatter and faster than the legendary 2.7 RS. Braking is much improved, too, thanks to the deployment of stoppers from the iconic 917 race car – think four-piston calipers and drilled discs. The G-series, three-spoke wheel is nicer to hold, and revised seats offer a lower seating position and more lateral hold, too.

Crucially, the 3.0 RS feels fast and tactile, and all of this is achievable on the public road. A sublime 911 that should be worth a comfortable seven figures, the very fact not everybody knows of its existence is likely what's holding it back. We do, and we can attest as to its brilliance, deservedly taking its place as one of the all-time 911 greats. ➡



930 3.0

We had to get a Turbo on this list, for it propelled the 911 into a whole new level of luxury and elegance. Fifty years later, the 911 Turbo remains a legend in its own right – although the best is, arguably, the first.

Revealed in 1974 with first examples reaching customers in 1975, the 911 Turbo took Porsche's

3.0-litre flat six and bolted an exhaust turbocharger to it, bumping power up by a huge 25 per cent at a time when power gains were achieved mechanically rather than by a simple remap. The Turbo's mightier engine was housed in a brand new, wide body, with a large rear wing unapologetically pointing to the car's superior top-speed performance. A legend was born and half a century later the Typ 930, as it's colloquially known, is still revered by enthusiasts.

The 930 would undergo a raft of changes over its 15-year production life, with capacity boosted to 3.3 litres, along with the addition of an intercooler and

the new teatray rear wing design from 1978. A five-speed gearbox followed by 1989, and these gradual improvements sought to add further refinement to the Turbo experience.

In our opinion though, it's the 3.0-litre cars that offer the best driving experience. They're lighter, their engines are zippier and the chassis feels more nimble. We also love the four-speed gearbox because it's so different to the cars of today, and feel that its nuances are what makes the drive so charming. Turbo genesis is also Turbo champion. Buy one – you simply won't regret it.





993 Carrera RS

Released in 1995, the last air-cooled Rennsport marked, at the time, 40 years of evolutionary excellence, with Porsche gradually improving the sports car it first created back in 1963. The 993 RS was powered by a twin-plug 3.8-litre engine with Varioram, with a single-mass flywheel connecting a sharp, six-speed motorsport gearbox.

The whaletailed Touring provides the driver and passengers with a little more carpet and cossetting, but the Clubsport is the rawest and most unforgettable 911 experience. Either way, the 993 RS looks fast, even when standing still – no mean feat when it's considered a classic.

The 993 RS is an absolute delight behind the wheel, too: it's beautifully nimble and agile, with a deft turn of pace and razor-sharp throttle response. This is a 911 that's ready to dance. The engine is a

masterpiece: it'll pull gallantly from any point in the rev range, and steering is beautifully fluid and feelsome, enabling you to place the lightweight 993 RS precisely on the road.

Air-cooled motoring perfection, the 993 Carrera RS is also relatively easy to drive – once you master the snappy clutch with its single-mass flywheel, which makes the car easy to stall. A brilliantly lithe machine, one of the final air-cooled 911s is easily one of the best. ➡

“It’s beautifully nimble and agile, with a deft turn of pace and razor-sharp throttle response”

964 Carrera RS 3.8

The 964 Carrera RS 3.8 is another little-known gem, but this skunkworks Porsche project delivered a scintillating 911. Released in 1993 at the end of 964 production, Porsche took the Carrera RS and beefed it up... considerably. A bigger 3.8-litre engine was utilised, as was a much wider body, the RS 3.8 taking

the mighty 964 Turbo's front axle, and brakes all round. The lightweight Speedline split-rim wheels were also lighter while ensuring more rubber connected with the ground. A huge fixed wing managed air at the back of the car, while inside, Porsche used the 964 RS 3.6's minimalist approach.

Why does it pip its successor in the 993 Carrera RS? It's thanks to its rawer driving experience and plays into the ethos of the earliest 911s, with a five-speed gearbox and a rear axle that wasn't yet blessed with a multi-link setup. It's the high watermark of the air-cooled 911 in its original chassis, and with just 55 examples made, it's another car that you're highly unlikely to see with your own eyes. If you ever get to drive one though, it'll be an experience you won't forget – we can still hear that deep, bassy bark of the M64 engine on song!

02

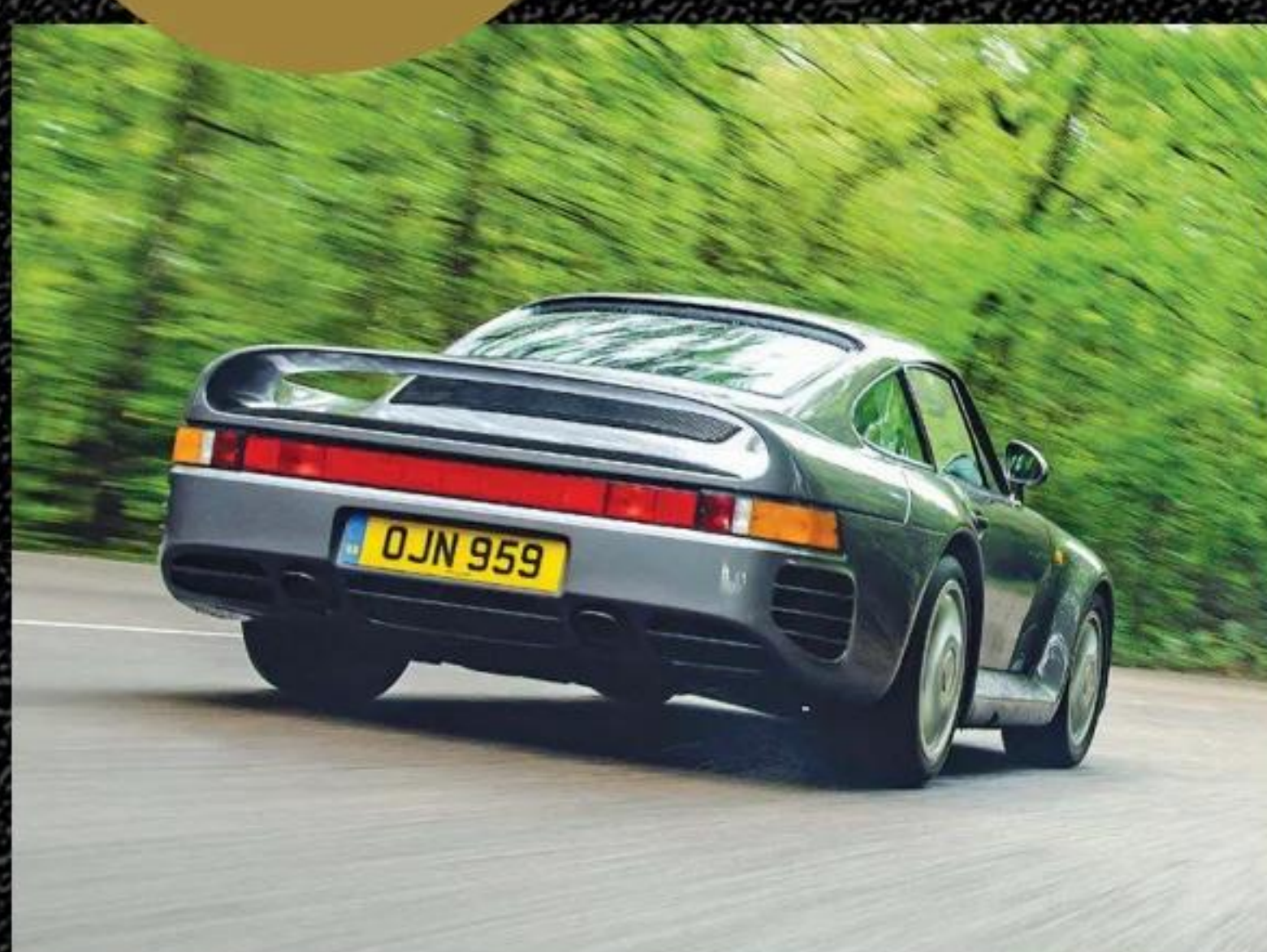
“It's the high watermark of the air-cooled 911 in its original chassis...”





01

959



Yes, it's a 911, but not just any 911. Der Über Porsche, as it was known, took the venerable G-series and turned it into a money-no-object exercise to create the very best 911. Porsche resoundingly succeeded, but not before the project nearly broke the company in the process.

Initially developed for Group B racing, this innovative 911 would feature all-wheel-drive, alongside a host of cutting-edge tech: think active suspension management, axle lift, active aerodynamics, snow mode, twin-turbocharging, centre-locking wheels, and run-flat tyres to name but a few.

The project overran heinously not just in time but budget, at a time when Porsche was losing money caused by a drop in sales and an unfavourable exchange rate against the US Dollar. The fiasco is said to have contributed to then-CEO Peter Schutz losing his job, with Porsche eventually releasing the 959 in 1986... although at first it wasn't allowed in the US, its biggest market, because the company couldn't provide

an example to be crash tested. Thanks to intensive lobbying from the likes of Bill Gates, the 959 was eventually permitted Stateside, and the genius 959 has gone down in history as the model that's shaped Porsche engineering in the 38 years since.

Even today's 992 Carrera 4S is twin turbocharged, AWD, boasts 450hp, has PASM and Wet Mode, plus active aerodynamics. All this is shared with that mighty 959 from nearly four decades ago, which really does hammer home the brilliance of a 200mph car built in the 1980s.

Today, the accomplished 959 still feels fast, but it's also very easy to drive. For context, the 959's rival, the F40, has a comparable top speed, but achieves this without air conditioning or even a radio. The 959 will hit 200mph on the Autobahn, but can be driven in snow, and will carry you and your friends to the shops in comfort. Simply a feat of automotive engineering, the 959 really is the GOAT of the air-cooled era – even if its heads were liquid cooled...

WASSERGEKÜHLT WONDERS

05



996 40 Jahre

No list of best water-cooled 911s would be complete without a Carrera. The 991 Carrera T is a strong favourite and yet as good as it is, the most memorable and enjoyable Carrera we've driven is the 40 Jahre, Porsche's 40th birthday present to its customers.

Executed subtly, this is an if-you-know-you-know 911. The 40 Jahre isn't overtly dissimilar to a regular Carrera, with the visual clues being the differing front bumper, side skirts and a badge on the back that simply says '911'. The wheels are brightly finished, and all came finished in GT Silver paintwork.

Porsche built just 1,963, with the 40 Jahre gaining a Sports chassis, along with a limited slip differential and, of course, a plaque inside. It's under that 911 badge-adorned decklid where the real magic lies, though. The 40 Jahre came with the X51 Powerkit that increases the output to 345hp, an extra 25hp over the stock 3.6-litre. That might not sound like much, and it's undoubtedly conservatively quoted, because the revisions that make up the X51 pack are extensive. They include cast aluminium manifolds with a modified cross-section for the intake, while there are larger exhaust ducts, the flow through all of this improved thanks to machining and polishing.

There's also an altered valve train, and the engine's lubrication was enhanced with a dual-chamber

suction pump, with the oil pan gaining baffling to prevent oil surge in high-G loadings. The result is deeply impressive, its performance is borderline GT3 quick, its immediacy startling.

The 40 Jahre is a hugely engaging, precise, enjoyable car that loses nothing to its Carrera relations and gains so, so much more. It's little surprise to hear, then, that the Powerkit was the work of the GT department, developed alongside the GT3's Mezger as a just-in-case measure should the Mezger prove too difficult to produce. That never happened, but in the 40 Jahre Porsche revealed just how good the Carrera could be, and we genuinely rate it as one of the best, all-round 911s ever. It thoroughly deserves its place among the greatest here.

997 GT3 RS 4.0

There was a strong case for the Gen2 3.8-litre GT3 RS and, notably, the UK press car that remains on the fleet with its famous RO10 HBY number plate and 'Hebe' nickname. However mighty that car is, it's bettered by its famous relation: the 4.0. Utter those numbers in Porsche circles and everyone knows which car you're referring to, despite the capacity having been adopted in later models.

A last hurrah, the 997 GT3 4.0 was a send-off – in the finest of styles – to the incredible Mezger engine. Porsche created a 600-production run, with

the engine in the back gaining an increased stroke to bring the capacity up to that magic 4.0-litre number. It wasn't as simple as just increasing the capacity, either. The 4.0's flat six benefited from a lot of titanium and forged internal bits from the GT3 R and RSR racers, essentially productionising Porsche's racing car engine for the road.

That it remains a benchmark car within the GT department speaks volumes about how good it was, and is. The GT3 RS 4.0 is an incredible car, with its engine obviously key to that, but as with all

the greats here it's the combination of that with all the other revisions Porsche made. The suspension settings were tweaked to suit the engine's greater output – a nice, round 500hp – as well as the aerodynamic enhancements that added downforce and high-speed stability. The front axle of the 4.0 is notably more responsive than that of its mere GT3 RS relations – helped at speed by dive vanes on the front, as well as its revised suspension geometry.

We've been lucky enough to drive a few of those 600, and although it's always approached while thinking our memory of it might be a little rose-tinted, a few minutes behind the wheel underlines its greatness. The engine is a masterpiece, the chassis pin-sharp and the gearshift sublime, with the combination of all that being very special indeed. 🏁

04

“The 997 GT3 4.0 was a send-off – in the finest of styles – to the incredible Mezger engine”



“It introduced the sort of eye-widening performance to the 911 that was extraordinary back in 2017”



03

991.2 GT2 RS

No list of water-cooled greatest 911s would be complete without a turbocharged model, and if there's one that stands out from the rest, it's the 991.2 GT2 RS. To date it's still the most powerful production 911 the company has ever built, and it's rightly hailed as one of the all-time greats.

We heard rumours about the car around 2015/16, and in 2017 we rode shotgun in the prototype along with Andreas Preuninger (okay, enough time has passed, we actually drove it). We've driven many since, most notably the first car in the UK when it came over from Germany, where it wowed all over again on familiar British roads.

The power delivery from the 700hp, 750Nm, 3.8-litre twin turbo flat six engine is other-worldly. Porsche's greatest trick with this car was to make a forced-induction car deliver near-natural aspirated

immediacy, but with force in a differing league. Mated to a PDK transmission and a chassis that's essentially a GT3 RS tuned to suit the GT2 RS's power delivery and downforce, and you've got finesse to match the ridiculous potential pace. It'd be incorrect to describe it as a sledgehammer, though. Rather, like all the RSs it's a pin hammer: small, unerringly precise... and with the head made of plutonium.

In a list of water-cooled 911 greats it doubly deserves its place here, because it uses water to cool the engine twice, with it spraying a fine mist of distilled water from a tank into the charge air-cooler to lower the temperature, improving the resultant bang thanks to cooler air being mixed with fuel. The tank for that water apparently lasts 12 laps of the Nürburgring, but we reckon half a lap would be enough to convince you of its inclusion on this list. It introduced the sort of eye-widening performance to the 911 that was extraordinary back in 2017 when the GT2 RS was launched. The shock and awe still haven't diminished after seven years, nor is it ever likely to.



911 R



A week after it was shown at the Geneva Motor Show in March 2016, **Total 911** was in a 911 R heading out of Weissach with Andreas Preuninger sitting alongside. The most pure and understated product from the GT department, and one that scratched an itch which had niggled Preuninger and his team since the introduction of the 991 GT3. Chiefly, a manual transmission mated to the 500hp, naturally aspirated, high-revving, 4.0-litre flat six from the GT3 RS.

The R was, like the 1967 R it borrowed its name from, very special. Lighter, more precise, but subtle, the R's most outrageous aspect visually being the (optional) stripes running from front to back, over the double-bubble roof and on to the engine cover that comes with the same retractable spoiler of its Carrera relations. Pared back and engaging, the R was shown to customers alongside a Speedster in 2015, but Porsche management would only initially green light

one model, and the Coupe won out. The Speedster is worthy of mention here too because, somewhat simplistically, it's an R with 10hp more and no roof, and was a last hurrah to the 991 series in 2018.

The clamour from Porsche's customers to buy an R was understandable. With the 991 it built far too few, although the lucky few who managed to collect the keys to a 911 R own one of the greatest 911s ever. Driver pleasure opposed to outright lap times was the goal, and the R delivered plenty of pleasure. It's a sublimely involving, exciting and rounded car on the road.

Since our first drive of it, we've found any excuse to get seat time in others, and it never disappoints. The 911 R is rightly championed as one of the greatest 911s of all, demonstrating the demand for manual 911s and paving the way for Touring package manual GT3s that followed, but haven't bettered it. ➔



02





996 GT3 RS

Genesis GT3 RS, Porsche's reintroduction of the Rennsport badge with the 996 GT3 RS has subsequently created a family tree that we'd happily pick the fruit off any branch and live with it. They're all exceptional, and this list exemplifies that, with four of the five here being GT department 911s – and the fifth linked to them.

Even so, we keep coming back to the first water-cooled car to wear the RS badge. The 996 GT3 RS's quoted 381hp means this isn't the most powerful 911 in this list – not by a long shot – but ignore the official numbers because Porsche is always conservative, and no more so than here. As Andreas Preuninger's first RS he's told us that, "None of these left Weissach with less than 400hp." Having driven many, we're not about to question that.

The idea of the RS was alien to the management at the time of the 996 GT3 RS; the board wasn't convinced that such a radical (then) car would sell. To keep the development costs as low as possible, none of the revisions that the GT department made to the engine were disclosed. To do so and thus claim a differing output over the Gen2 GT3 that the RS was based on would require the car going through the entire (and costly) model homologation process.

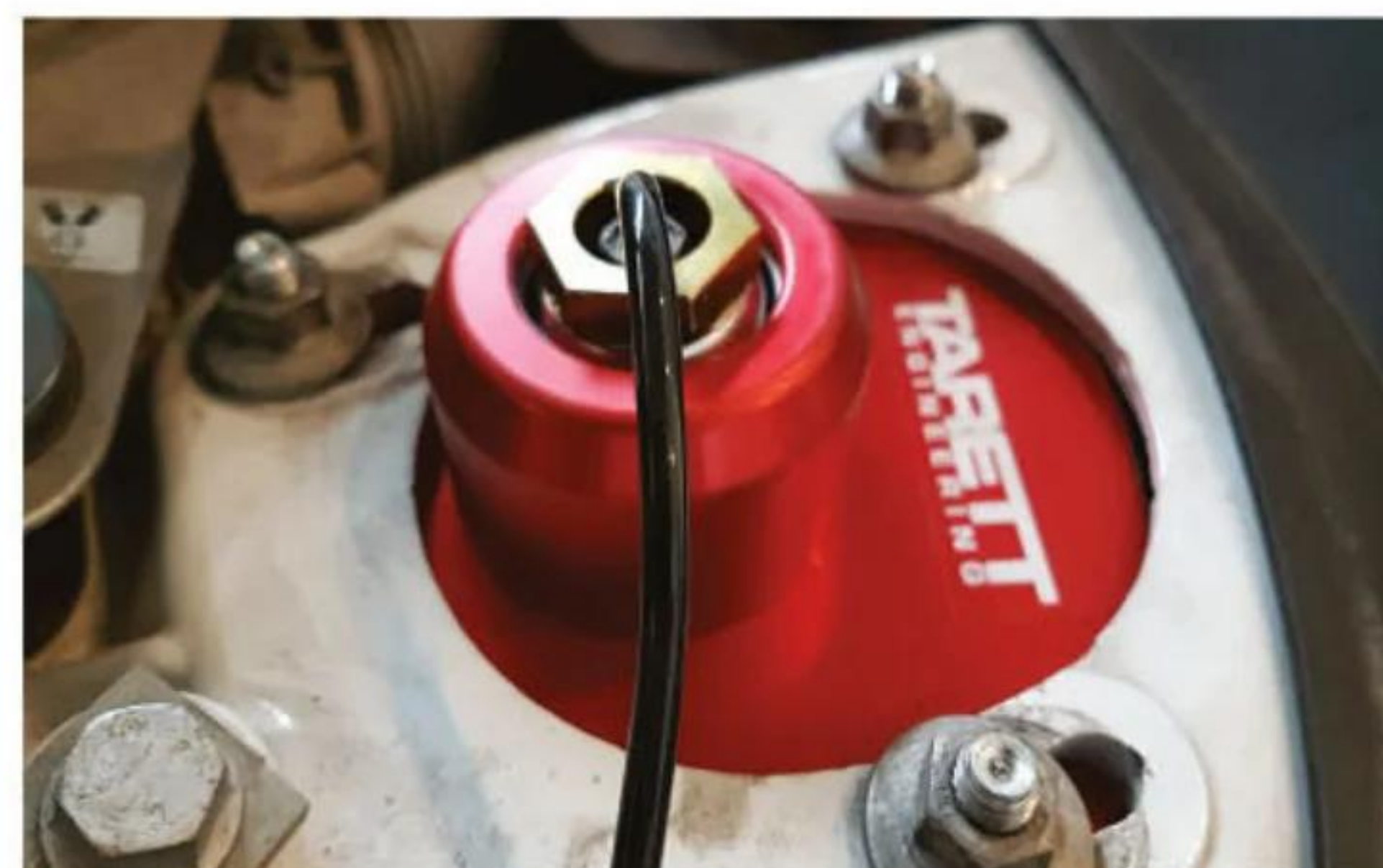
Those changes that were disclosed – a single mass flywheel, the ram air effect from the differing engine cover – did make clear differences. However, the combination of that special engine in a car entirely unhindered by traction or stability controls, sport buttons or anything other than three pedals, a quick and accurate six-speed manual transmission, fantastic steering, great seats, less mass and a more focused

chassis, makes the 996 GT3 RS one of the most appealing, engaging, driver's 911s we've ever driven. It's brilliant, and here at Total 911 we've never missed the opportunity to drive one, regardless of all the many other incredible 911s we've been lucky enough to grab the keys for. If that's not the sign of greatness then we don't know what is. Number one spot for number one, then, and deservedly so. **911**





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50 *FAST* YEARS

As the Turbo celebrates its 50th birthday, Total 911 takes the newest addition on a cross-country road trip. Is this the best everyday super sports car?

Written by **Simon Jackson** Photography by **Dan Bathie**





History has a tendency to repeat itself. The economic, social, environmental and political issues littering modern mainstream media reports paint a picture that's often difficult to digest. But we don't live in unprecedented times.

Fifty years ago the world was enduring a similar predicament, and the automotive industry was in turmoil. The OPEC oil crisis of 1973 led to sky-high fuel prices. Almost overnight, thirsty, high-performance cars were shunned in favour of more economical machines. Against the backdrop of global recession, energy conservation became the name of the game, with speed limits introduced in a bid to cut fuel consumption – both in Europe and the US.

At the same time, the early 1970s gave rise to new environmental concerns. In the States, the Clean Air Act called for a significant reduction in vehicle emissions, serving to strangle horsepower output. And then there was the problem of safety. The North American and European markets introduced a raft of measures designed to improve passenger welfare in an accident. In Germany came 'car-free' days, and legislation tailored to improve pedestrian safety. In the biggest export market for Porsche, the USA, the

911 struggled to meet tightening smog rules. It was also forced to wear impact bumpers and its seat belt systems were revised. All things considered, Porsche and its 911 were in a spot of bother.

As some manufacturers buckled in the face of adversity, ever the phoenix from the flames, Porsche decided that now was the time to fly in the face of convention, launching a new, high-performance



911. It would be a supercar for the modern era, a turbocharged 911 showcasing Stuttgart's engineering prowess born on the racetrack. It was, of course, the 911 Turbo, and five decades on we're all busy celebrating its enduring success.

However, in some ways the flagship 911 faces similar challenges today as its forefather back in 1974. The world's current energy crisis, the rise of electrification and a political push to slow cars down at every opportunity perhaps present a genuine threat to the future of models like the 911 Turbo. How does a car forever linked with blistering performance and outright speed remain relevant in these tricky times? Best we attempt to find out...

Porsche 911s don't come much faster, nor more impressive, than the mind-bending 650PS Turbo S. This latest 992 version will accelerate to 62mph in just 2.7 seconds, driving on to a top speed of 205mph with a staggering 800Nm of torque. Even at a starting price of £180,600, it's surprisingly difficult to go faster for less money today – despite what the Italians might have you believe.

Yet all this tells only half the story, for the beauty of the 911 Turbo S lies not only in its colossal speed and relative "bang for buck", but rather for the simply astonishing breadth of its ability. Ask this car to reach 62mph as fast as an object in free fall, approximately ➡





FACING PAGE The Turbo was launched in 1974, and 50 years later it remains Porsche's flagship 911

TOP A masterpiece of modern-day car engineering presents a striking contrast with the beauty of the rugged countryside

LEFT Driver Simon Jackson seemingly has the road to himself as he makes his way to Knockhill Racing Circuit

“An unwavering, sure-footed stability squares
with its ability to engage the driver”



as quickly as a Formula One car, and it will deliver. Next, ask it to return economy levels typically associated with a mundane family hatchback, and it will also cordially oblige. Perhaps that's the reason why the 911 Turbo S remains entirely relevant today?

To put this practicality to the test, we're at Porsche GB's headquarters in Reading, pinching the keys to its striking Aventurine green metallic 911 Turbo S. It wears the iconic 911 HUL number plate, which has adorned countless force-induced, range-topping Porsche 911 press cars over the decades. And range-topping this car is, because with options it tips the scales at £193,755.

Our destination is Scotland's Knockhill Racing Circuit just north of Edinburgh. It's an apt location for, like the 911 Turbo, the Scottish circuit is also celebrating its 50th birthday this year, first created from disused railway service roads and opened to the public in September 1974. At more than 400 miles away, it'll be the location of the latest Porsche Carrera Cup GB championship races but, unlike the GT3 Cup cars competing over the weekend, racing to the finish line is far from our minds.

You see, the Porsche paperwork says that this 911 Turbo S should achieve around 23mpg, but like its official 0-62mph figure, Porsche is underselling itself

here. Word on the street is this 911 Turbo S – the fastest Porsche point-to-point – can also hit 30-35mpg when driven “normally” in real-world conditions. That makes our destination of Knockhill from Porsche Centre Reading achievable on a single tank of fuel. Mighty impressive for a supercar of this ilk. I suppose the only question is: what is the definition of “normal” driving...

Bags loaded in this surprisingly spacious 911, Fife punched into the navigation system, and we set off. The M4 gives way to the A34 and M40, and a flavour of what this Turbo S is all about soon begins to emerge. In another interesting link, it's also 50 years since the UK imposed temporary motorway speed limits in response to the aforementioned oil crisis. A reduction from 70 to 50mph came into force between December 1973 and May 1974, in a move designed to save fuel. Conversely, it's 17 years since the fastest speeding motorist ever caught in Britain was recorded at 172mph, a record that stood until around 2015. Want to know the connection? He was driving a 911 Turbo.

However, I'm not driving to keep Miss Daisy satisfied, nor aiming to prove our superior firepower to each and every sports car encountered on route. Rather, I'm sticking to a legal and respectable 70mph. After all, this is a science experiment – of sorts.

At cruising velocity there's an opportunity to enjoy one of the greatest aspects of any 911 Turbo S – the high levels of interior comfort. The cabin isn't too far removed from the common-or-garden Carrera, but there are signs that you're cosseted in a luxury Porsche, in this instance particularly. The optional Heritage Design Classic interior mixes leather with houndstooth quilt, a nod to the days of old, and there's extended hide and matching Heritage floor mats, too. All the important touch points, perhaps ➡





with the exception of that controversial PDK gear selector, impart a sense of quality and luxury. Yet more important is the overriding sense that this is a 911 built for touring, not hurrying – despite the devastating turn of speed of which it's capable.

On the motorway the 3,745cc flat six engine, with its twin turbochargers and eight-speed PDK accompaniment, ticks along like pretty much any modern 911. The difference here is the 800Nm of torque that can be awoken and deployed in a heartbeat, should you wish. While we know there are Porsche 911 models outside of those badged 'Turbo' that today employ turbocharging technology, the Turbo S does things a little differently to the rest. It's so quick to react, so fast in the way it can gain speed and switch lanes, that you often have to drive it accounting for the other road users who don't expect such rapid progress.

With the proliferation of electric cars, we're becoming accustomed to lightning-fast acceleration, even on the motorway, but the Turbo S is next-level stuff. To put it into context, 30-70mph takes less than two seconds. A mere flex of the right foot facilitates a quick downshift and travel from one postcode to the next in a blink of the eye. It's just so effortless and polished. And what it might lack in aural drama, it more than makes up for with a level of drivability and sophistication that truly sets it apart.

There's another consideration when driving this car among everyday traffic: stopping power. The Porsche Ceramic Composite Brakes feature 10-piston calipers up front, and four-piston items at rear. They're as deadly as the acceleration, especially for those who drive too closely behind on the motorway. Often you'll be forced to brake extra lightly, for fear of seeing what the driver behind had for breakfast.

Now, were this a true, dedicated, economy run, the motorway would probably prove the most sensible route. However, having cut across country, when the A1 gets sticky in North Yorkshire, the lure of the A66 at Scotch Corner is too great to ignore. We wanted this to be a real-world test, and so it will be. A quick glance at the dashboard display reveals a figure of 35mpg to date. Unreal. With miles of motorway behind us, we adopt the fast A-road and continue pointing north. Speeds of between 40 and 60mph are now most common, and I expect the dash to deliver bad news, but it doesn't. Our average mpg figure drops only a touch, to between 32 and 35mpg, and the range stays steady with the firm indication that our destination is within reach without stopping for a splash and dash.

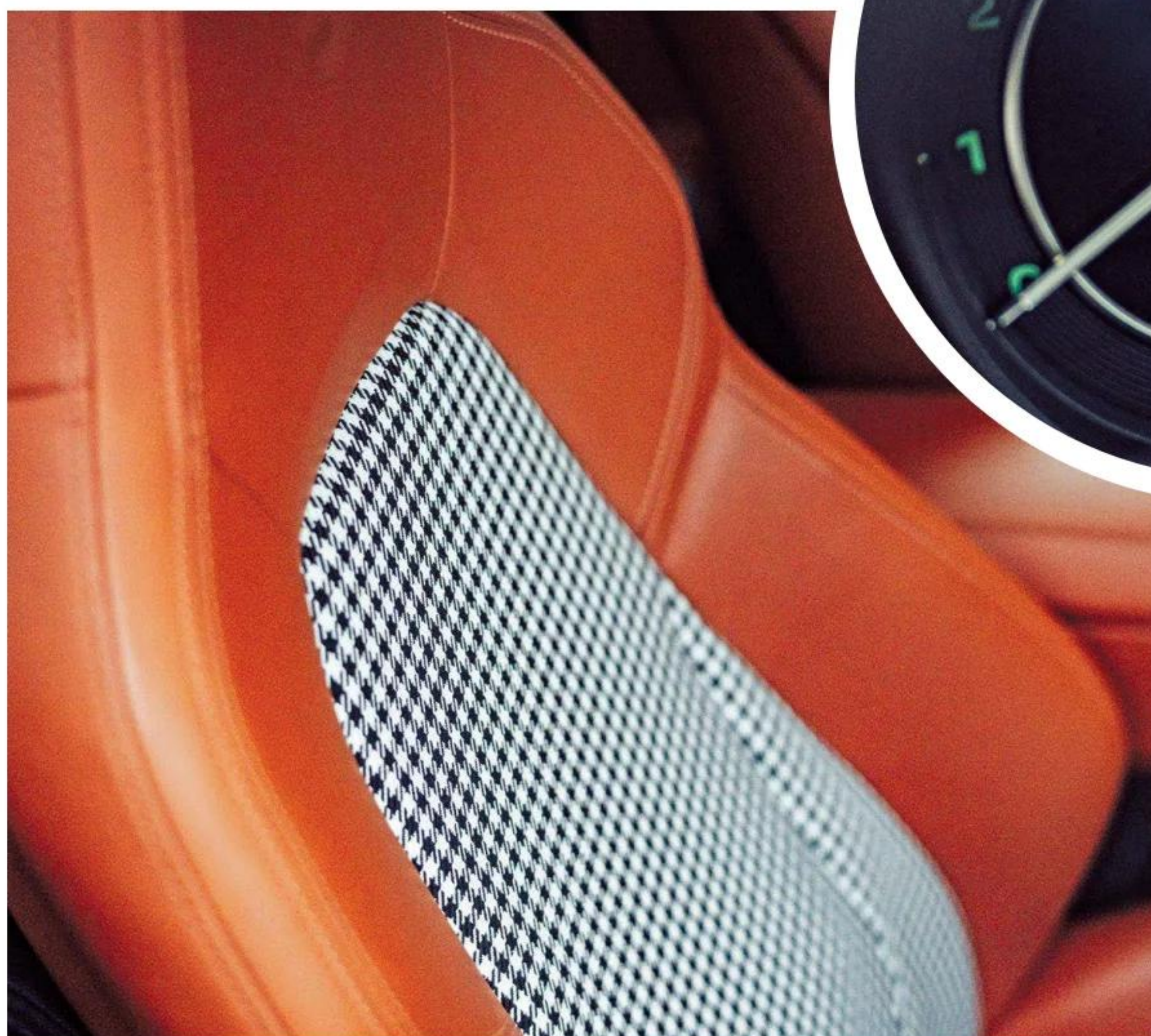
Scotland isn't far away, and with a quick stop at the border for photos, our journey continues.

“The 911 Turbo has an answer for everything: it remains an all-round supercar for the modern era”



Those iconic, dead-straight, Roman roads in Northumberland give way to more twisty stuff up ahead. Despite the weight of this latest iteration of 911 Turbo S compared with the cars of decades prior, with its all-wheel-drive system and wider track, an unwavering, sure-footed stability squares with its ability to engage the driver – even at lower speeds. The sense of balance is hard to ignore, and never do you feel as though it couldn't point and shoot off in whichever direction the driver dictates, in a straight line or otherwise.

The chassis is a very willing partner, and I'm trying desperately not to send it through every corner as if life itself depended on it. Yet no matter how much speed you might carry through ever-tightening turns, it has more grip than I have commitment. The suspension takes increased loads in its stride, leaving you to wonder just how fast you would need to travel in order to see it come unstuck. On that I don't have an answer. Some have said this is the most precise 911 Turbo S yet, and I might have to agree, for its beautifully weighted and responsive steering and overall handling prowess is more than impressive. ➡



TOP The 911 Turbo has been PDK-only since the 991.1 generation 10 years prior

ABOVE In the classic five-dial dashboard only the centrally placed rev counter is analogue; the others are customisable digital displays

LEFT The combination of Pepita fabric and leather harkens back to Porsche's design language of the 1960s and early 70s

It thrives on being finessed, too, with a dap of the brakes mid-corner trimming your line nicely. In short, it reveals itself to be a remarkably compliant companion on faster A-roads and undulating B-roads, just as it is on the motorway and around town.

The scenic Scottish countryside whizzes by. Soon enough Edinburgh can be seen on the horizon, and shortly afterwards, 1.3 miles of twisty Knockhill – about 25 miles north of the city. Final destination reached, and with fuel to spare. It's been a long day, but in the end this experiment wasn't even close, such is the competency of this sensational 911.

The gloves are off on the way back down south (within reason!), and there's a chance to push this Turbo S a little harder. We put the acceleration and this car's dynamic PASM cornering system through its paces, but ultimately it's impossible to use even half of this 911's performance on the public road. It's just so utterly capable in every conceivable way.

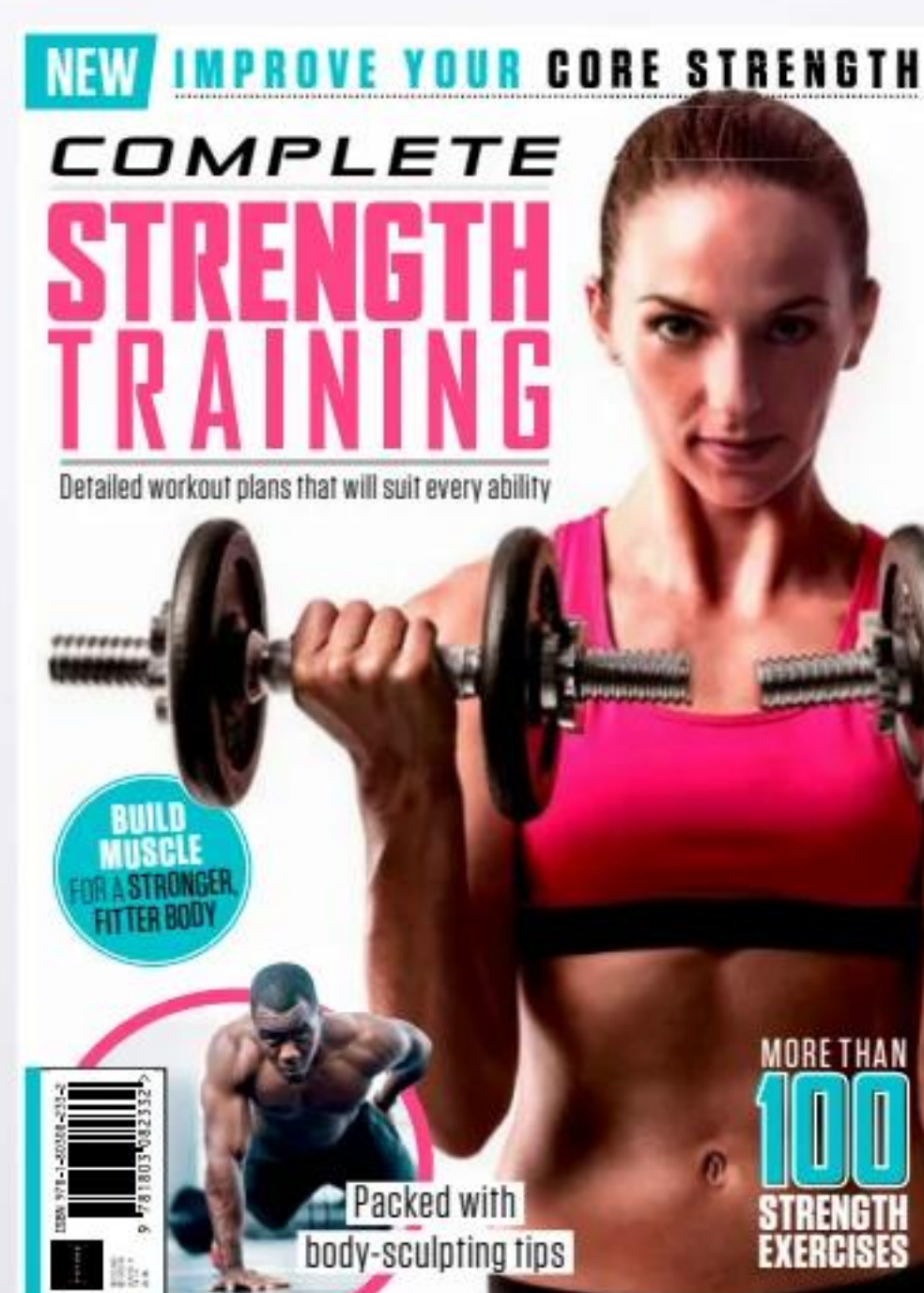
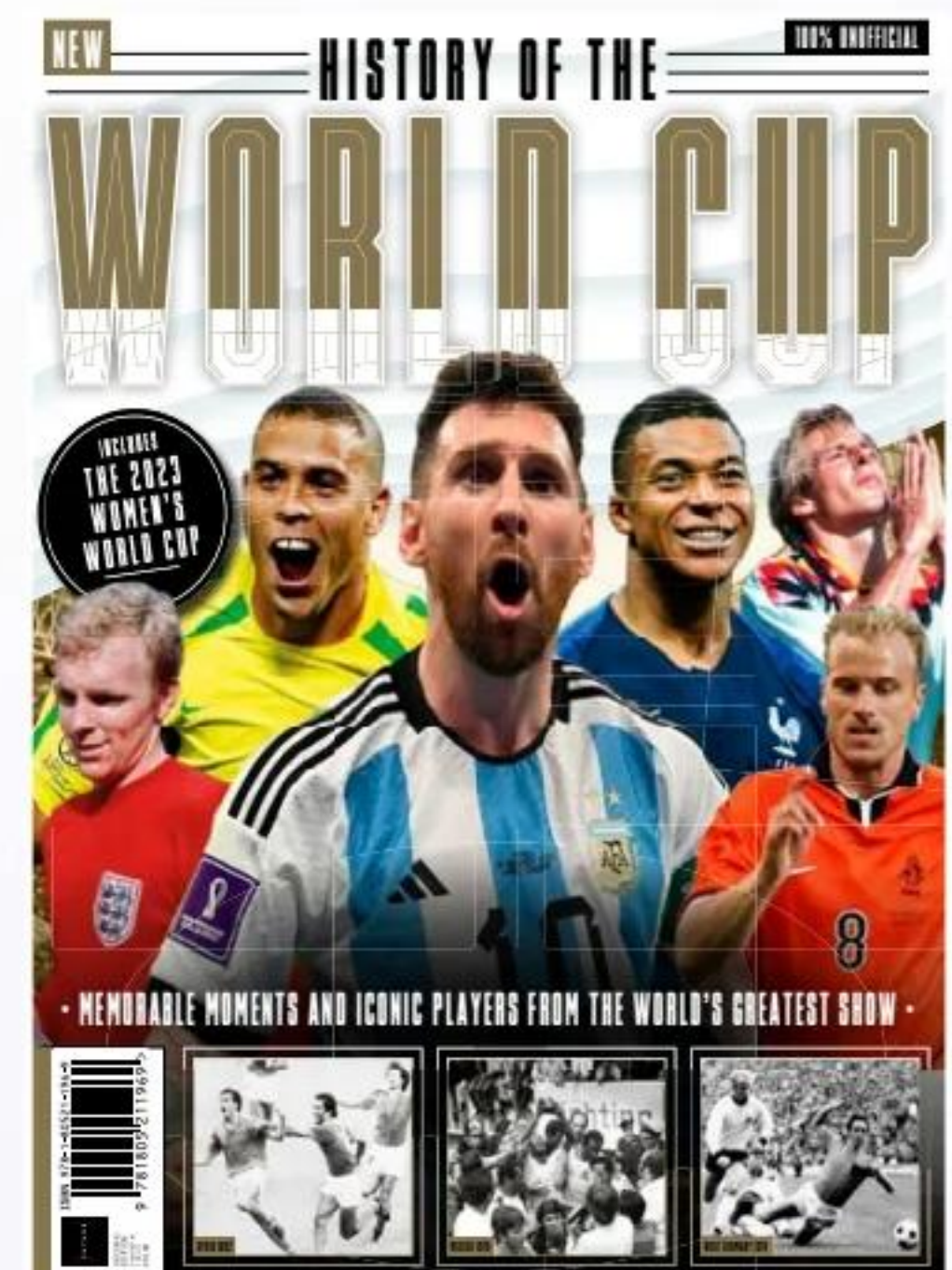
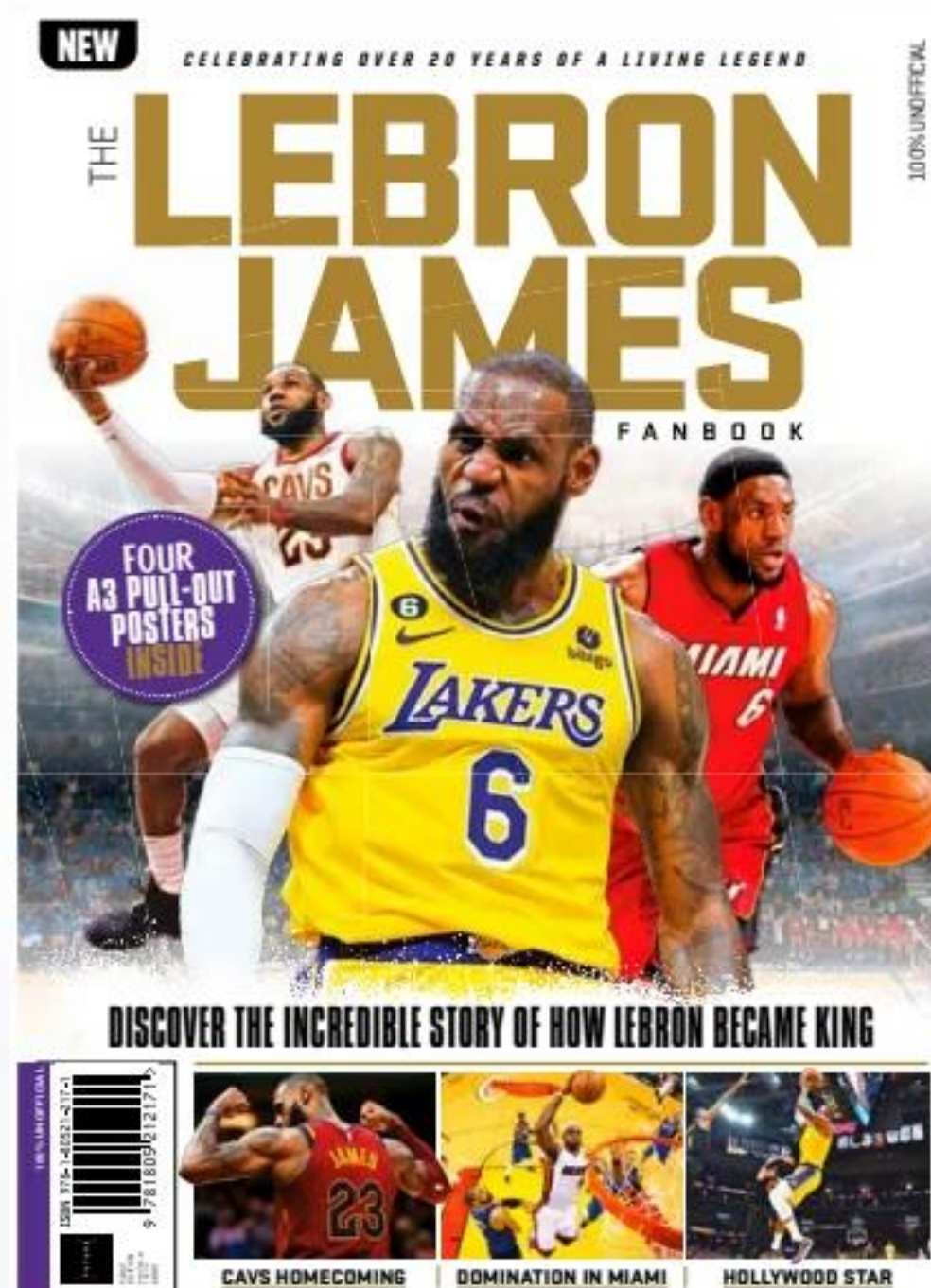
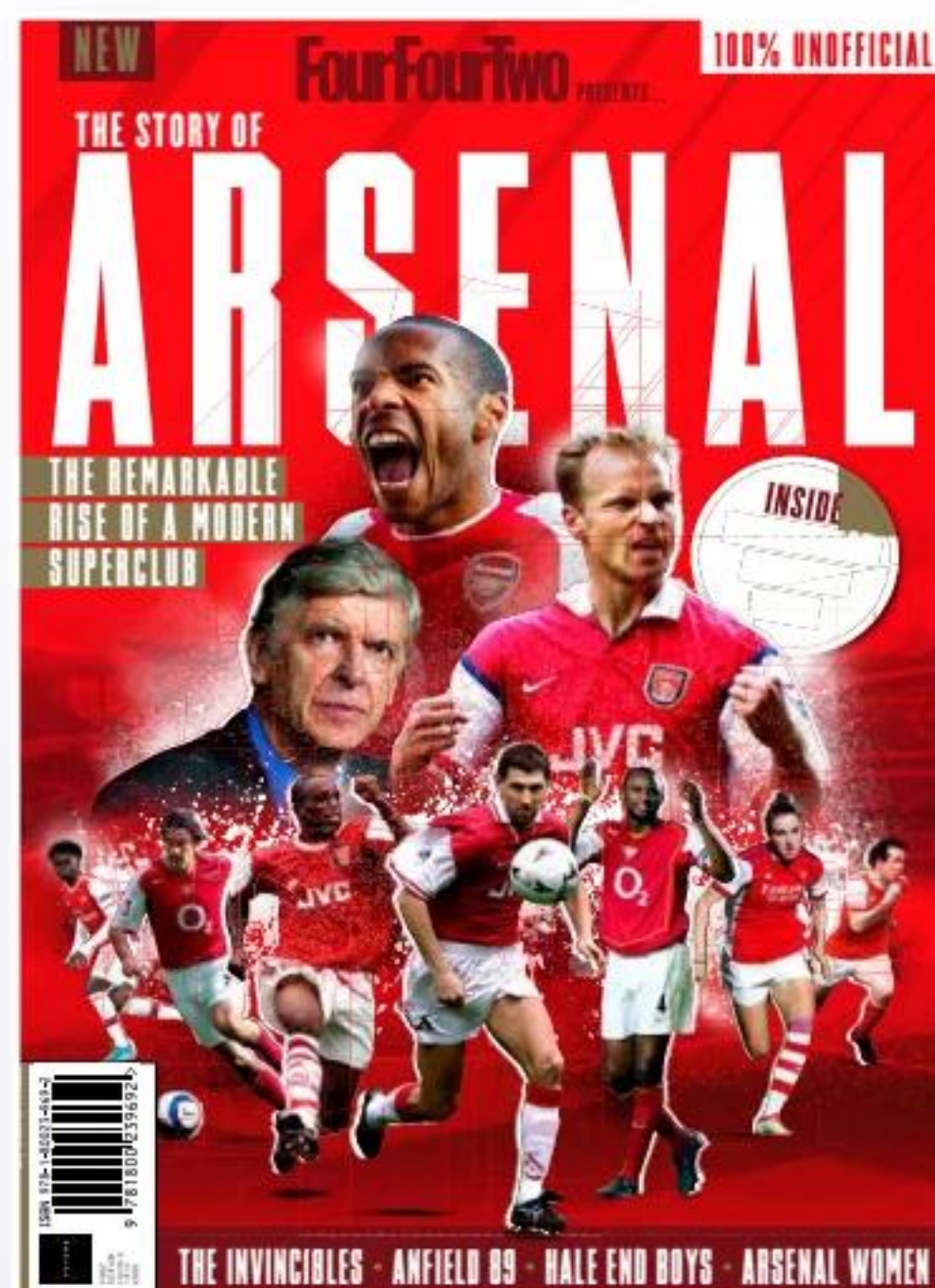
The 911 Turbo S has long been considered the supercar you could use as a daily driver, but we arrived at the wheel of this latest iteration with a deeper question in mind. What's the point of a car like this in the modern day and age? Just as 50 years ago when its forebear was conceived, the world seemingly wants cars to be increasingly economical, and as environmental friendly and safety conscious as possible. It's a balancing act that might seem weighted against cars like this.

And yet, just as the 3.0-litre Turbos of the early 1970s did so well, this latest evolution of Porsche's flagship 911 underlines exactly why the Turbo S should never die. As surprisingly economical and practical as it is fast, the 911 Turbo has an answer for everything. It remains an all-round supercar for the modern era – one you could certainly drive every day. We eagerly await the next instalment of the 911 Turbo story. **911**

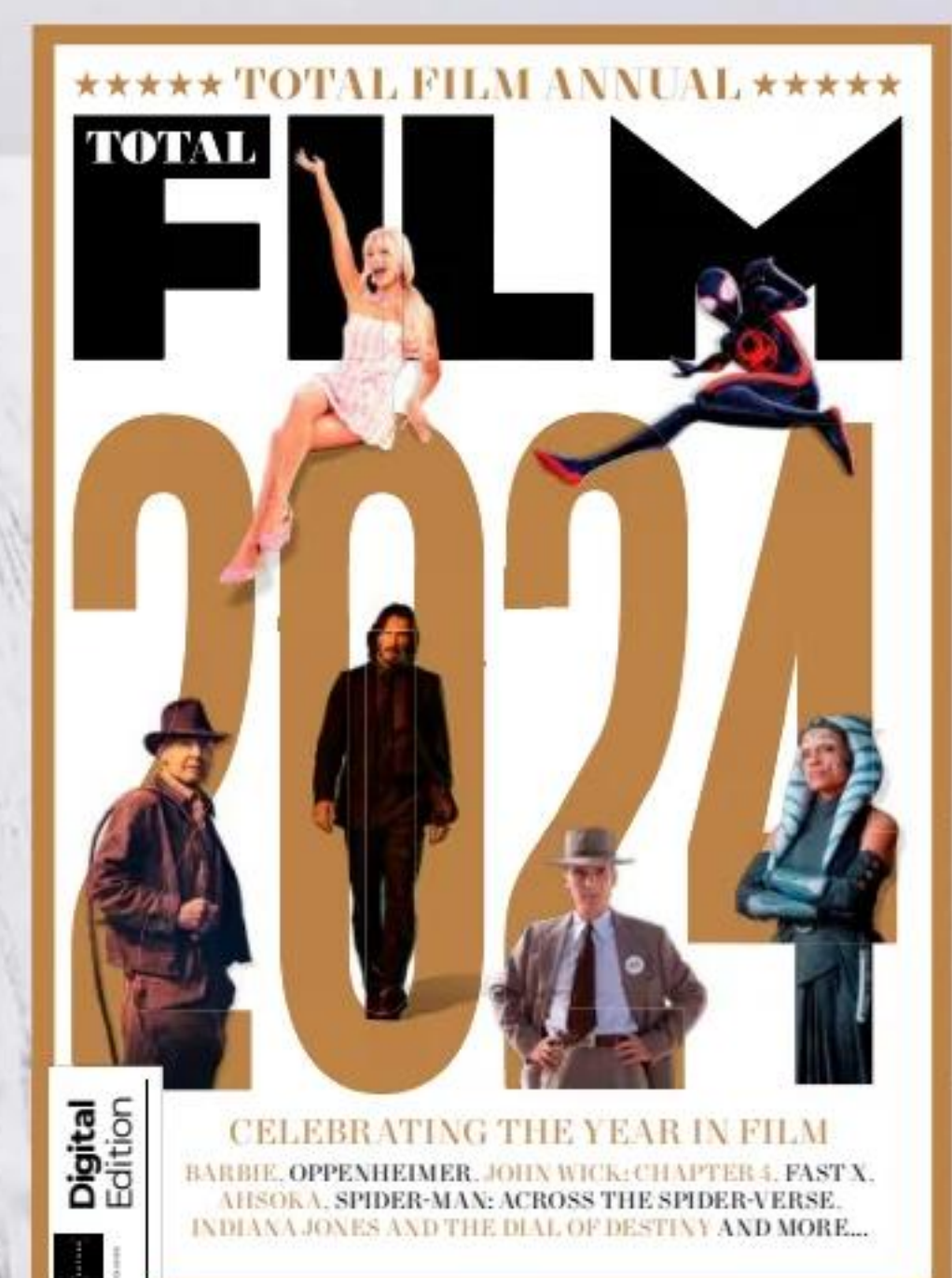


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OUR GREATEST Roads

We've driven some special routes across 249 issues of Total 911 magazine – now it's time to share a countdown of our top 10 favourites, and why...

B4391, WALES

We couldn't not have this little gem in our top 10, seeing as we've road tested so many Porsche 911s along this sensational stretch of blacktop over the years. Nestled in the heart of Snowdonia's dramatic landscape, the B4391 is a road considered to be off the beaten track for most tourists, meaning it's usually bereft of traffic.

Heading west from the town of Bala towards Ffestiniog, the route's first half is fast and flowing, with the second half becoming tight and technical, offering the best of both worlds to the driving enthusiast.

Always well sighted, with an excellent road surface, **Total 911** isn't the only motoring publication to have used the B4391 for its road tests. The first section is much flatter as it cuts through barren moorlands, before rising through a crested and cambered section to the slate-laden surroundings of Ffestiniog, where the road narrows, requiring extra precision in those turns. At just eight miles long, it's short but oh-so sweet, and really is as delightful in both directions, for 911s new and old.

10



LENGTH 8 MILES

LENGTH 32 MILES

09

ORTEGA HIGHWAY CALIFORNIA, USA

The Ortega, as it's known locally, meanders along an old Native American trail through rural SoCal's South Orange County. It's a breathtaking road, climbing into the Santa Ana Mountains, with rock walls on one side and canyons on the other. But with sections bearing nicknames like Dead Man's Curve and Blood Alley, it's known as the most dangerous road in the state.

The best way to enjoy the Ortega is to take exit 74 off Interstate 15 freeway towards San Juan Capistrano. Follow the signs, and you'll immediately begin the climb through the mountains, with a stunning view of Lake Elsinore en route. Ortega Highway has it all: free-flowing roads and dramatic scenery as the tarmac carves through the mountains. Your ears will pop with the altitude change as you come out of the mountains known as the Cleveland National Forest.

Locals may bemoan the increase in traffic in recent years, but by our reckoning the road still feels remote enough for you to enjoy the delights of a driver-and-machine moment in a Porsche 911 – of any vintage, too.



“Perhaps the ultimate canyon carver,
if you time it right”

“Fast and flowing, this is the perfect afternoon LA escape”

08

ANGELES CREST HIGHWAY CALIFORNIA, USA

Angeles Crest Highway, otherwise known as 'ACH', is a curvy heaven of fast-flowing tarmac that will take you from the hustle and bustle of downtown Los Angeles right up into the mountains at more than 7,800 feet above sea level... in just one hour!

The favourite local jaunt of a certain Magnus Walker, Angeles Crest Highway has also been used multiple times over the years by various manufacturers for product launches, including Porsche. The route rises steadily skywards for 65 miles, offering curvy, cambered corners rather than slow switchbacks, which means this is a road ideally suited to those who prefer carrying momentum on their Porsche drives.

You'll need to keep your wits about you, though – instances of drivers misjudging corners (or driving badly) and cars leaving the road are not uncommon, and can be fatal. Still, ACH enjoys the advantage of being fairly quiet in comparison to other great roads that need to be avoided in peak summer season.

In times gone past, your reward for a fun, fast drive would have been a stop-off at the famous Newcomb's Ranch, which long played host to various Cars & Coffee events for petrolheads. While the roadhouse has now closed, this excellent stretch of Californian blacktop remains fully open.

LENGTH 65 MILES

NORTH COAST 500 SCOTLAND

Something of a masterstroke by the Scottish Tourism Board, the brilliantly named North Coast 500 incorporates a round route of some 500 miles. It hugs the extremities of the most northerly mainland parts of the Scottish Highlands, starting from Inverness. The route has gained notoriety in the past 10 years, with enthusiasts flocking from all over the world to experience its remote, rugged delights.

In truth, we'd only bother with the west and north coast: the east is simply the A9, and is marred by the monotony of average speed cameras for its entire length. Instead, we recommend taking the route clockwise from Inverness, working up the beautiful west coast with its dramatic Bealach na Bà pass, and the architectural masterpiece of the Kylesku bridge.

Like all great roads, it's busy in summer with caravans and cyclists, but the vastness of the NC500 means you can always cut inland and find further, fantastic roads that are less well known. Great weather can't be guaranteed, and we'd probably avoid taking anything shod in Cup 2 tyres, but if you're up for an adventure exploring rural Scotland over a period of days, this is the ultimate destination for you. ➡

07



LENGTH 500 MILES

PINES TO PALMS SCENIC BYWAY, CALIFORNIA, USA

The most scenic and by far the most enjoyable way to Palm Desert, which has long been home to the rich and famous, is via the Pines to Palms Scenic Byway. Taking California State Route 79 from Temecula, you slowly begin the climb up into the mountains, where the San Bernardino National Forest provides you with a plethora of scenic views. As you continue your ascent through the Santa Rosa Mountains, the road narrows significantly as the switchbacks come at you fast and furiously.

Out the other side, the descent is nothing short of spectacular. Offering the most incredible vista, you'll watch the highway ahead as it winds gloriously down the mountainside, its wriggly form looking like a dropped ribbon on the sandy terrain. A fun drive in 911s both new and old, this road is often referred to as a "diamond in the desert", and for good reason.

06

LENGTH 60 MILES



LENGTH 15 MILES

05

COL DE TURINI, FRANCE

The most famous stage of the Monte Carlo Rally, the Col de Turini features a delectable section of switchbacks, zipping you past craggy rock faces, with dramatic drops on the other side of a serpentine road through the Gorges du Pion. Featuring 34 hairpin bends, the route is tight and technical as it rises up from the pretty riverside village of Sospel, so you'll need to get it absolutely right if you're attacking this road with pace.

Rising more than 5,200 feet above sea level, it's not the highest col in the Provence-Alpes-Côte d'Azur region, but blind corners only add to the drama, and serve as a reminder as to why it's deemed such a challenging stage for pro drivers taking on the mighty Monte. You, too, will need to get comfortable with whizzing so close to craggy rock faces, as well as ever-changing road surfaces – not to mention weather – which will throw everything at you over its 15 exhilarating miles.

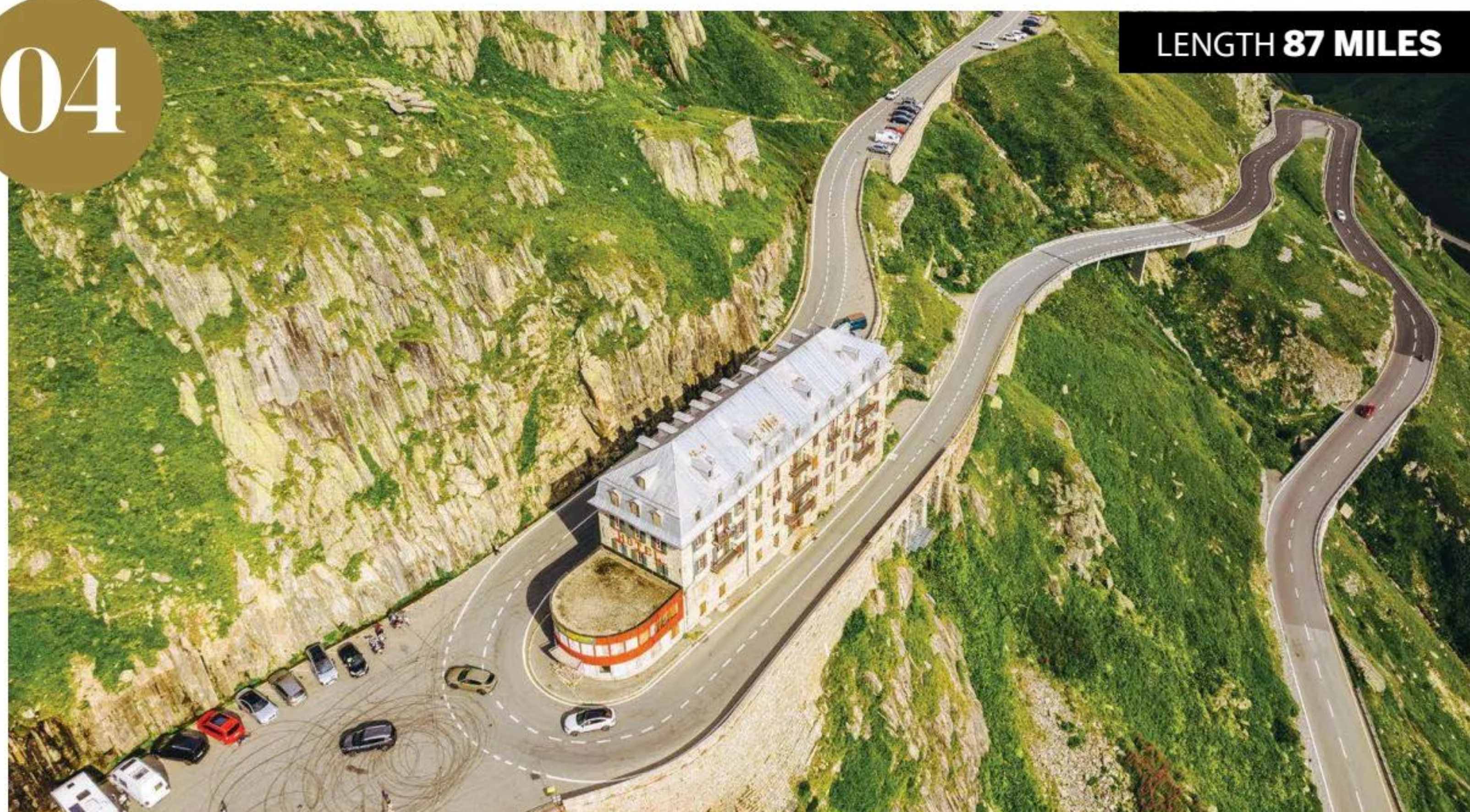
FURKA-GRIMSEL-SUSTEN PASS, SWITZERLAND

If you're in Switzerland, you're not short on choice for exhilarating roads in which to enjoy a sports car. Our favourite is the Furka, Grimsel and Susten passes and, while these are three separate roads, they link together nicely to form a lengthier, most memorable drive.

These three passes offer serpentine-like roads that wriggle up and over the Alps. The elevation changes mean there's an array of switchbacks to get stuck into, while also delivering lots of welcome stop-offs to admire the views, including the famous (yet now closed) Hotel Belvedere. These three passes, forming a loop between the towns of Wassen and Hospental, make for an exquisite afternoon out behind the wheel. Just make sure you time it right to avoid snow in the one extreme, and tourists at the other.

04

LENGTH 87 MILES



“This route takes you from Marbella to the mountains within the hour”

03

A-397, RONDA ROAD, SPAIN

If you're a car journalist of decent repute, the chances are you'll have attended a manufacturer's international launch in the south of Spain, and driven this fantastic road. Starting down by the sea on Marbella's Costa Del Sol, the A-397 will soon have you climbing up into the Parque Natural de la Sierra de las Nieves before reaching the historic town of Ronda. The road is as wriggly as they come, while the jagged, red-rock faces offer a pretty yet at times lunar landscape – it's far removed from the vibrant green surroundings of the UK. A fast road in places, it can also be quite narrow, so you'll need to take your time to get your inputs right, to avoid becoming part of the harsh scenery.

Even better, the road takes you to one of the planet's most stunning race resorts, Ascari – making the A-397 a switchback-laden stairway to heaven, in our book.

LENGTH 30 MILES



LENGTH 34 MILES

02

TROLLSTIGEN, NORWAY

Trollstigen is a majestic road that needs to be experienced to be believed. Taking you inland from the (overrated) Atlantic Ocean Road in the west, the route is part of a breathtaking 60-mile drive to Geiranger, a UNESCO World Heritage site. However, the Trollstigen – translated as the Troll's Road – section is shorter, but hugely dramatic. Packing 11 hairpin bends into an 852m ascent, Trollstigen will take you up and over seven

magnificent mountains lining the Romsdalen valley, with a sensational viewing platform at the top, giving outrageous views over the entire network of switchbacks.

Only open for a few months over summer, the trick is to avoid the area in the day, because it gets heavily congested with tourists. Instead, we recommend making use of Norway's 24 hours of sunlight in summer, to heading over past 7pm. You'll

have the entire road to yourself, and can delight as your 911's sonorous flat six bark echoes off the mountains during your fast rise to the summit.

Its location on the west coast of Norway means great commitment is required to get there, but we assure you, the effort will be worth it. This is one of the world's very best roads, giving you an abundance of everything a great road should have: lots of twists, dramatic views, and a great road surface. ➡



GROSSGLOCKNER HIGH ALPINE PASS, AUSTRIA

01

The highest surfaced mountain road in Austria, this unforgettable road is also steeped in Porsche history, and so it's the obvious yet no less-sensational choice as our best. Closed during the winter months thanks to snowfall in the Alps, during the summer season the route offers high-altitude thrills with outstanding views from up in the mountainscape... if you dare to prise your eyes away from the road.

Featuring 36 turns leading to Austria's highest mountain, the road takes you to more than 8,200 feet above sea level and is excellently surfaced. We recommended visiting in May to early June for a clear run, although be aware it's a toll road, so you'll need to pay to drive it. This will be money well spent: the Grossglockner is simply a must-do for anybody who loves driving.

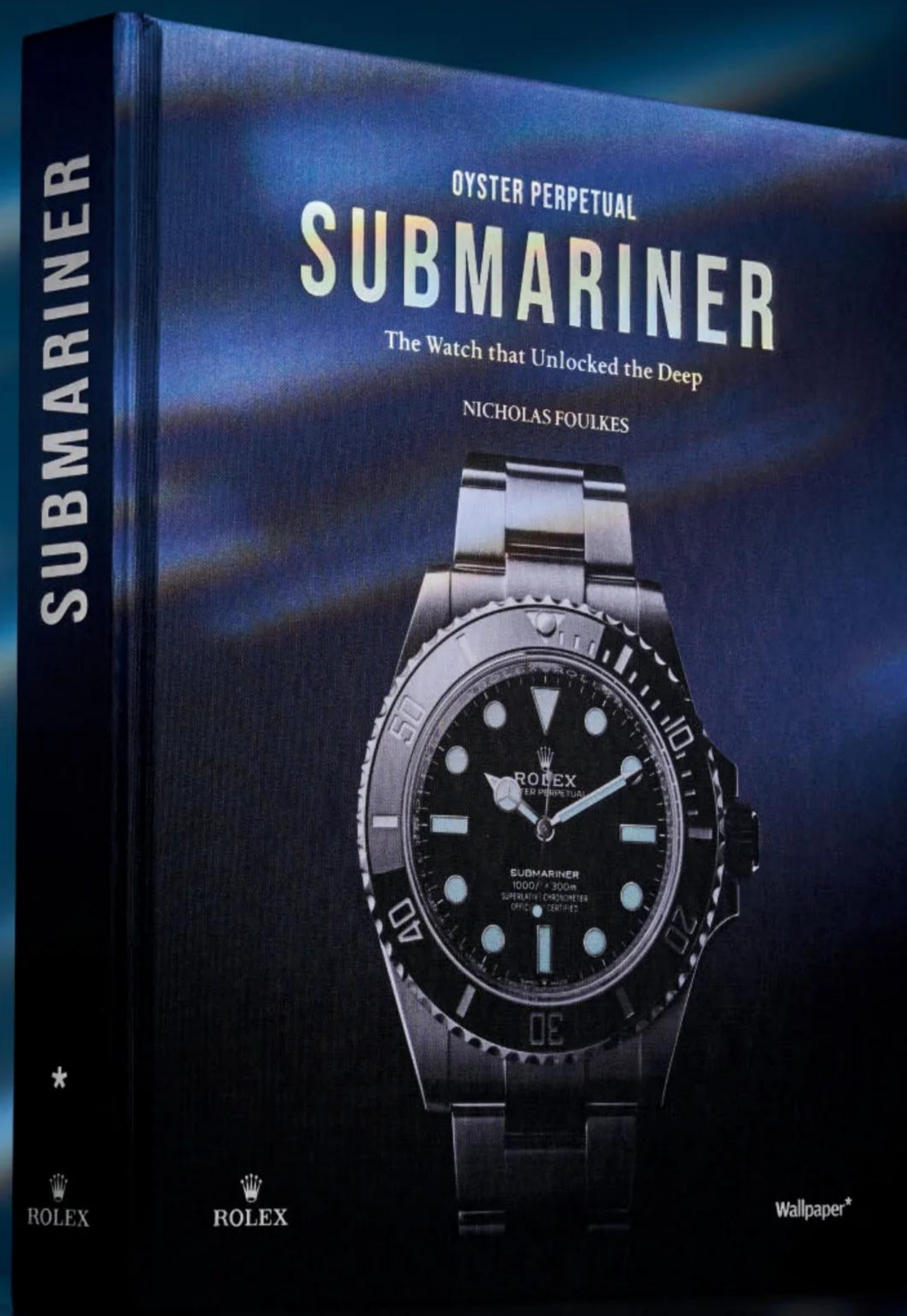
As for the Porsche link? Near to the Porsche family home at Zell am See, Ferry Porsche and his siblings often used the route as a test bed for Porsche sports cars in development. If it's good enough for the Porsche family...

These days you can stop at the independently owned Porsche museum at Gmünd, the town where the first Porsche sports cars were built in 1948. Sensational in either direction, this "road where Porsche sports cars were fine-tuned" is as awe-inspiring for today's Porsche as it was for Ferry and co all those decades ago. **911**

LENGTH 87 MILES



“One of Europe’s highest alpine passes, with pure Porsche history to boot”



The first book to be officially authorised by Rolex

For the first time ever, Rolex has authorised an immersive history of its Oyster Perpetual Submariner watch. The first in a series of titles exploring the brand's unique watch portfolio, this full-colour tome offers a deep dive into the story of the classic Rolex timepiece, retracing the Submariner's illustrious

71-year history and its role in the exploration and protection of the marine environment through dazzling photography and testimonies. Published by Wallpaper* and written by watch expert Nicholas Foulkes, this silk-bound volume is an essential acquisition for the watch aficionado.

A limited number of silk-covered books can be purchased exclusively at wallpaper.com/store

For worldwide distribution, editions in English and French are available through accartbooks.com


ROLEX **Wallpaper***

Michael Mauer

Porsche's chief of design talks to Total 911 about the impact and legacy of his time at Weissach

Photography by **Porsche**

Michael Mauer is celebrating 20 years as head of design at Porsche. The company has changed dramatically in that time, with the Panamera, Macan and all-electric Taycan joining its line-up of sports cars, while the workforce has swelled since Porsche's buyout by VW. The 911 has also evolved, both in the diversification of its model range as well as its design.

As head of Style Porsche, Herr Mauer has had to lead the design office through all of this. Reflecting on his two-decade milestone at Weissach, Mauer invited **Total 911** to Stuttgart to chat through his Porsche career and offer some insight into what might be to come for our beloved Elfer...

Total 911: Michael, we're chatting here at the Porsche Brand Store 'Driven by Dreams' in

Stuttgart. What did you dream of as a child? Was it to have a fantastic career at Porsche?

Michael Mauer: No, I didn't have that dream when I was young. I grew up in the middle of the Black Forest in a little village. It was surrounded by nature so after school you were out in it – skiing, hiking. My father loved cars and I loved when he used to drive fast, which was still possible in the good old days. Therefore, I've always had a love for cars. Honestly, I wasn't even aware that there was a profession where you could design and develop cars.

What changed to make you think you wanted to design vehicles?

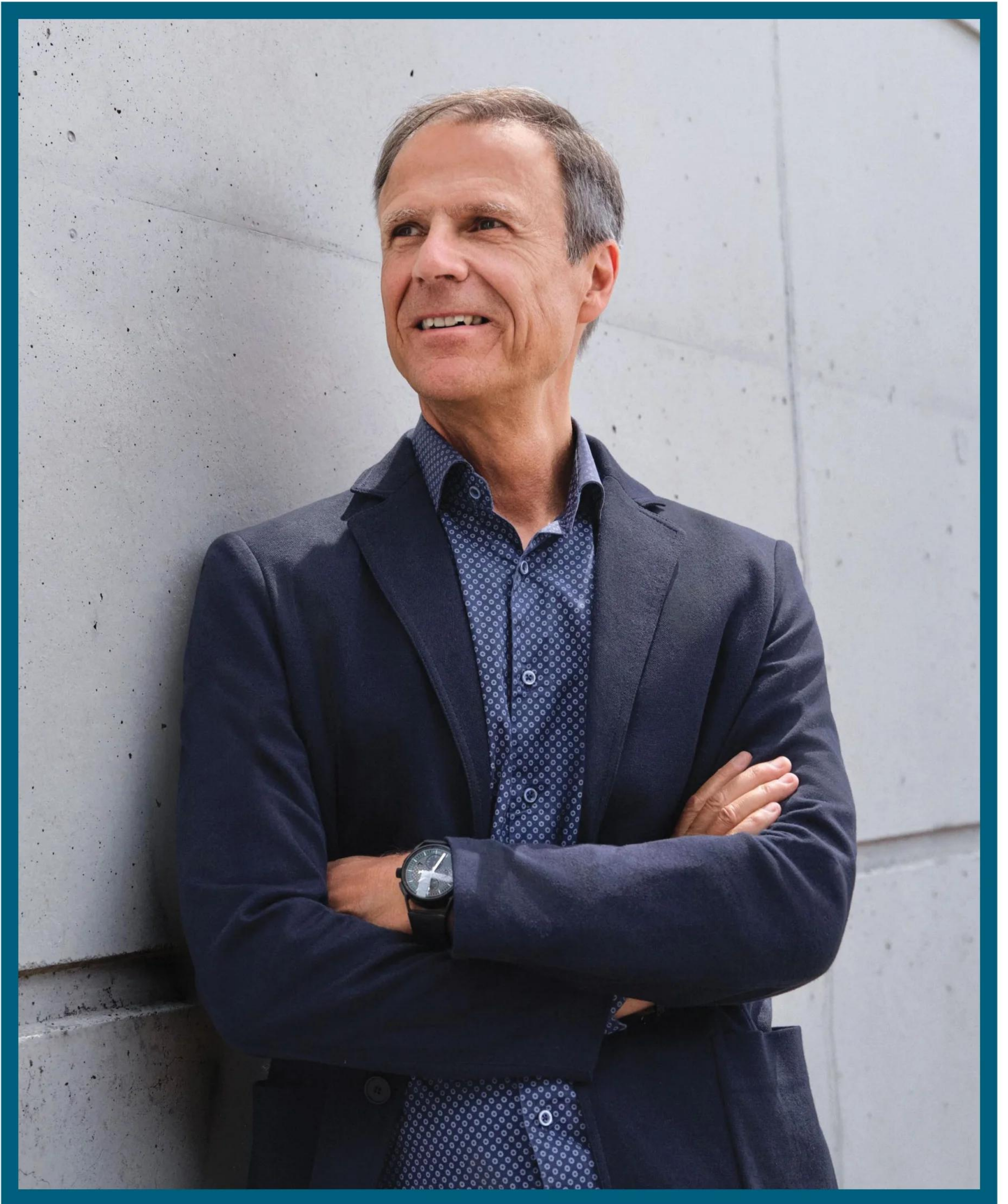
My dad was worried about my future. I was thinking about becoming a ski instructor, but my father knew I loved cars and, in school, I was good at art. My father had a good friend who mentioned there was a profession of transportation designer. Off the back of that, I did an internship at Mercedes. That was the moment I was hooked. Just learning to sketch

and draw cars... it was fascinating to me. As a young person, in Mercedes, and already seeing these cars that I wanted to drive one day, that was the day I knew I wanted to do this for life.

There's quite a legacy to the chief of design role at Porsche. How did it feel when you accepted the job?

There's always two sides of the coin. On one side, it's business as usual: you're educated as a designer and part of that is trying to understand what the brand stands for, or what the design philosophy and language is. From there, you work out how to develop it to bring it into the future.

On the other hand, you have these strong brands with their legacies, like Porsche. I used to say that the 911 was the car with an unbroken CV. There aren't many cars like it in the industry. When you step into this role, you're joining the company and the family. You're happy to be getting this car as a company car every day. But then you start to think about ➔





“You could work on one corner, the car reacts and then all of a sudden, it isn’t a 911 anymore”

what the next generation of 911 looks like. That’s the moment you realise it isn’t really business as usual.

What was the first big project you worked on?

It was the GT3 version of the 997.2, but that was more a facelift and work on the bumpers. The first big project I worked on was the first generation of Panamera. No predecessor had tried attacking a completely new segment for Porsche, as well as size wise – it was completely different. That was an interesting time.

Do you think creating a new Porsche is more challenging than evolving the 911?

With a predecessor you have something you can build from. With the Panamera being completely new, I found it very challenging. Also, I was the new design boss and it takes time to get your standing and reputation, and have the board members start to trust you. You’re the person they decided to hire, but they’ll still be thinking, “Can he do Porsches? Is he proposing the right direction?” I was also battling my own doubts of whether I had the right ideas.

How do you feel about that Panamera now, looking back on that first-generation car?

I can see exactly what I was describing: that at some corners, I wasn’t able to convince the board members to do things in a different way. I didn’t have the power and standing at that time. There are some corners I look at and think, “That could have been better.”

You’ve said that the 911 was your greatest challenge. Where do you start with a new 911 project?

There aren’t many cars in the automotive world that have such a CV over so many years. The community, fans and customers – the involvement and emotional connection they have to the brand is outstanding. I’ve never met customers that are both fans and friends of the brand before.

For me, the headline I always give is, at first glance, you have to know it’s a 911. But, you have to see that it is a new 911. If a 911 goes past you and you have to ask yourself two or three times if that’s a new or an old one, then you’ve done something wrong as well. It’s like walking on a tightrope... whether you go too far or if you don’t go far enough.

How difficult is it to balance design tradition and innovation?



You have to go far enough, but not too far. For me, when we put together our teams to work on a certain project, the key to success is having young designers who have just come from university. They look at the Porsche and have their own ideas, but they don’t have that legacy. Then you have people like Tony Hatter who did three generations; having this balance means the young designers push the older designers. However, the older designers keep the right balance between the ideas and making sure it remains a 911.

As a young designer, you question much more. If you wanted to design a 911 with designers that have done multiple generations, I think we would struggle to make it look like a new 911.

What I learned, as a designer who’s very much into proportions, is that there’s a visual message which tells the audience what type of car it is. For the 911, that visual message is so sensitive when it comes to proportions. You could work on one corner, the car reacts and then all of a sudden, it isn’t a 911 anymore.

There are many design elements, around the 911, which have stood the test of time. The 992.2, however, ditched the analogue ➔



ABOVE Michael Mauer (in the brown suit) pictured in 2012 with members of the Style Porsche design team



LEFT Following Harm Lagaay's retirement, Mauer took over as head of Style Porsche in 2004



tachometer. From a design point of view, was that painful?

Yes. For me it was painful. We had an intensive discussion at the second generation of the Panamera where we stepped away from five round instruments in the dashboard and replaced the outer instruments with screens. As a designer and also a car enthusiast, you have to realise and accept that customers are used to other gadgets like iPads, iPhones... screens.

For me, personally, on the 911, I would have liked to have continued with the analogue rev counter. But I have to say, the curved screen looks very modern. It gives you a taste of the future.

Are there any design elements on the 911 that you feel should always be a part of its design?

The overall proportion is very sensitive to change. But I think the roof or the side window graphic – these are the things that, whenever we start to change them, we realise quickly that it no longer looks like a 911. This is the challenge when you have such a strong design identity, but still want to bring it into the future. Where do you change and where are the no-goes?

I would be less worried about the headlamp design because it's more the topography over the hood, the fenders higher than the hood. The contour of the headlamps is maybe something that is less sensitive... wait and see!

From a design and evolution point of view, how far ahead does your team have to work?

Usually, when the car is presented to the public, it's roughly one or two years after we've done the design release. From the point of actually sketching the design, it's even longer.

For us designers, by the time the car is presented to the public, for us, it's an "old-timer". We're almost working on the next generation. That means you see the car and you know already, considering you're working on the next generation, what you'd like to change and improve.

We, as designers, live in that future thought-process. It can make it challenging because when the marketing department are doing their analysis of what customers like and dislike, their opinions are always based on the experience that they have today.

But what does that mean for the future? That's the big question.

What influence do you have over Porsche 911 GT products?

If you talk about the LMP1 and those type of cars then they are, 95 per cent of the time, driven by racing engineers. There's very little design involved. They do their testing and then realise that they need more air in this particular corner and they'll just cut a hole into it. I fully understand, in that situation, they have to find a solution – they don't need the aesthetic advice from a designer. They just want to solve the problem there and then.

You were responsible for the 991. Is there anything from the design that didn't make it to production?

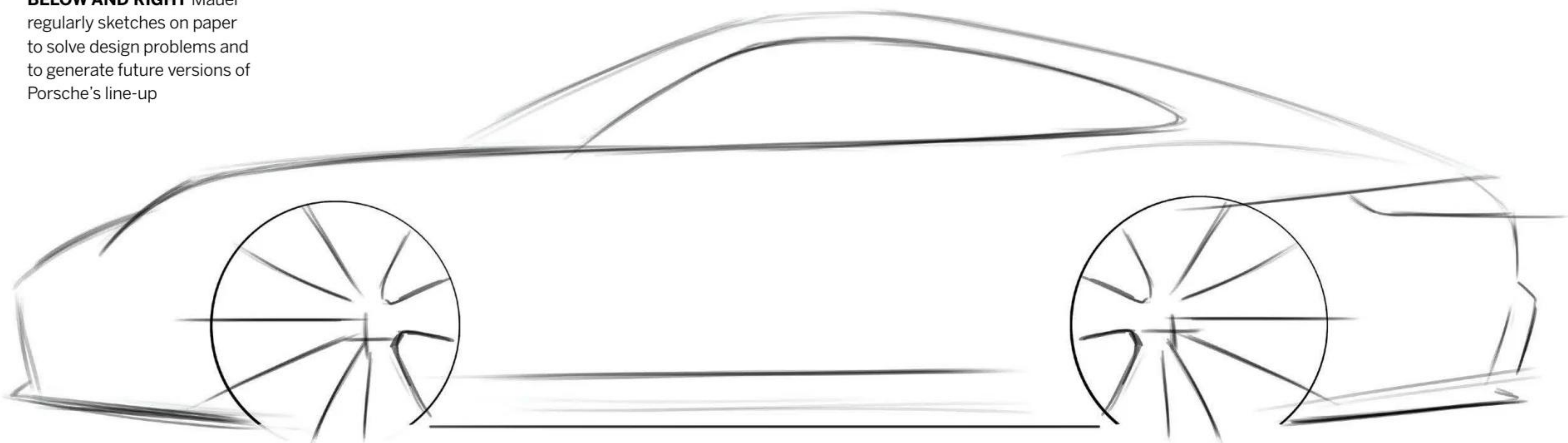
There were lots of things. But that's the nature of these projects: you propose so many things and either you can't produce them, it's too expensive, it doesn't work or on the test drive, the functionality isn't the way you would like to have it. So it's very natural that things are developed and then at a certain point in time, the decision is made not to follow that path.

I'm really glad the slim tail lamps were approved because internally, it was a very tough discussion around whether that was already too far away from what a tail lamp on a 911 should look like. There were a few other things I would have liked to have had in the car, but for those that didn't get through, it means you already have ideas for the next generation. You can't give everything away at once.

If you had to do a final project, would you wish to do the next generation of 911 or would you prefer to have a blank piece of paper and design a brand new Porsche sports car?

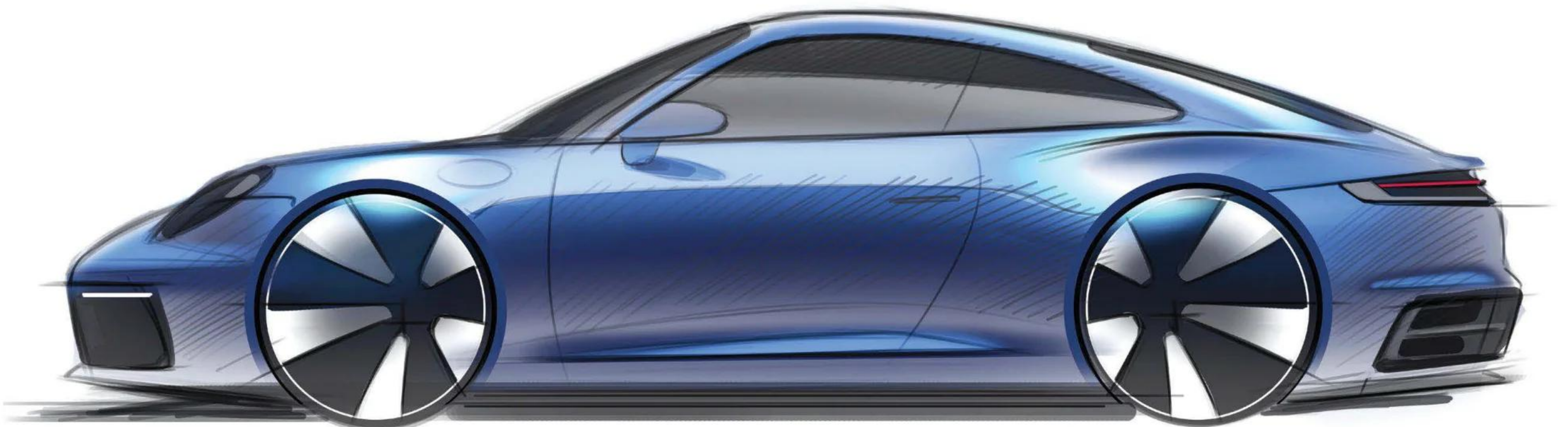
First of all, I have to say that if you like cars and are a designer, then it's a dream job. The next level of having a dream job is being a designer at Porsche. You could say, the next level after this is someone allowing you to design an iconic car like the 911 or a super sports car like the 918. It's very hard to imagine what could be more exciting. ➡

BELOW AND RIGHT Mauer regularly sketches on paper to solve design problems and to generate future versions of Porsche's line-up





“I would be less worried about the headlamp design because it’s more the topography over the hood, the fenders higher than the hood”





What I'd like to do is a little bit like going back to the roots of the 550 'Little Bastard': a small, light, puristic type of car. With the legal restrictions it might not be possible.

What's your greatest achievement in your 20 years as design chief?

We've established a design strategy and philosophy that gives everybody, not just in design but in the whole company, an orientation and design criteria so that if you have different designs and concepts,

you can choose which is the right one for the future. It allows us to address the expectations of our customers. I'm proud we've established this system.

I believe as a designer, nowadays, we've come to that point where brands and companies are realising that designers are much more than crazy artists who can design nice cars. The philosophy that's behind creating a nice product and the car can also be used for all the other fields in the company to create, at the end of the day, a coherent brand experience. That might sound commercial, but it's maybe something

that I achieved – designers in Porsche are now accepted and respected much more than just doing a nice design. We can help achieve characteristics that will help the whole company.

Branding has become so much more important. The philosophy and the product itself, which is the ambassador of the brand, can be used for all the other departments as well.

Finally, what do you think is the future of Porsche automotive design?

The future of the brand in the car will be the steering wheel. People talk about autonomous driving, but I believe strongly that Porsche, as a sports car brand, will always give the customer the option of whether you would like to drive yourself or if you would like to be driven. That describes the character of the brand and its products. Otherwise we'll continuously develop our design language but really, the next step is always based on the step before.

I won't be with Porsche forever so I don't know what my successor will do, but I think there will always be continuity and connection between the family members. **911**

“I believe strongly that Porsche, as a sports car brand, will always give the customer the option of whether you would like to drive yourself or if you would like to be driven”



ABOVE The thin tail lamps on the 991 that Mauer put forward provoked much discussion at Weissach, before they were approved

LEFT Mauer helped deliver the Vision 357 Speedster concept – a fully electric take on Porsche's iconic 356 Speedster





CLEAN MACHINE

Want to keep your 911 looking its very best? Then follow the expert advice from leading detailing brand Autoglym Written by **Chris Dearden** Photography by **Alisdair Cusick**

Like so many things in life, car-care divides opinion. In one corner are the dedicated enthusiasts delighting in every hour spent polishing and primping. In the other, those drivers who just want their car clean, with the minimum investment in time and effort. I'm probably somewhere in the middle, but I'll happily admit to getting a real kick out of seeing Pearl, my Carrara white 991.1 Cabriolet, looking her best. So when Autoglym contacted **Total 911** offering a day's instruction in the very best way to clean and prepare a Porsche, using a 911 of our choice, Pearl's keys were thrown into the ring faster than a GT3 could get off the line.

A few weeks later I'm sitting in reception at the company's office and manufacturing facility in Letchworth Garden City. Autoglym is part of a global car-care products market valued at \$14 billion a year. Unlike many others in the market that sees names appearing and disappearing overnight, Autoglym, founded in 1965, develops and manufactures all its own products, on-site at Letchworth. It's even

been granted a Royal Warrant, with King Charles' household using Autoglym products on the entire royal fleet.

I'm introduced to Martin Wheeler, my tutor for the day. Part of his role is training professional car detailers on how to get the best out of Autoglym's pro range of products. I query why there are pro and amateur ranges – does it mean that we get a slightly lower league of products? Not at all, I'm quickly reassured. Professional products are formulated for speed and efficiency, making it easier to process cars on the forecourt, whereas the retail or “amateur” products are designed for customers wanting a personal touch with their own car.

I'd been instructed to leave Pearl dirty, so haven't cleaned her for three weeks. Inevitably, this has coincided with the longest spell of good weather of the year, and she looks superficially clean. Wheeler rubs a finger gently down the body, revealing a snowy line of Carrara white and leaving oily black residue on his glove. He smiles and says that people avoid white cars because of the difficulty of keeping them clean, but – paradoxically – they show the dirt the least. ➡



WHEELS

Always start with the wheels, Wheeler tells me, and make sure they're cold. Wheel cleaning is one area where amateurs (and professionals!) can quite easily do expensive damage. Five minutes checking the specification of the wheels and choosing the right cleaning product will ensure this doesn't happen. Some of the more exotic Porsche wheels use an alloy mix and surface lacquer that an acid wheel cleaner can react badly with.

Autoglym's Custom Wheel Cleaner has been designed for wheels like this. It's a 100 per cent acid-free blend of alkalis and surfactants that's highly effective on brake dust and road grime, and ultra-safe on all wheel types. Sadly, my wheels aren't exotic, so the standard Clean Wheels would do the job perfectly well, but Wheeler is keen to show me a newer product.

Advanced All Wheel Cleaner is a pH neutral, colour-change technology cleaner that turns a deep red as baked-on iron contaminants dissolve. Starting at the bottom of the wheel, Wheeler sprays on a

thin film, which unlike my current wheel cleaner doesn't immediately run off, but clings on and begins to turn red. A quick blast of the pressure washer a minute later leaves the wheel totally clean and streak free – as simple as that. “No agitating with a brush?” I query. “Only if the contaminants are really deeply baked on,” Wheeler tells me. Having spent far too many hours of my life on unsatisfactory cleaning of multi-spoked alloys with an old toothbrush, this product alone would have made my trip worthwhile. “If you haven't got time for a complete car wash, then a quick clean of the wheels will make the whole car look 100 per cent better,” comments Wheeler, and I can see what he means.

Some remaining blobs of tar on the alloys and tyres are quickly removed with Intensive Tar Remover. Wheeler pours some on to a paper towel and dabs it on to the affected area, leaving it to work for two minutes before wiping it away.

I notice just a few minutes later that the solution also clears tar spots and other exterior residues and stains from the bodywork without damage. Surprisingly, it'll also lift ink, wax, chewing gum, grease, oil and glue residue out of interior fabrics and plastic trim. It comes with a final wheel tip from Wheeler: always roll the car forward a half-wheel turn when you've finished, to check that no areas have been missed.

“Sun is your enemy. Ideally you'll carry out this whole process under cover, or outside on a cool, cloudy day”



BODYWORK

The next product is, I'm assured, one of the most versatile in Autoglym's entire range. All Purpose Cleaner can be used on stubborn dirt and stains on the exterior and interior, and manages to deliver powerful cleaning while being safe to use on delicate areas, including chrome, leather, suede and Alcantara.

Wheeler starts by spraying it on to the door shuts, rinses them, then wipes the shuts dry with a microfiber cloth. He then closes the doors and moves on to the bodywork. He sprays a light film all over, avoiding the glass, waits a couple of minutes, then sprays it off with a pressure washer, starting at the bottom of the sills and working his way up the body. Is the pressure washer essential? It's not, I learn. It's just easier to control than a hosepipe, and – surprisingly – uses less water. The oily black run-off and the bright white stripe that grows as Wheeler moves the washer jet up the body are evidence of its effectiveness.

The next bodywork product is Ceramic Wash & Protect. I query the use of the word ceramic, and Wheeler says that the industry has unofficially adopted it as a generic descriptor for products that leave an extremely hard, protective surface. However, there are no objective standards and so some suppliers' claims should be met with caution.

Autoglym's product has just emerged from an extended period of testing and refinement in its laboratory, and everybody's excited by the results. It's a concentrated, low-foaming shampoo that's highly effective at removing dirt and stains, leaving a high-gloss finish and a fine protective hydrophobic (water-repelling) layer. This means rain beads on the paint, making it much quicker to dry and easier to clean next time. Wheeler carefully mixes three capfuls with 10 litres of water, dips a wash mitt in the bucket and, starting at the top this time, begins washing the car with long straight strokes. "People think a bit extra will improve the results," he tells me, "but that's not the case. As ever, less is more, and any extra in the bucket will just be a waste." He cleans one side at a time, then the rear and finally the bonnet, finishing off with a rinse from the pressure washer.

"Never let a panel just air-dry," is the next golden rule. I ask what should be used for the drying, and Wheeler shows me an InstaDry cloth. Its microfiber base, impregnated with PVA, gives exceptional water absorption. He demonstrates the best way to use it. Laying the cloth flat on the paint and holding it by two corners, he simply pulls it across the surface. I'm amazed that the paint is left totally dry and smear free after just one pass. Before emptying the bucket Wheeler dips the mitt in the remaining fluid and wipes over each wheel, explaining that the surface it leaves will help prevent contaminants settling on them, making them even easier to clean next time.

The bodywork is now clean and protected, but Rapid Ceramic Spray can be used for extra protection. This is for use just three or four times a year, with Ceramic Wash & Protect on its own used for the interim washes. Wheeler sprays it thinly on a panel, wipes it over, then buffs it off with a microfiber cloth. It's immediately hard and silky smooth, but cures fully over the next 24 hours. ➞

INTERIOR

Always start with a thorough vacuum, I'm told. Remove all loose carpets, and pull back any creases or seams. Blocked perforations on seats can be gently pricked out with a tooth-pick. Don't try to skimp on the vacuuming because any dirt be lifted out at this stage makes what follows quicker and easier.

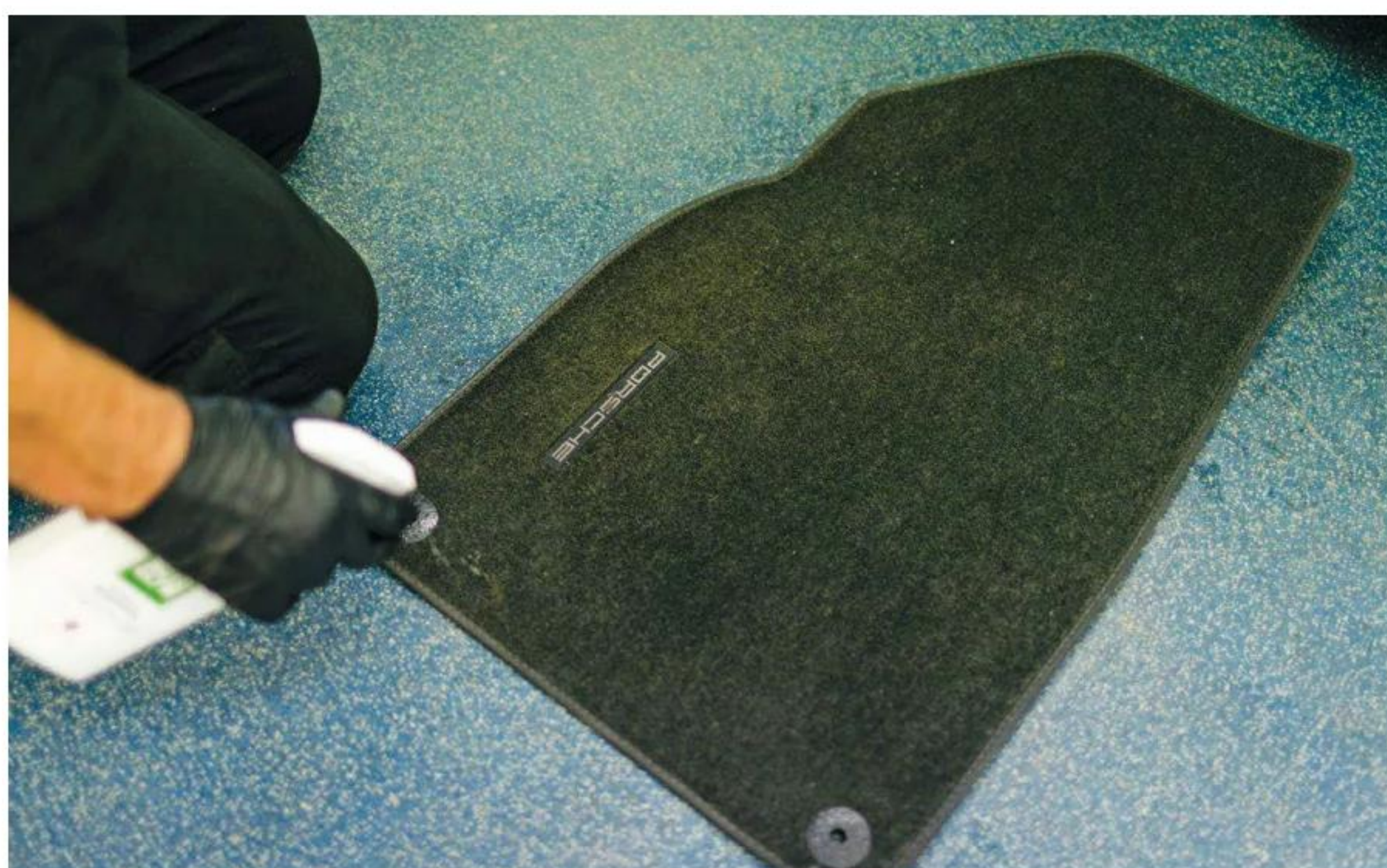
Interior Shampoo comes next, and is another favourite of all who know it, because it's multi-purpose and safe, usable on mats, carpets, seats, doors, headlining, dashboard, steering wheel, switches, pedals, handles and stalks. For hard surfaces,

spray on and wipe off. For fabric surfaces, spray lightly and agitate with a clean cloth or firm sponge, rinsing frequently in water, drying with a wipe over using Autoglym's AquaDry synthetic chamois.

While leather seats can be cleaned with Interior Shampoo, Wheeler explains that for regular cleaning we need Leather Cleaner. It's pH neutral, which makes it safe on all leathers, and cleans without removing the natural oils that prevent the leather cracking. He sprays a little on to a microfibre cloth, then wipes the surface, giving special attention to any soiled areas. After two minutes he removes the

cleaner and dirt with a damp AquaDry, which he rinses frequently in clean water.

When it's completely dry Wheeler turns to Leather Care Balm, which nourishes and moisturises, leaving a protective surface that gives you a fighting chance of wiping off spills before they soak in. He sprays a small amount on to a microfibre cloth, rubs it over and into the leather, then leaves it to dry. It'll have a natural matt finish when fully dry. The most common error in using it, Wheeler says, is applying over-enthusiastic quantities, which the leather is simply unable to absorb.





GLASS

I admit to Wheeler that I always struggle to get glass clean and streak-free, so he passes me Fast Glass to examine, then sprays each window lightly in turn, spreading it with a glass cloth from a box of Glass and Screen Cloths. Three weeks of road grime, bugs, tree sap and bird droppings wipe off effortlessly. He repeats it on the inside surfaces and then stands back for me to check. It really is crystal-clear – something the windows have never been since I first collected Pearl from the dealer.

Taking a Screen Cloth from the box, Wheeler sprays a small amount of Fast Glass on to it and then gently wipes the touchscreen, before buffing it off. Screen Cloths are ultra soft, he tells me, and guarantee no damage can be done to even the most fragile of screens. The mirrors are next, and he comments that Fast Glass is equally safe on Lexan and plastic, and even removes polish, wax and sealants on unpainted rubber and trim.

"I've got just one more product, Rapid Detailer, to show you", says Wheeler. "If you see someone doing a quick spray and polish at a car exhibition, there's a very good chance it's Rapid Detailer in the bottle." Ideal for between cleans, it leaves existing polishes, waxes and sealants untouched, and leaves behind a layer of polymeric protection on surfaces, adding to any existing protection.

"Any final tips?" I ask Wheeler. He thinks for a moment, then says, "Yes, sun is your enemy. Ideally you'll carry out this whole process under cover, or outside on a cool, cloudy day. But you should certainly avoid hot, sunny days."

I'll be setting off on a 3,000-miler round the Iberian Peninsula in Pearl a few days later, and must confess that I'm hoping for sun despite Wheeler's parting words. But after what I've seen today, there are a couple of products that will definitely find their way into the luggage compartment. And I'll be particularly interested to see on my return if the post-trip clean-up is easier than usual. I rather suspect it will be. **gii**



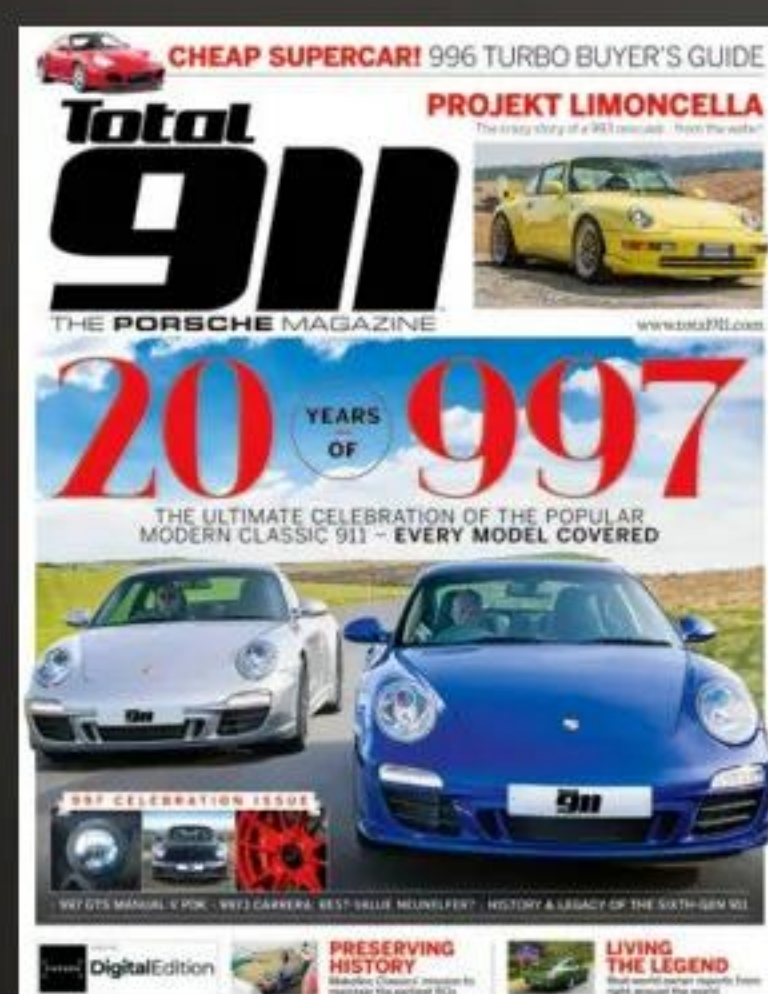
THANKS With thanks to Martin Wheeler at Autoglym for his time spent demonstrating the company's range of detailing products. To find out more visit autoglym.com or telephone +44 (0) 1462 677766.



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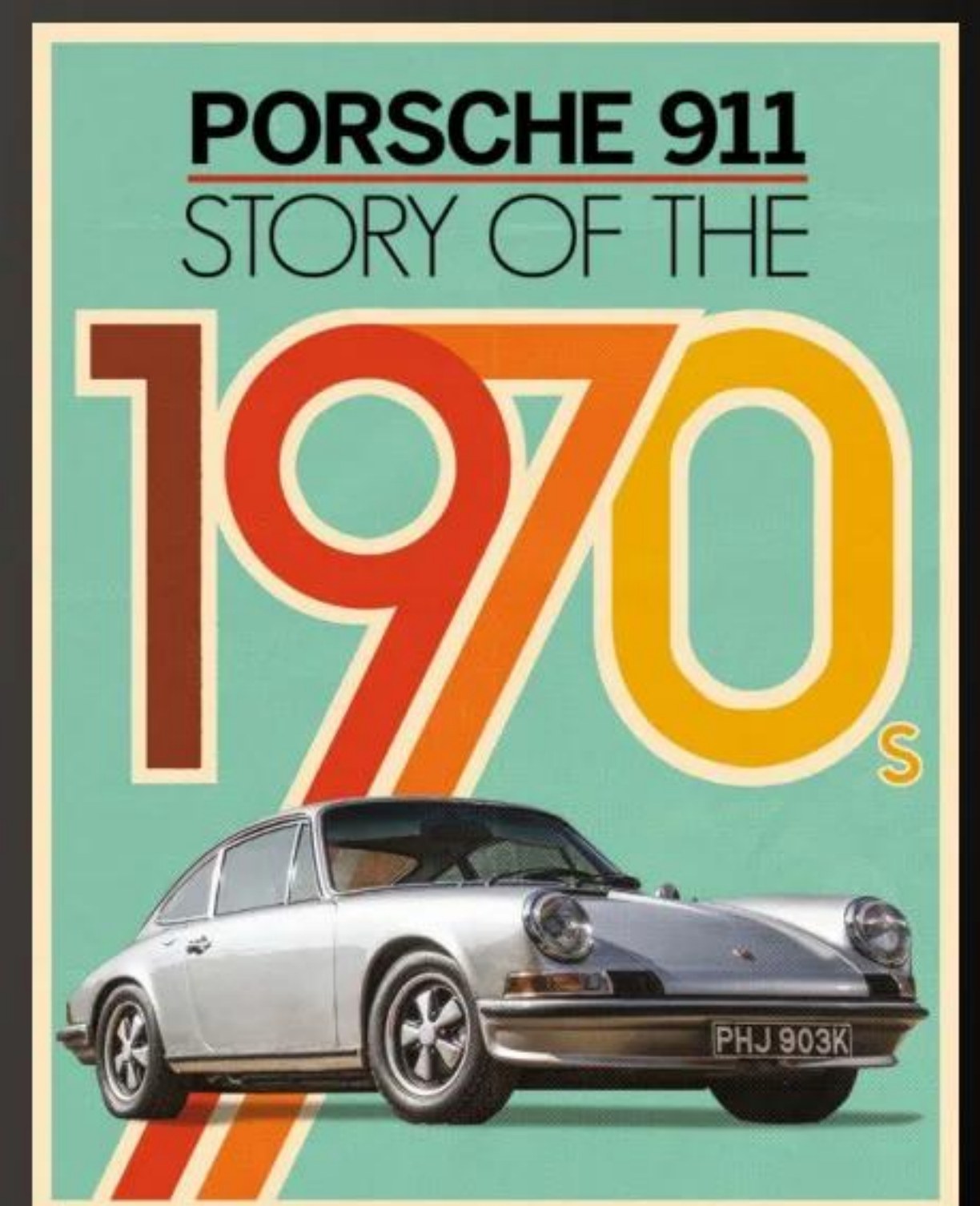
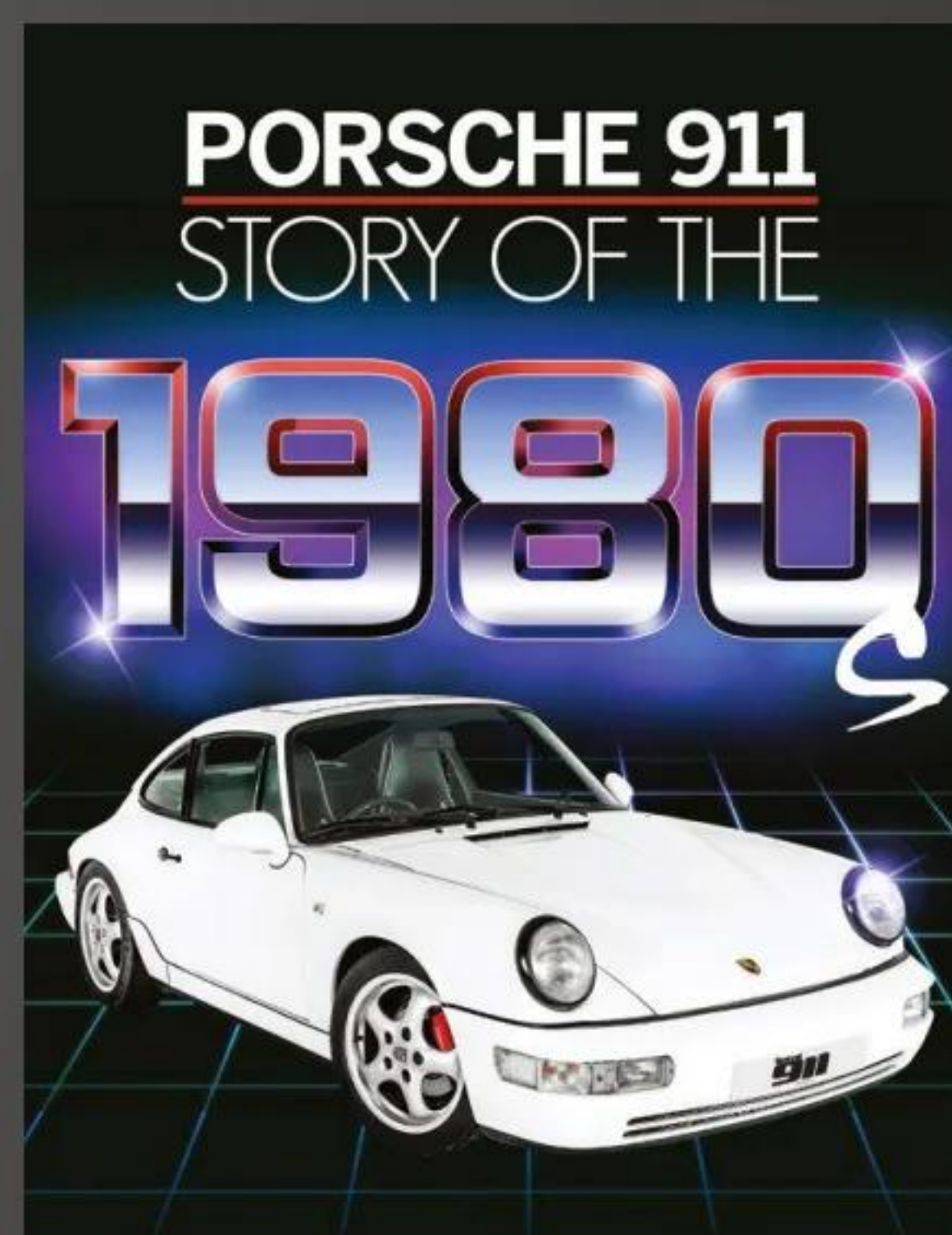
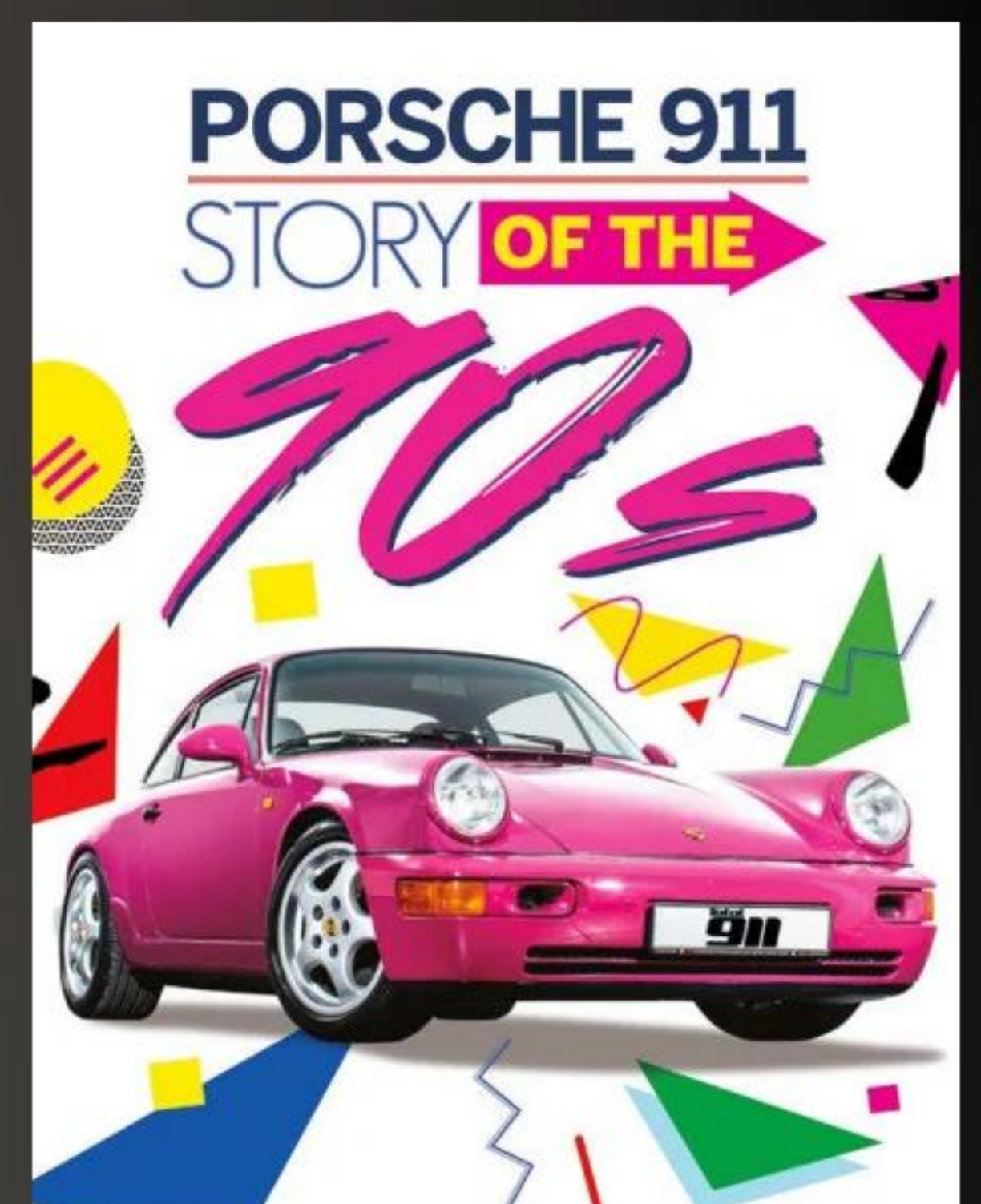
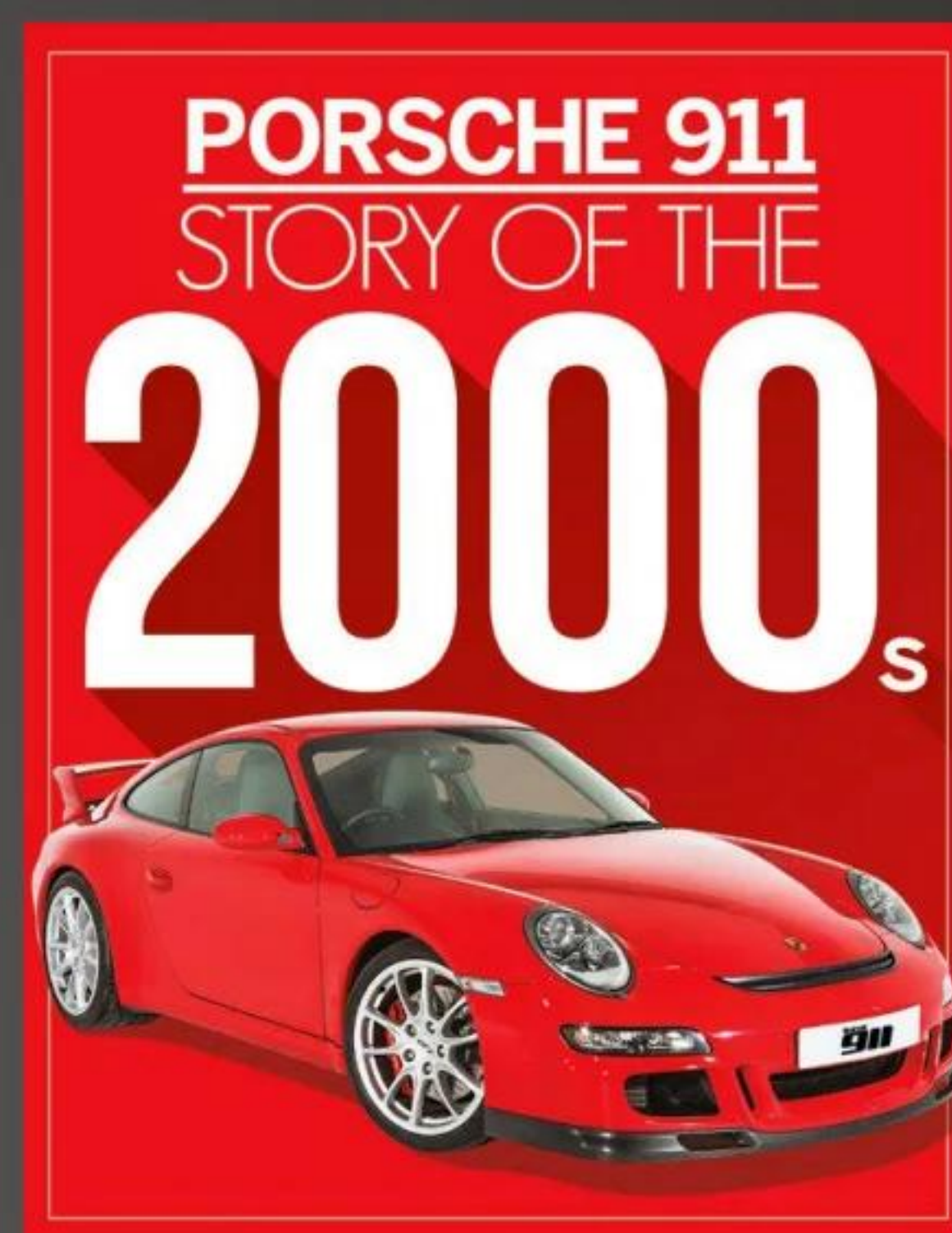
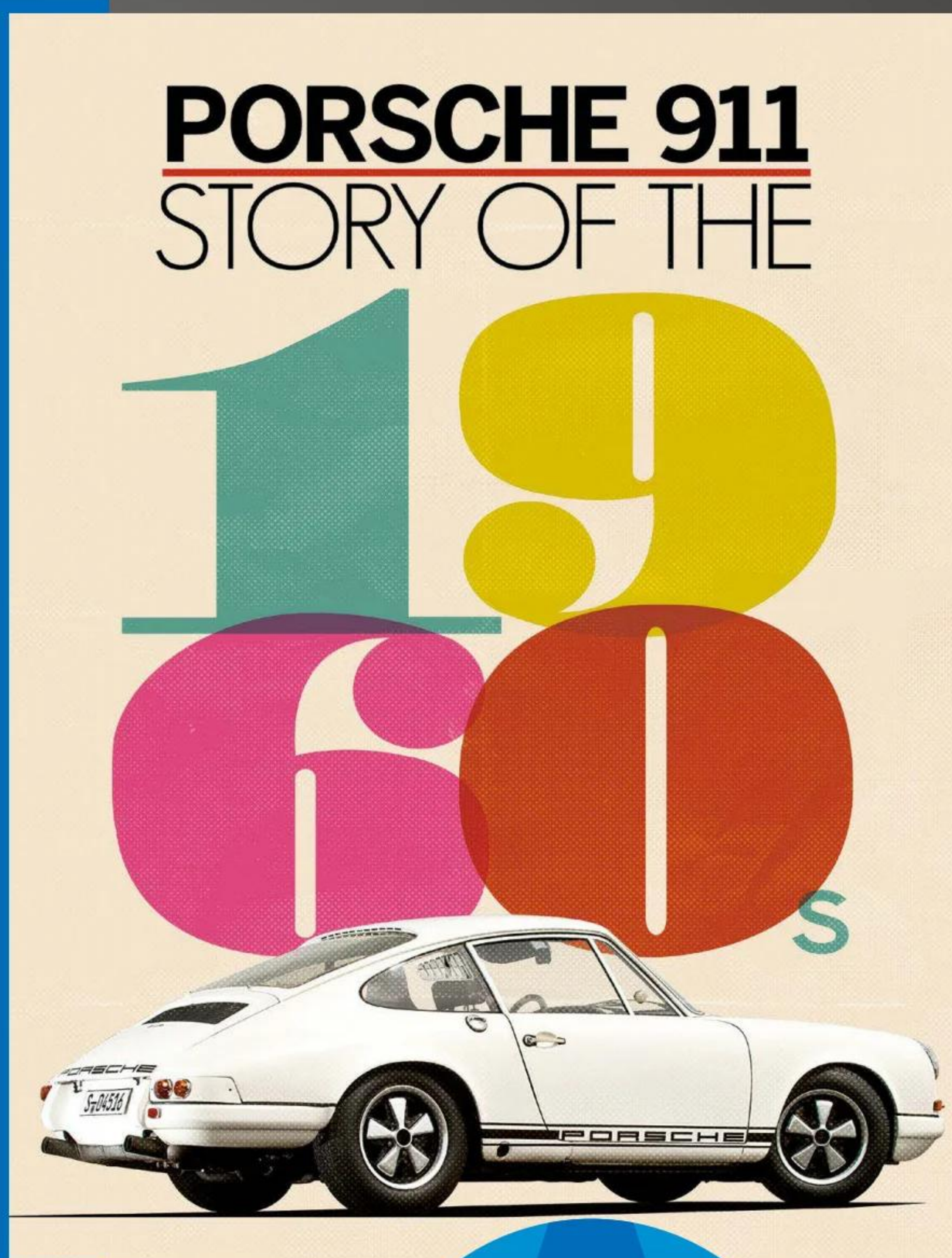
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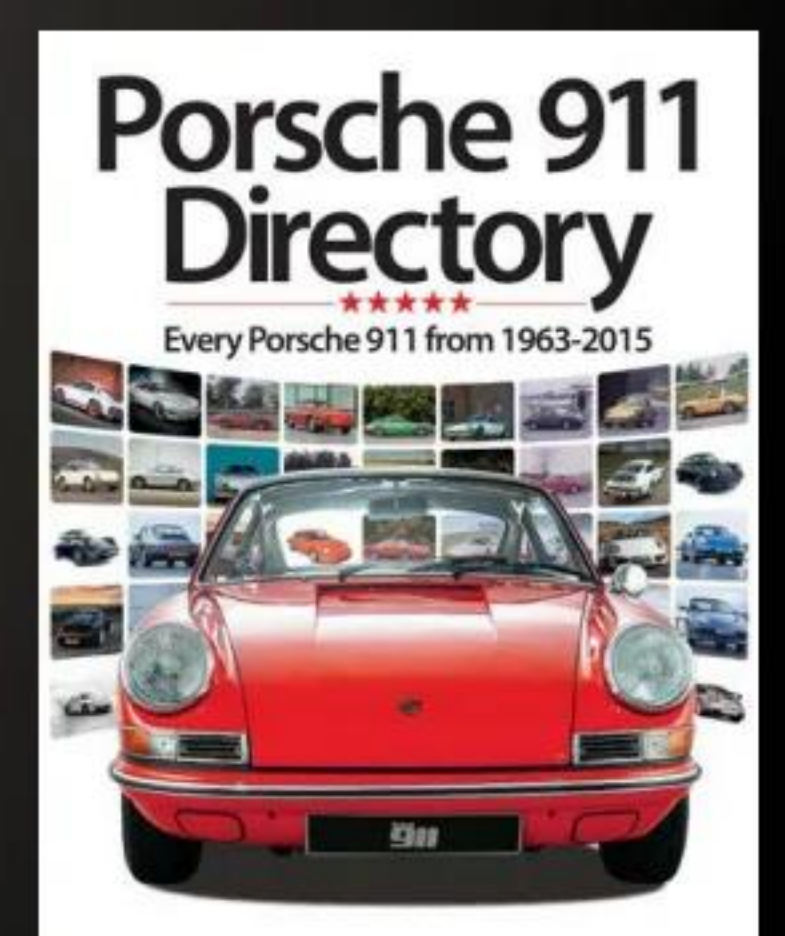
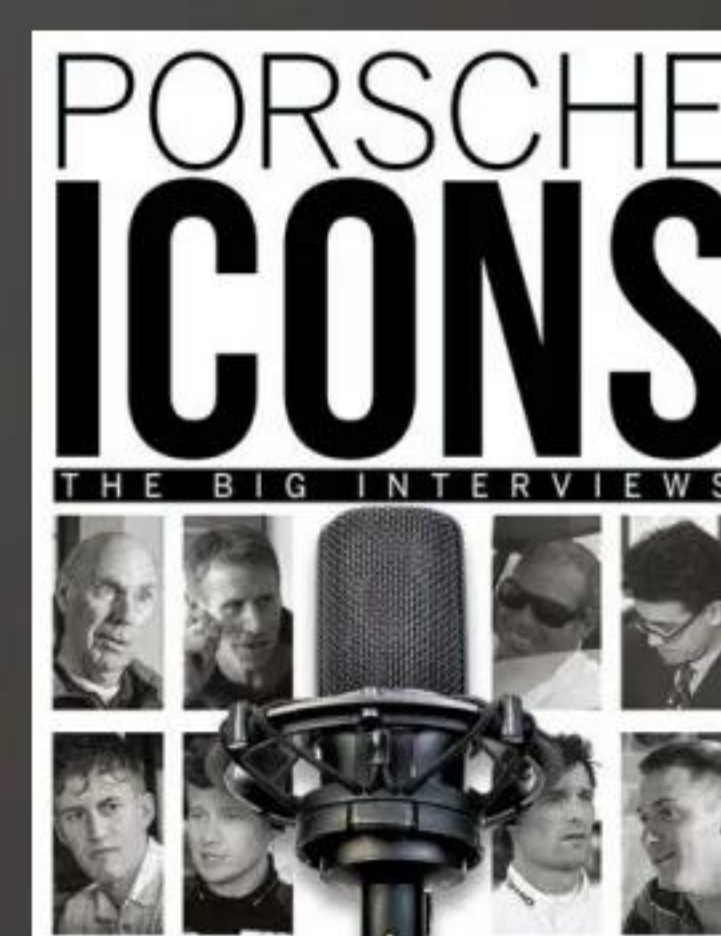
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IMPROVING ON THE BEST

Written by **Wilhelm Lutjeharms** Photography by **Tuthill Porsche**

The restomod industry has boomed over the past 10 years, with many following the same template. Tuthill's 993 RSK, though, is different, and could well be our favourite concept. Total 911 brings you the inside line on its creation...

Tuthill Porsche is arguably one of the most respected Porsche specialists in the UK. The company has vast experience in terms of air-cooled Porsche, especially when it comes to building rally cars, engine enhancement, restorations and other development work.

Two years ago Tuthill launched its sensational 911K. This was a beautifully simplistic, air-cooled 911 that tips the scales at less than 900kg and revs to 11,000rpm. Needless to say, much development and engineering expertise went into the engine and the special 24-valve head that made these high engine speeds possible. Fast-forward to 2024, and one of its latest products, the 993 RSK, has again attracted serious interest from enthusiasts.

Purchasing an already fantastic 911 in the form of the 993 Carrera RS, one client was longing for a little more in terms of performance. After some in-depth discussions, the idea of a complete restomod was pushed to one side. Instead, small improvements

on every level would be made during the build process of the Tuthill RSK.

One of the most significant upgrades becomes obvious when you look at the tilted rev counter, with a redline that now starts at a lofty 8,000rpm. If the green exterior appeals to you, then you have Ferrari to thank: the colour is called Verde Francesca, while that flying pink pig is painted on, and not merely a sticker. Richard Tuthill explained to us in detail the elements of this project and the overall aim.

"A friend of mine, who is also a client, is the owner of a 911K. He was my partner in crime in creating that original gold-coloured car. One of the great ideas from the 911K was that we could use the top end on bigger engines like that from the 964 and 993 to create four-valve [per cylinder], higher-revving engines in larger capacities. I always said that the 993 Carrera RS, if not the best 911 Porsche ever made, is one of the best – but this is my opinion.

"So, my friend bought himself a 993 RS. The only criticism one might choose to level at the 993 Carrera RS is that it's a bit underpowered. However, I would ➡

argue that an underpowered car is not necessarily a bad thing. In fact, in some ways it's a good thing because you can drive the door handles off it and get a whole load of alternative enjoyment. Other people might say that they want a bit more power.

"What we essentially did is take a standard 993 Carrera RS and stripped it back to the bare shell, as we do with all our proper builds. We reassembled it mostly originally, but we added our own suspension and carbon brakes. We gave it a beautiful re-trim and the engine rebuild resulted in the new four-valve head on a larger 4.0-litre engine. We also shortened the gear ratios."

Tuthill says that what they ended up with is a 993 Carrera RS that should realistically be compared to cars which wouldn't normally be mentioned in the same sentence as a standard 993 Carrera RS.

"It still comes back to our core values: 'How does it handle on a B-road?' and 'Is there any emotion in the engine?'. I really don't want to talk about horsepower figures, but I am keen to talk about all these ingredients that we put in that makes for a more holistically enjoyable car."

Although the aim of this car was never headline power figures, maximum power delivery is still notably up from the standard 3.8-litre engine's

300bhp, with a conservative 370bhp having been previously mentioned. The increase in capacity has been achieved by enlarging both the bore and stroke, but improvements aren't confined to the innards. Finer details including the beautiful new custom intake, to name only one element of a completely new engine, provide a feast for the eyes.

Touching on the topic of weight, Tuthill explains that the RSK is slightly lighter than a standard 993 Carrera RS (1,270 kg). "The carbon brakes significantly lower the unsprung weight. It not only weighs less, but it weighs less in the right places. Then there's the beautiful Inconel exhaust which further lowers the weight at the rear. One of our aims is typically to take weight out, but it doesn't need to be to the extreme. If you can marginally improve everything, you end up with a huge and impressive result."

The calipers are machined from billet aluminium. "In nearly all our projects we now use our own calipers. This is mostly to improve packaging, because in some cases I want a smaller wheel to lower the weight, for example. It's very nice to be able to control what's fitted to a car. We'll try to design and engineer parts to be not only an improvement on the original, but also serviceable, promising a long life. ☺



ABOVE The beauty of the RSK is that at face value, it looks like a Porsche. Only the technology powering it is different



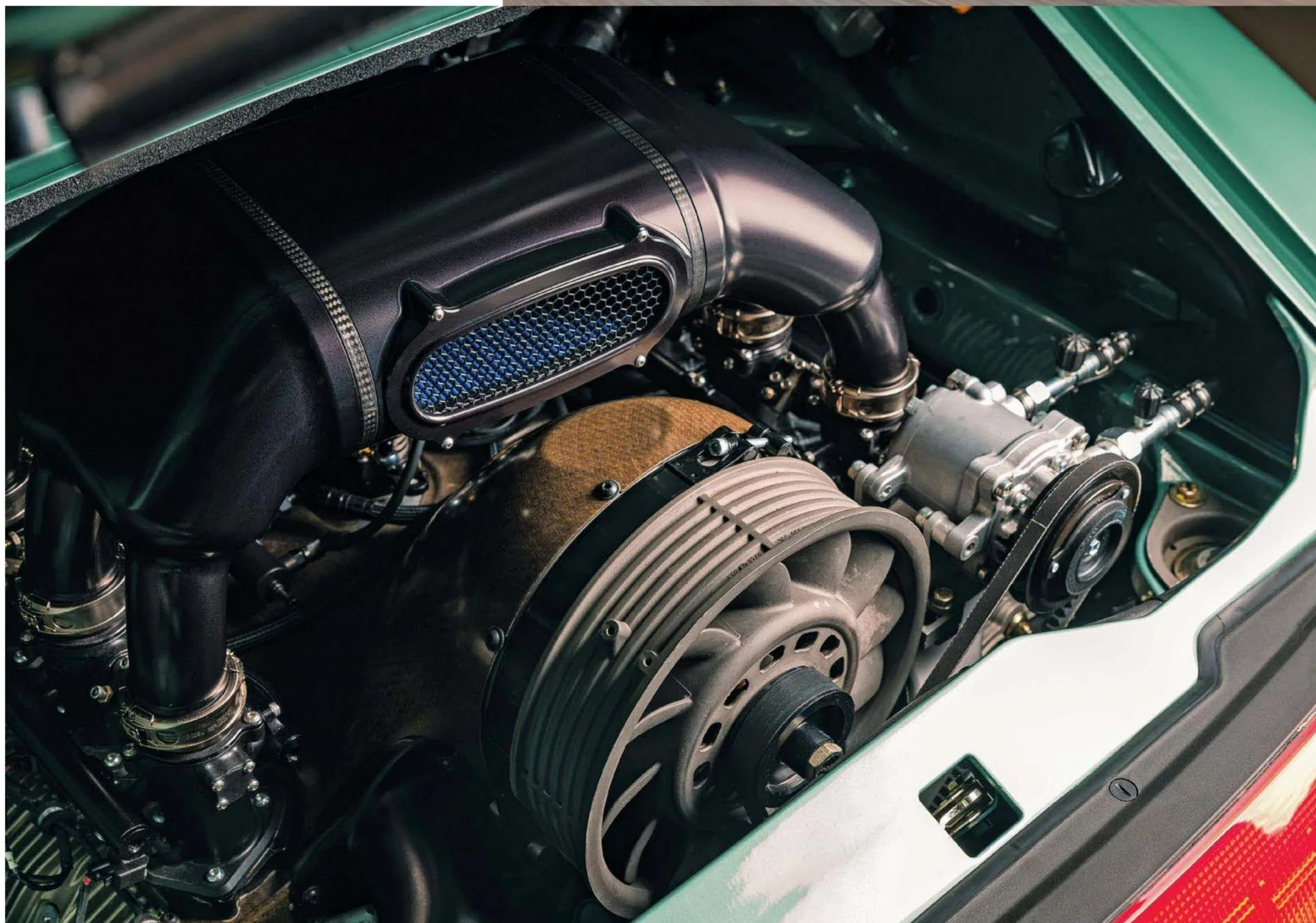




ABOVE The car's striking Verde Francesca exterior is matched in the cabin by similarly coloured leather and fabric

ABOVE RIGHT The RSK is slightly lighter than a standard 993, with Richard Tuthill saying it "weighs less in the right places"

RIGHT A 4.0-litre flat six now powers the RSK, with piston heads derived from Tuthill Porsche's 911K





“As has been the case before, we developed our own suspension in conjunction with a company called MCS – Motion Control Suspension. We worked very closely with them on our 911K and SCRS projects. This is the only way to achieve what we require for damping. It includes lots of test driving and working with our in-house engineer. It’s not always necessary to design your own stuff from scratch. We can take something that exists from a company or an individual which we think is great, and then we evolve their base product to our specification. With the 911K, SCRS and now the 993 RSK, we were able to implement three different philosophies for damping.

“Because of our rally heritage, I want cars to be able to handle well on our B-roads. I drive cars every single day and it’s very seldom that I get out of a car and think ‘that is good’. That’s not to say anything against anyone else, it all depends on what your focus is. For me it’s to make these cars handle bumpy roads expertly.”

A 993 Carrera RS’s steering feel and feedback is quite good, but an upgrade was made to it. “We

still use the 993’s steering rack, but with a 997 steering pump. In fitting our 911K heads, you also disable the power-steering pump on the standard engine. We had to come up with a new solution. A 997’s steering pump is one we’ve used on lots of cars before. It works really well and you still have brilliant feel.”

Going forward, any 993 Carrera owner will be able to bring their car to Tuthill Porsche and have these updates or engine builds done – it doesn’t need to be a 993 Carrera RS.

“Anything Porsche did was very well-thought-out and developed. I’ve so often seen people changing stuff just for the sake of changing stuff. Porsche is an amazing car company and their engineers are very clever. In most cases much of the package is brilliant, and we’d just like to subtly improve some areas.

“Unless you understand where you want to get to with changing everything, I believe you can often stick with the good, standard elements and enhance whatever needs to be enhanced. We’re not into selling things you don’t need. I have no aim to fill up my workshop – it’s already full. In the case of the

993 Carrera RS, leave it alone where you can as it’s already such a good product.”

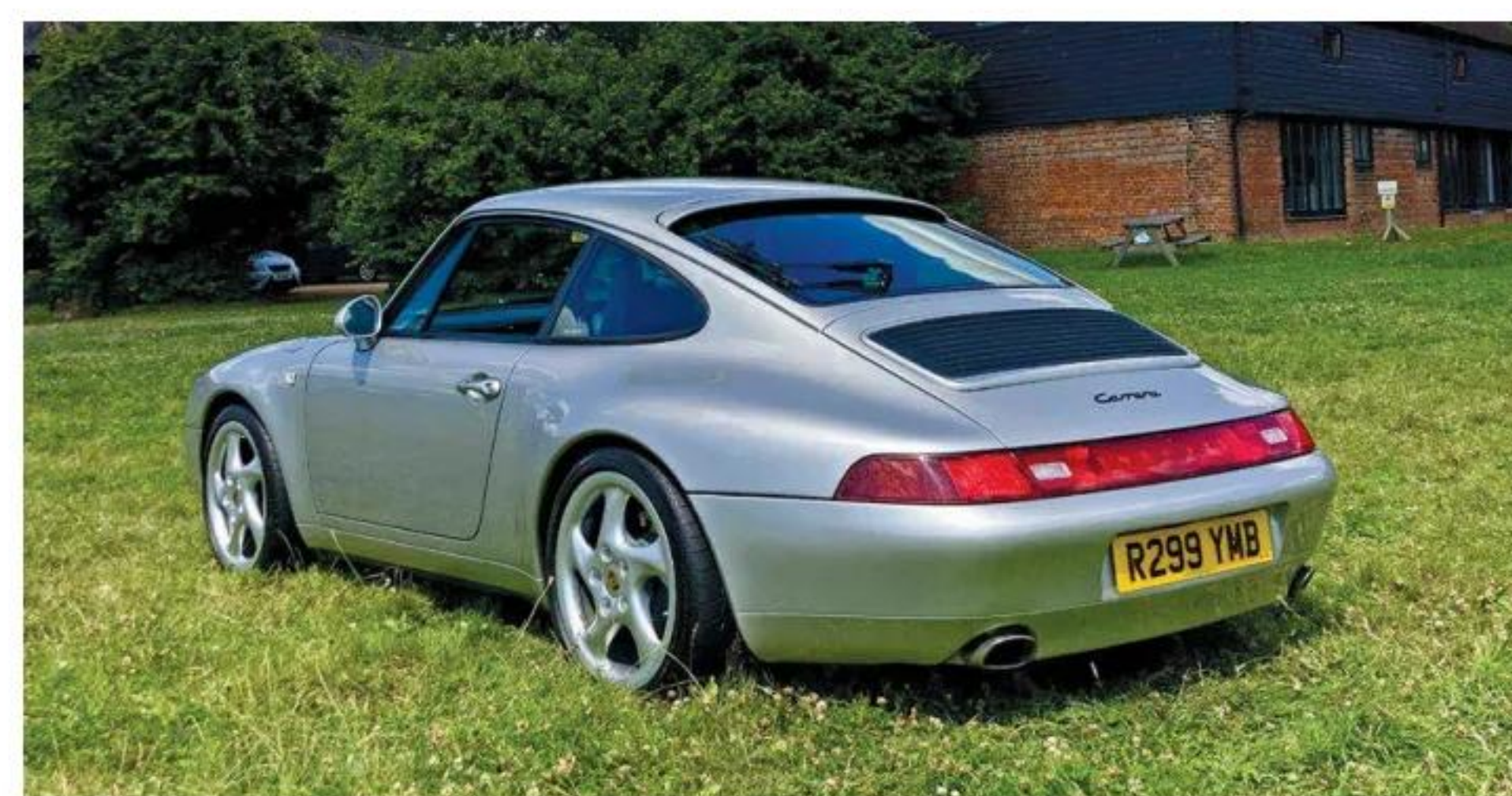
The 993 RSK is, inside and out, so neatly done that it’ll take a true enthusiast to spot the mechanical differences. Most of these improvements are hidden away and are parts that have been keenly developed to enhance the experience for the lucky person behind the wheel. It’s truly a piece of well-thought-out mechanical art.

As our interview comes to an end, I ask Tuthill his thoughts about the various companies and individuals globally that redesign, reimagine and re-engineer the iconic Porsche 911.

“I think it’s great, what everyone’s getting up to. There are some concerns from manufacturers of people modifying their cars. My view is that this kind of thing is brilliant for any brand. We all love their work and we’re doing what we can to keep the cars running in whatever form. Sometimes these custom-built cars will attract a whole new audience that might not have known what Porsche or the specific model or model range stood for before, but now they know. Long may it continue.” **911**

“We’re not into selling things you don’t need. I have no aim to fill up my workshop – it’s already full”

Living the Legend



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



Nick Jeffery
Surrey, UK

 @npjeffery

 @npjeffery

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

Model **993 CARRERA**
Year **1997**
Acquired **AUGUST 2024**



In last month's column I revealed my latest acquisition: a manual 1997 Arctic silver 993 Carrera Coupe.

Initial impressions are extremely positive. The car had been meticulously prepared by the team at Paragon Porsche and comes as usual with their robust 12-month warranty and a huge history file.

I've been back a couple of times to their workshop to address some minor issues. First, I elected not to have a new Carrera badge fitted to the engine lid, initially preferring a cleaner look. However, on reflection, I felt the car was missing something, so asked the team to fit it while they were investigating a rattle at the front of the dashboard at the bottom of the windscreen. The car had a full, glass-out respray and while the windscreen was installed by Paragon's preferred expert, it would appear it needs to be refitted to address any movement leading to the noise I've been experiencing. I also asked Paragon to clean some grey residue on the inside of the offside rear window, and it came up as good as new.

My first late-evening drive revealed a bulb had failed on the left-hand side of the centrally mounted rev counter, so the team removed the airbag-equipped, three-spoke steering wheel and eased out the central gauge to replace the bulb. Speaking of gauges, each one of the iconic five round dials has a black plastic shroud with a black rubber ring at the base. The rubber ring on the first dial on the left-hand side for fuel and oil levels had faded to an off-white, almost orange colour. I elected to address this myself and restored the rubber by gently applying Autoglym Bumper & Trim Gel with a cotton bud, carefully working the solution into the rubber until its former lustre was restored.

The only other issue relates to the factory-fitted sunroof. This had been working fine until I attended Megaphonics 24 at Boxengasse, and discovered that

the sunroof wouldn't close fully using the button. I had to give a helping hand for the sunroof to fully shut. Paragon has investigated and found that the sunroof needs a new clutch mechanism, which the team will supply and fit under warranty while the car is in the workshop having the windscreen refitted.

In terms of the driving experience, the 993 is a truly wonderful thing! It makes me smile on every journey and I really look forward to each drive, given the abundance of character and charm these older cars possess.

I'm the first to admit each subsequent generation is technically superior in every way, and yet the 993 is still relevant by modern standards. The performance on tap is more than enough to keep pace with modern machinery, and the brakes and brake pedal feel are top drawer, too. So much so, getting straight back into my 991.1 GTS after the 993, I felt the 991's pedal had less feel and too much travel! Handling is predictable and the

firmer ride on the 18-inch hollow spoke Turbo twists has been vastly improved by simply dropping 2psi out of the Michelin PS4 tyres. The Motor Sound airbox has released more induction noise and I love the way the air-cooled flat six sounds now, especially the crackle and rasp on the overrun and in between the gears!

After 10 years of modern 911 ownership it takes a while to get used to the petrol filler cap being on the nearside front wing. Not that the 993 drinks fuel. In fact, far from it – I managed to cover 712 miles on only two tanks of Shell V Power, which I think is excellent for a 27-year-old car with a 3.6 air-cooled flat six slung out back. That's also more miles in a month than the previous owner did in any one year since June 2018.

'Driven not hidden' is very much the mantra here and I'm not remotely bothered about the additional mileage I'm going to add to this car. I learnt a long time ago that these cars need to be driven, and the 993 will be no exception.





Saquib Ramday
Hampshire, UK

 @997gtsmanual

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



In the blink of an eye, the annual ritual of traffic snaking down the A303 to Devon and Cornwall over August Bank Holiday

weekend is behind us, the household is in 'back to school' mode, and the mind is focused on the many priorities – personal and professional – targeted before Christmas. The evenings are starting to get dark again, and with the cooler air, opportunities for the last of the summer sun are relished.

Changing seasons are a reminder that change is the law of life, and while we must savour the present, we have no ability to cling to it. A moment is just that. The explosion of amateur photography captured by smartphones has revolutionised our ability to immortalise a moment, and as a car enthusiast, the opportunity to immerse ourselves in rare vehicles and exclusive events through digital media, in near real-time, is hugely enriching.

With my own daughters born in the 'iPhone Camera' era, my Apple iCloud account holds tens of thousands of photos of them, albeit more recently, photographs of Porsche are rapidly catching up. In contrast, on a recent visit back to my parents' home, I was handed four photo albums covering my entire childhood.

Perversely, the abundance of photography could be argued to be undermining the value of a photograph. Lacking time and attention, photos are parked in the cloud, much like a car in long-term storage on a trickle charger. Out of sight, largely out of mind. Just as print magazines offer a mindfulness moment, an opportunity to disconnect from the digital world, physical artwork stirs emotions in me in a way a photo library in the cloud cannot.



For this reason, when I met Paul Howse at Megaphonics 2023, I didn't hesitate in asking him to paint two pictures: one of my 997 GTS, and one of my previous 993 Targa. Paul has had an illustrious career as an automotive designer, responsible for the McLaren P1, 720S among others, and as a keen artist he's turned to producing artwork, including for *Road Rat* magazine. See more at paulhowseart.co.uk.

A refreshingly approachable individual, the ideation process with Paul felt like chatting with an old friend, as he sought to understand my desire for the artwork and history with the cars. Sketches and images were shared during the process, the finished paintings handed over in wonderful wooden frames. Not every one of my past and future Porsches will warrant turning to Paul, but the 997 and 993 are ones not to be forgotten.





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**



Every Porsche tells a story, and my own hunt for the M491 Carrera that we recently added to our small collection

of cars has been a thrilling adventure at every step. It was my passion for the 911 GTS and belief that the M491 represents an air-cooled version of the GTS that led me on the four-year hunt to find the right car. Now that we own it, I'm eager to share it with other enthusiasts.

The Chattanooga Motorcar Festival (CMF), which I call the Goodwood of the South, offers a perfect backdrop for sharing. Only in its fifth year, the CMF has quickly become a cornerstone for automotive enthusiasts in the Southeast, with an added appeal for Porsche enthusiasts this year.

The 2024 event features a dedicated Porsche class in the Sunday Concours d'Elegance, plus a host of activities from historic rallies to auctions, all underlined by a strong Porsche presence over the weekend. As much as I like to see

Porsche displayed at an event like the CMF, these cars were made to be driven.

Having attended four of the five previous festivals, each year I look for new ways to immerse myself – and this year is no exception. We were thrilled to learn that our newly acquired M491 had been accepted into the 911 concours class on Sunday!

As frequent concours attendees at events in Pebble Beach, Amelia Island and other cities, we're excited to make the move from spectator to competitor. Our car will participate in the preservation class as it's not in the showroom condition required for the more traditional concours. Careful preparation is still required, and has been a nice motivator to sort the car further now that it's in our garage.

But what is a Porsche event without a drive? Inspired by the driven not hidden philosophy, I've organised a meet-up for air-cooled Porsche fans. We'll be taking to the mountain roads around Chattanooga, to enjoy the cars in their intended purpose.

As the plans for Chattanooga unfolded, the return of Luftgekühlt to the festival was confirmed, up-levelling the event's focus on air-cooled Porsche. Thanks to an industry contact, I connected with Patrick Long to secure a dedicated lot to display our air-cooled Porsche, ensuring that our group has a prime spot to showcase our cars. We'll be adjacent to the Luft action at the event.

The agenda is set: we meet up on Friday afternoon for a gathering with the cars, leave for a mountain drive on Saturday morning and return to the festival grounds just after lunch. Saturday night brings a wide range of entertainment options, followed by the concours on Sunday morning. If you're in the Southeast in October and enjoy a good drive plus the chance to meet with other enthusiasts, then you don't want to miss the action this year in Chattanooga.

Join us! Visit gtsence.com/cmf for more details and to register interest in the group drive. We've already confirmed a range of great cars, including air-cooled 911s and a few 356s.





Andy Gaunt
Melbourne, Australia

@last_rasp

Last Rasp

Curb and Canyon

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



Winter's been a tough one here in Melbourne. Rain aplenty and cold! I've never let the weather deter me

from organising drives, but I must admit I'm becoming a little more circumspect about dashing headlong into the twisties on a bleak day. These cars are amazingly capable – not to mention enjoyable – in the wet, but it'd be naïve to think there's no increase in risk.

With this in mind I've taken to organising drives a few days out. If the weather's looking good, we'll call it late in the week and by Sunday morning we're on the road. The forecast for the second weekend in August looks good, even seven days out. By Friday, it's looking like Sunday will be a cracker so I put the call out. Meeting at the bakery just before 7am, there's an easy calm with all the lads; a sense that we already know we are in for a great run. When you start a drive with that mindset, I think you're more inclined to notice things you might ordinarily miss. Gratitude has a way of making this happen. As our driving group descend into the valley near the small village of Cockatoo, the voice of my mate, Alan, comes over the radio: "Look at that!" To our left, the valley is bathed in early morning sun, and the blanket of fog sits below us. It's stunning. Just stunning.

The roads are dry and empty all morning. Rocco meets us in his 718 GTS 4.0 and we're all loving the drive, sharing jokes over the radio. The pace is spirited but not hectic – we lean on our cars, experiencing them in their natural habitat in a way that's a little less white-

knuckled than some drives. Sometimes you want that fizz that comes from really pushing on. But today I'd say it's all about flow. We approach the small town of Noojee and agree to push on instead of taking our usual coffee break.

The tight twisties that snake for 17km from Noojee to Fumina South are technical and narrow, but glorious. I've driven this road in my 991 C2S and in my GT4. But I truly believe the best car for this stretch is a nimble, well-sorted, air-cooled car. Little Green carves along the asphalt with such ease that I find myself (as I often do) marvelling at its capability. I'm also impressed with the capabilities of Fraz's 968, ahead of me as it too, dances from curve to curve.

We find a small turn-out, and our group pull over. The sun is out and warm enough that we find ourselves in T-shirts. Standing on the side of the road, we talk about the drive, the mates we wished had made it, the cars we plan to buy if any of us win the big Powerball jackpot this week, and share envy-tinged excitement at one of our friend's new, soon-to-arrive 991.2 Carrera T [what a superb Porsche 911! – Editor]. It's a perfect moment.

In fact, it's the essence of Porsche ownership for me. I love to look at my car, tinker with it and detail it. Yet it's the moments that would never happen *without* the car that are the real joy. The view over a valley while driving, a peaceful solo stop to take photos, recording a podcast with a Pom who lives in the US, or an impromptu roadside meeting with mates in the middle of nowhere. Close friends, who I talk to daily, I've only met because of this car.




Writing a column for **Total 911** has been another of these 'wouldn't happen without owning a 911' joys for me. I'll miss it. Just as I'll miss the magazine; a throwback to a time when you had to wait a month to get a hit of content, centred on your passion. The content is all too available and too immediate now, and magazines that were once treasured, and read many times over, are now merely flipped through the way we scroll through social media. I hope they make a return to popularity in the future.

To Lee and the entire **Total 911** team, well done for a truly world-class rag and thank you so much for allowing me to make a *small* contribution to such a publication with such a *big* impact.





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 not uncommon for us to hear that readers tend to turn to this 'Living the Legend' section first, when devouring an issue of **Total 911**. For good reason, too: never mind the first drives or road tests of flashy new models, these pages are fully real-world, where owners share their day-to-day experiences with an array of different 911s, old and new, in societies all over the world.

It should be known, none of the enthusiasts whose columns you read here – either now or in the past – have ever been paid a penny for their writing. The columns are created out of pure

passion, both for the love of these cars and for being part of a community.

I remember during my first few issues on the magazine, reading the Living the Legend columns as they came in, and feeling in awe of the columnists as they shared their experiences of living with a 911. I didn't own a Porsche at the time and, like you, found the honest insight invaluable. It helped shape my knowledge base of not just these cars, but the communities powering them, too.

It sounds silly, but I longed to be part of it – to have the privilege of 'living the legend' as an owner of a Porsche 911. As a lad who grew up with mum and dad having a Mazda van and Nissan Serena between them, Porsche ownership felt like a long way off. But, after four years of enviously reading other columnists' real-world 911 adventures, my day finally arrived with the purchase of a 996.2 Carrera 4 from RPM Technik.

I'm sure we can all remember the feeling of buying our first Porsche – if you're yet to do so, I promise you it's as exhilarating as you imagine it to be. I recall driving off from RPM and getting around a mile down the road before having to pull over, kill the engine and just have a moment drinking it all in. How was this iconic sports car mine?!

As regular readers will know, I've owned four 911s... and all are 996s! A happy accident, perhaps, but as my job

has put me in the fortunate position of being able to drive some pretty serious 911 metal, I've always been happy to indulge thereafter in a 911 of my own that delivers a significant proportion of that same driving exhilaration, but for a fraction of the price. And that, right there, is the beauty of a 996.

'Little Irish' has been my little legend: by far my favourite 911 I've owned, it's mine outright and I take great comfort, even on bad days, that nobody can take that car away from me. I love it dearly.

The 40 Jahre is a special thing, and different in so many ways despite also being a rear-wheel-drive, manual 996 Coupe. I cherish it greatly and will look forward to continuing the sharing of my ownership experiences on 9WERKS TV, alongside the road tests and road trips brought to you via the medium of YouTube.

Even in the mire of having to send this last issue of a magazine that I love so much to the printers, I'm so unbelievably grateful for having had the opportunity to 'live the legend' as a Porsche 911 owner.

I'd like to sign off my column with a sincere thanks to all Living the Legend columnists, both past and present, who have contributed thousands of words over hundreds of pages, all for the benefit of you, the reader. May you all keep living the Porsche 911 legend.





James Bullen
Hertfordshire, UK

 @greenandtheblue

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

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

Model **996.1 GT3 CLUBSPORT**
Year **2000**
Acquired **2024**

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



Sadly, as you will already have read, this is the last edition of **Total 911**, a fantastic title that I was a big fan of

long before being a part of.

I've thoroughly enjoyed telling my Porsche stories through the magazine and reading those of fellow owners, but besides missing being a part of this I will really be sad to see no more Porsche exclusives, head-to-head tests, technology explanations and fantastic photo sequences that the magazine has become renowned for. Editor Lee inherited a good title when he took over, but has made **Total 911** his own thanks to his friendly, informative style and his ability to delve into an enviable Zuffenhausen little black book of contacts to get the scoop on all things Porsche 911-related.

I'm sure Lee will continue to enhance his own reputation in the Porsche world, but as the bell tolls for **Total 911** it's worth pausing to remember yet another quality publication disappearing forever. It's a reflection of our insatiable desire for on-demand media in bite-size chunks, rather than in-depth analysis to be read at a leisurely pace.

My final contribution to the magazine focuses once again on the 1983 911 SC Targa that I acquired in late 2023. Progress has been slower than hoped and while some major milestones have been chalked up, the car is still far from ready to hit the road. Besides the planned works, there have been a few inevitable nasties along the way. Some are purely age-related, others endemic



of poorly handled maintenance by former custodians.

While we fully expected to uncover some crude repairs under the paintwork towards the rear of the car, what we weren't anticipating was the kind of mind-boggling ineptitude that saw someone 'extend' the door wiring looms (originally for electric mirrors and windows) by needlessly hacking in extra lengths of wire, all of seemingly different lengths. This appears to have been done in a distant project to add central locking to the car (long since removed), but leaving the electric windows binding against the excess bundle of wires on their way up and down the runners.

The body itself is, as anticipated, rust free and solid. Parts that are typically difficult to remove due to the build-up of wet road detritus haven't posed a

problem. A prime example of this was the Targa bar that can be notoriously awkward to remove, with the stud bolts found in the rear wheel arches often shearing off when loosened. No such issue here: the dry, clean areas surrounding them meant access to, and removal of the nuts was easy. Similarly, bumpers, sill trims and body fittings uncoupled with ease, their removal revealing further evidence of the car's dry life on South Africa's High Veld.

With the rear screen out and most of the surrounding interior removed to facilitate a full refurb of the rear end of the car, a fragment of the car's factory spec interior was uncovered. The options listed in the spec within the service book show a beige interior, which was changed to black at some point. The interior strip-down revealed a remnant of beige leatherette from the rear compartment under the screen surround, giving a glimpse of what would have been an interior complementary to the paintwork.

I won't be returning the interior to factory spec, although I do have some plans lined up for a refresh. For now the focus is on finishing the body and getting the car back together. Hopes for a show season debut this year were long since abandoned but with time now on our side, getting the car up to the standard I've envisaged for 2025 is now the objective.

Thanks for reading my monthly column. I've enjoyed writing about running and maintaining my cars, but beyond the life of this magazine, all of us 911 owners will always be Living the Legend.





Kaylen Richardson
Alabama, USA

 @240kar

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

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



I'm happy to announce that I've started work on the longhood suspension updates. I want to discuss some issues I've had. Hopefully I can help you not make some of the same mistakes.

First things first. Did you know that the ball-joint design changed in 1972 for the 911? I believe the 1969 to 1971 model had a pinch-style ball-joint that screwed directly into the strut. The 1972-1989 model had a wedge-style ball-joint retaining pin that went all the way through the strut; the V-shaped cutout in the ball-joint. The earlier U-type is now deemed dangerous by many, according to my research. The remedy is to buy new struts with the newer model spindle. This is an expensive upgrade, but the majority of people argue that it's a lot cheaper than a new 911 if the old ball-joint were to fail.

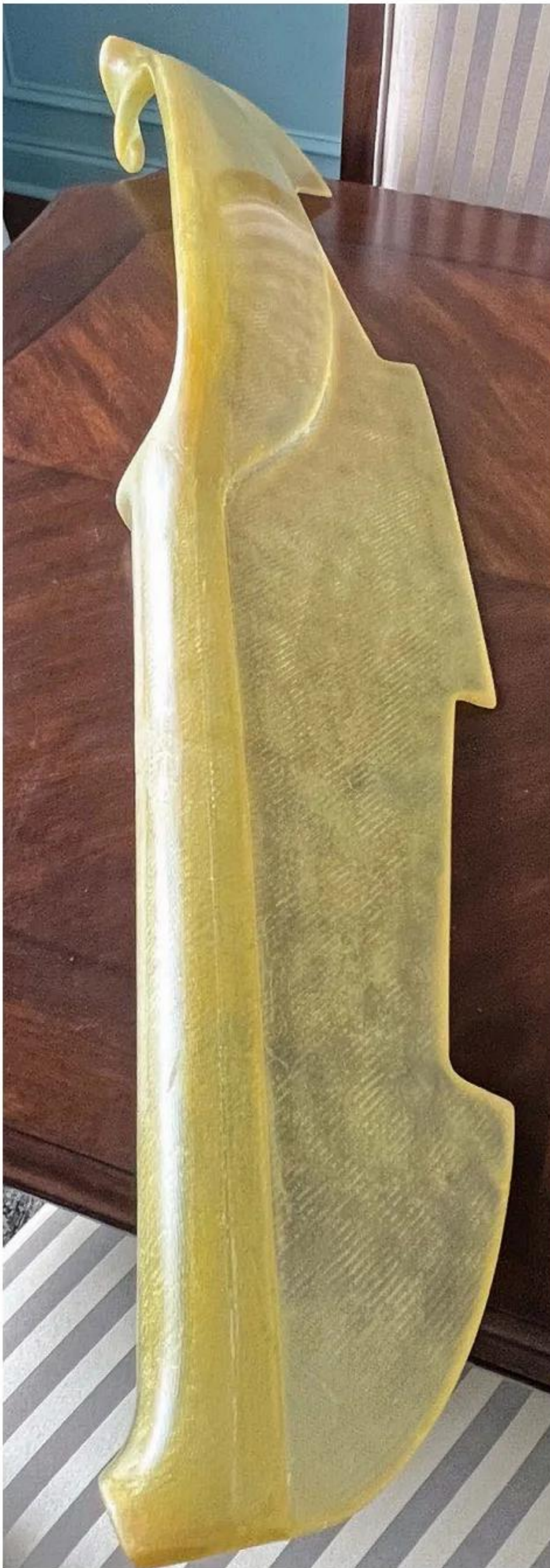
While removing the control arm I learned that my 1970 car had already been upgraded to the newer ball-joint style. Unfortunately, I ordered the wrong style. This halted my work on the front of the car. I moved on to the rear and attempted to remove the spring plates, but was unable to remove the torsion bar from the spring plate. So, knowing I had new parts to install I made a trip to the store and bought an angle grinder. That made quick work of the old parts.

When I got the old parts off I found that the inner flange of the torsion bar was rusted, almost to the point of being nonexistent on the passenger side. This took the wind out of my sails. I contacted some people, who said it would be fine to run it like that. I'm planning on contacting some local shops to see what the damage is to repair the area. I know it's not going to be cheap, but I really love this car and they're not making them any more, right?

I got the new spring plates and torsion bars installed. I guessed the angle, but I won't know how it sits until I receive my new ball-joints. I have a suspicion it's going to be a pain to get them where I need them. I didn't take note of the old angle, but I figured it wouldn't do any good as I upgraded to 29mm bars.

One other surprise was my Amber fibre-glass dash from FSH finally arrived. I'm excited to get that thing installed, but I think it may be a while because I'm pretty sure the front window has to come out. This may be a job to do after it gets back from the body shop.

It's come to my attention that this will be my last article because **Total 911** is closing. I must say it's been an honour and privilege to write these articles and I hope you guys got some entertainment out of my ramblings. So for the last time I must say farewell and as the guys at Overcrest say, take the car!





Phil Farrell
Cheshire, UK

@mlx8pjf

Model 992 GT3
Year 2023
Acquired 2023



It's me again this month. I hope you enjoyed Luke's Flat Six write-up as much as I did. I know he enjoyed writing it for you to read.

It's with a heavy heart that I write this month's final Living the Legend. I've often found myself juggling life commitments to be able to submit something, often late, for the column. But never has it been a chore. Nor, I think, have I ever thought about how much joy it's given me personally until now. Very much a case of you don't appreciate things until they're not there any more.

Since Flat Six I've been to a couple of events that were a real highlight for me, for different reasons. Goodwood Festival of Speed is probably my favourite event of the summer. This year was no exception. I was lucky to get hold of a last-minute parking ticket from Porsche Club GB, which meant I could park right in the middle of the action. Porsche GB had put on its usual superb stand and this year

there was a bit of a focus on the outdoors with various Dakar 911s, beefed-up Cayennes and the Taycan Cross Turismo.

I also enjoyed a new addition to the Tequipment range in a rear awning for the Cayenne and Taycan. While intended to help customers explore the great outdoors in comfort, I thought a better use would be at the race track. Having towed your car down to the track it could be used as a workshop and/or coffee shop, or a place to change when the weather turns inclement. As it was that day at Goodwood.

A few weeks later I went to the Boxengrass event at Bicester. This was a first for me, but wow, what a collection of cars! It was a boiling hot day with a community feel. Very different to FoS, being all Porsche of course, but the standard of car was like nothing I'd seen before. And it gave me the opportunity to get probably my favourite picture of me and my car yet, in a tree-lined entrance to the event. If you've not looked at this event before, please do for next year as

you won't be disappointed. I'll definitely be going as it was a lovely day out with friends to see some one-of-a-kind Porsche. What's not to like?

While I won't get the opportunity to share these with you, in the future I've still got a track day at Spa with the GT3 firmly in my sights. I'll also be taking the car over to the Alps this winter on its inaugural ski trip. For some reason, road-trips and ski holidays are a perfect synergy for me. There's something exciting about engines climbing through snow-filled valleys. And then next year, there are plans to turn the wick up on the annual road trip and venture a little further afield. The car adventures will continue.

As I sign off, I'd like to thank you all for putting up with my motoring ramblings over the past few years, and to all the staff at **Total 911** for providing the platform for us as Living the Legend columnists to share our experiences with like-minded enthusiasts. And finally, to wish them all luck in whatever endeavours lie in wait for them in the future.



Andy Brookes
Poole, UK

 @993andy

 9WERKS Radio

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



The last one – insert sad face! I've read **Total 911** on many a sun lounger over the years. It was always the pick of

the magazines when I've needed to dream of what Porsche I might buy, once the time was right. That dream was finally realised not long after a visit to Bicester Heritage for a small event called Luftgekühlt. Pat Long, Howie Idelson and Jeff Zwart brought their California cool to British shores. In typical British style there was more than a smattering of rain, but that didn't dampen anyone's spirits, and maybe even improved photo opportunities!

That event sparked my Porsche want to new highs and confirmed that I wanted in on an air-cooled car. My wonderful wife agreed to the spend once I told her it would be a good investment. The search began, and an impact bumper, 964 and 993 were on the radar. I landed my red 993, as has been fully documented in my Living the Legend column over the past few years.

How did I make it into the magazine, you may ask? I wanted to get out and drive the 993, so I decided I should find some Porsche friends. I decided to set up a *WhatsApp* group for local enthusiasts to get together – a search on Instagram found my first few victims, and first up was Paul Pressland. I'd seen him in his Martini Turbo at the Sherborne Classic Car Show. I then spied a shot of his Martini sat on a road not far from my house on Instagram and sent him a message. He was in!

I then realised Lee Sibley, the editor of this magazine, was local too. Another Instagram message later and he was also in! We met early one Sunday morning along with Phil Farrell (fellow Living the Legend columnist) to hit the roads of Dorset. Not long after, Phil took a holiday from writing and Lee asked me if I'd like to contribute... hell yeah!

I've really enjoyed documenting my Porsche story here in **Total 911**, but that story isn't over and will continue on 9werks.co.uk along with the 9WERKS Radio podcasts and 9WERKS TV videos that I contribute to.

Fittingly, my sign-off column brings me full circle. As I write this I'm leading a group of 9WERKS 'Driven Not Hidden Collective' members to Copenhagen to attend Luftgekühlt Denmark. The 'DNHC' is a remarkable group of like-minded, kind and considerate people that have each others' backs. I know we'll have a



great weekend filled with good banter, respect and laughter. If you're that sort of person I would implore you to join – the air and water are warm! Find us at patreon.com/9WERKS.

My Porsche story is relatively short, but this magazine and my contribution to 9WERKS has filled those short years with drives of amazing cars, interviewing so many interesting guests and, most importantly, making friends with so

many great people. Thank you, **Total 911**, it's been a blast.

I've been very lucky to have both of my Porsches on the front cover. I will forever cherish the issues. There's something rather special about a magazine front cover, isn't there? I have a feeling print isn't dead quite yet...

The picture here is of my good friend Paul's 1975 Turbo en route to Copenhagen. Fun times await.



James McGrath
Minneapolis, USA

@auto.amateur

Auto Amateur

Curb and Canyon

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



My journey with Porsche 911s started as a young boy and one chapter of it ends with this issue of **Total 911** magazine. I want

to thank Lee Sibley for his passion and his leadership, not to mention his eye for detail and editorial wizardry. But simply, thank you Lee for inviting me to be a part of the **Total 911** experience and this amazing community.

Total 911 was the gateway to my Porsche ownership story. Back in 2017 I happened to be looking over a magazine stand at a bookstore in Minneapolis while my wife was paying for her items. I saw a special bumper edition that put every generation of 911 side by side. If I remember correctly it was a 'buyer's guide' edition. I learned more about the differences between the various 911 generations from that single issue than I had throughout the 38 years of my life. Before that moment in time, I had considered myself a 911 enthusiast. I was blown away.

What's more, so was my wife in a slightly different way when a few weeks later that issue of **Total 911** helped me find my very first Carrera: a 2002 996.2

C4 Cabriolet in mint condition. Seal grey, grey top, 24k miles and just spectacular. Looking back now, compared to my 997, my 991.1, my second 996.2 Coupe and now my current 991.2 – it pales in comparison to all of those. But this one was special because it was my first. Like so many first looks, first tastes, first experiences – they stick with you forever.

So I think it's only fitting for this last column to go back to where it all began. To not only reflect on my journey with my cars, this magazine and the friends I've made or the knowledge I've gained, but to take it back to THE car, my first 911. Thank you Lee – keep doing what you do: leading, inspiring, sharing, bringing people along for the ride. Love you pal.



Maxie Islam
Hertfordshire UK

@maxieislam

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



Recently, I've been seeing quite a few posts on 991 resale values and the notion is that in recent weeks, residual values

appear to have dropped significantly. I did a quick check on values of my own car and the asking prices look to be almost the same as what I paid for it. So, I'm wondering if the GTS is still the model to go for if you want a slowly depreciating asset, as opposed to one that depreciates a little more rapidly?

I think 991 owners (and pretty much most other 911 owners) have been cushioned against free-fall depreciation by the interest shown in this Porsche model more than any other variant the Stuttgart company has manufactured. Certainly more so than most other marques out there. My very limited history of 911 ownership includes buying a 996 Targa in 2007 for £37k and selling it in 2010 for £23k. Three years at almost £5k depreciation per year. Ouch. After part-exchanging the Targa came a Carrera 4S at £46k that was sold in 2017 for £31k, making for a more palatable ownership period of £2.1k depreciation per annum.

I think anyone who bought and sold 996s at the same time as I did would have suffered similar woes unless they happened to be the more performance-orientated variants, such as the GT3 or Turbo S models. I believe I did plenty of research before parting with a significant sum to acquire the present GTS; the parameters I was given by my significantly better half was that it had to have four seats. That statement (command?) alone put paid to my search for a 991.1 GT3, which was coming in on budget. Only time will tell if I made a good economic decision or not.

As for the car itself, I'm afraid there's not much to report. There are no

quibbles for the time being and she's running as sweet as a nut. The handbook that explains the instrumentation is rather detailed and I still haven't mastered all the functions that the vehicle offers. It will be shame that I (alongside my fellow contributing writers) are unable to report further on our machines because this is **Total 911's** final issue.

Thanks to Lee Sibley for his support and allowing me to have a voice in this fantastic publication for my current and previous Carreras, and the collaborations I've had with him and **Total 911**. Thanks to anyone who may have read my columns in the past. Over and out. **911**



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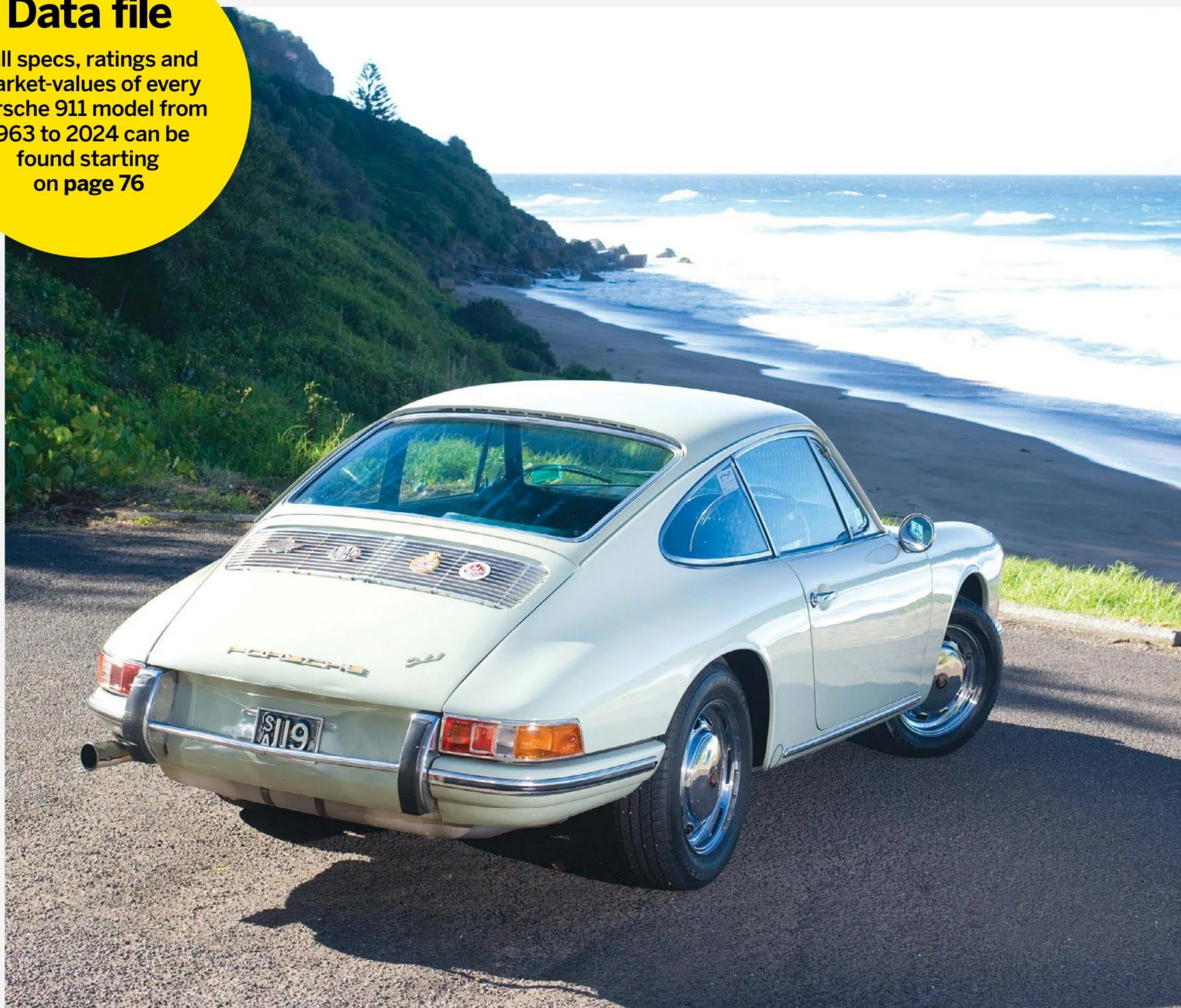
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Data file

Full specs, ratings and market-values of every Porsche 911 model from 1963 to 2024 can be found starting on page 76



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 never. 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 | 1,991cc |
| 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 | 1,991cc |
| 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 @ 6,500rpm |
| 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 | 7.0s (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 | 275Nm @ 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 | 9x15-inch; 235/60/VR15 |



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

| | |
|--------------------|------------------------|
| Production numbers | 2,850 |
| Issue featured | 157 |
| Engine capacity | 2,994cc |
| Compression ratio | 6.5:1 |
| Maximum power | 260hp @ 5,500rpm |
| Maximum torque | 343Nm @ 4,000rpm |
| 0-62mph | 5.5s |
| 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 |



(I series) ★★★★★
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 Cali cars) |
| Issue featured | 116 |
| Engine capacity | 3,299cc |
| Compression ratio | 70:1 |
| 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 | 7x16-inch; 205/55/VR16 |
| R | 8x16-inch; 225/50/VR16 |

▼ (A series) ★★★★★
911S 1968



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

| | |
|--------------------|-------------------------|
| Production numbers | 4,015 |
| Issue featured | 148 |
| Engine capacity | 1,991cc |
| Compression ratio | 9.8:1 |
| Maximum power | 160hp @ 6,600rpm |
| Maximum torque | 179Nm @ 5,200rpm |
| 0-62mph | 8.0s |
| 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) ★★★★★
911L 1968



In 1967, the 911 was updated and the range expanded: the 911L (Lux) was standard and sat alongside the high-performance 911S and 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 |
| 0-62mph | 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 | 6,318 |
| Issue featured | 127 |
| Engine capacity | 1,991cc |
| Compression ratio | 8.6:1 |
| Maximum power | 110hp @ 5,800rpm |
| Maximum torque | 156Nm @ 4,200rpm |
| 0-62mph | 8.8s (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 | 175Nm @ 4,500rpm |
| 0-62mph | 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 | 2,106 |
| Issue featured | n/a |
| Engine capacity | 1,991cc |
| Compression ratio | 9.1:1 |
| Maximum power | 170hp @ 6,800rpm |
| Maximum torque | 183Nm @ 5,500rpm |
| 0-62mph | 7.0s (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 |
| 0-62mph | 7.0s |
| Top speed | 137mph |
| Length | 4,163mm |
| Width | 1,610mm |
| Weight | 1,020kg |
| Wheels & tyres | |
| F | 6x15-inch; 185HR |
| R | 6x15-inch; 185HR |

▼ (E series) ★★★★★
911E 1972



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

| | |
|--------------------|------------------|
| Production numbers | 4,406 |
| Issue featured | 117 |
| Engine capacity | 2,341cc |
| Compression ratio | 8.0:1 |
| Maximum power | 165hp @ 6,200rpm |
| Maximum torque | 206Nm @ 4,500rpm |
| 0-62mph | 7.5s |
| 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 carburettors led to the relatively lower power output of 130bhp, despite the new 2,341cc engine size.

| | |
|--------------------|--------------------|
| Production numbers | 16,933 |
| Issue featured | 107 |
| Engine capacity | 2,341cc |
| Compression ratio | 7.5:1 |
| Maximum power | 130hp @ 5,600rpm |
| Maximum torque | 197Nm @ 4,000rpm |
| 0-62mph | 7.6s |
| 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 oil filler 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 @ 5,200rpm |
| 0-62mph | 6.6s |
| Top speed | 140mph |
| Length | 4,163mm |
| Width | 1,610mm |
| Weight | 1,077kg |
| Wheels & tyres | |
| F | 6x15-inch; 185/70/R15 |
| R | 6x15-inch; 185/70/R15 |

● (F series) ★★★★★
Carrera 2.7 RS 1973



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

| | |
|--------------------|-----------------------|
| Production numbers | 1,590 |
| Issue featured | 145 |
| Engine capacity | 2,687cc |
| Compression ratio | 8.5:1 |
| Maximum power | 210hp @ 6,300rpm |
| Maximum torque | 255Nm @ 5,100rpm |
| 0-62mph | 5.8s |
| 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.

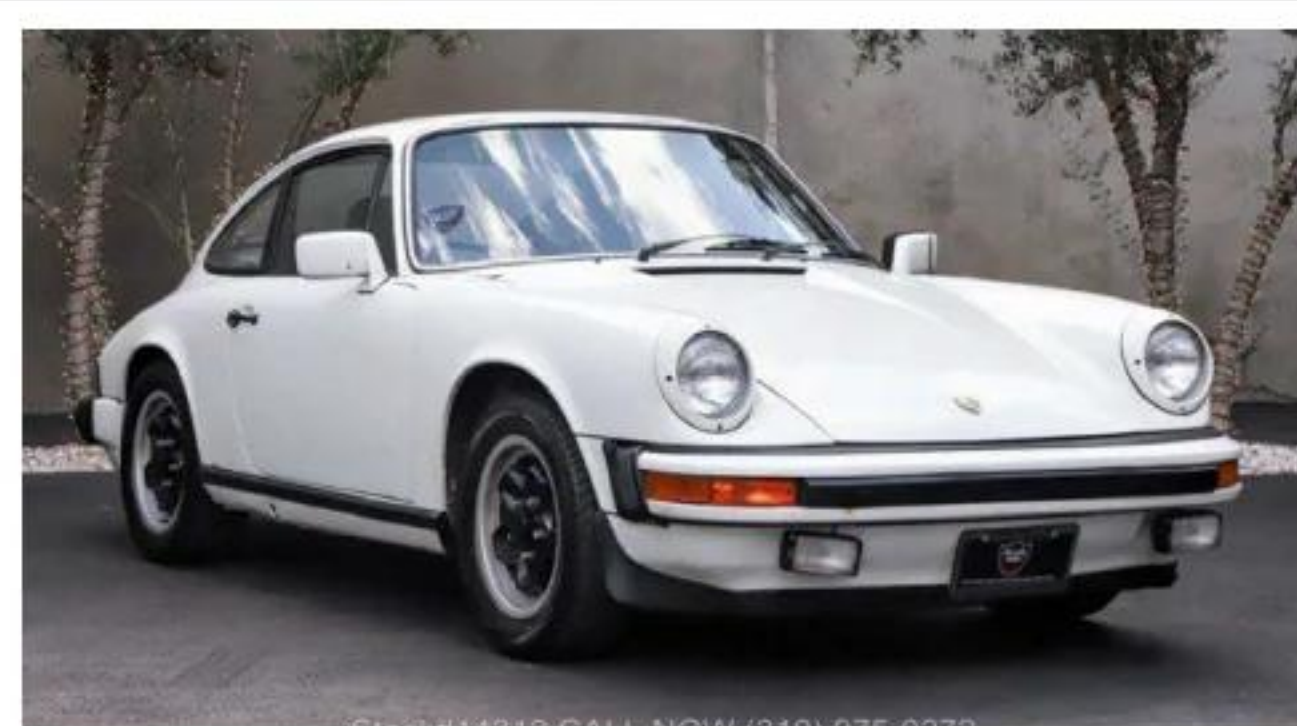
| | |
|--------------------|----------------------|
| Production numbers | 4,406 |
| Issue featured | 144 |
| Engine capacity | 2,341cc |
| Compression ratio | 8.0:1 |
| Maximum power | 165hp @ 6,200rpm |
| Maximum torque | 206Nm @ 4,500rpm |
| 0-62mph | 7.5s |
| Top speed | 137mph |
| Length | 4,163mm |
| Width | 1,610mm |
| Weight | 1,077kg |
| Wheels & tyres | |
| F | 6x15-inch ATS; 185HR |
| R | 6x15-inch ATS; 185HR |

▼ (F series) ★★★★★
911S 1973



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

| | |
|--------------------|-----------------------|
| Production numbers | 5,054 |
| Issue featured | 120 |
| Engine capacity | 2,341cc |
| Compression ratio | 8.5:1 |
| Maximum power | 193hp @ 6,500rpm |
| Maximum torque | 211Nm @ 5,200rpm |
| 0-62mph | 6.6s |
| 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 | 8.0:1 |
| Maximum power | 150hp @ 5,700rpm (165bhp from '76) |
| Maximum torque | 235Nm @ 3,800rpm (4,000 from '76) |
| 0-62mph | 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 |
| 0-62mph | 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



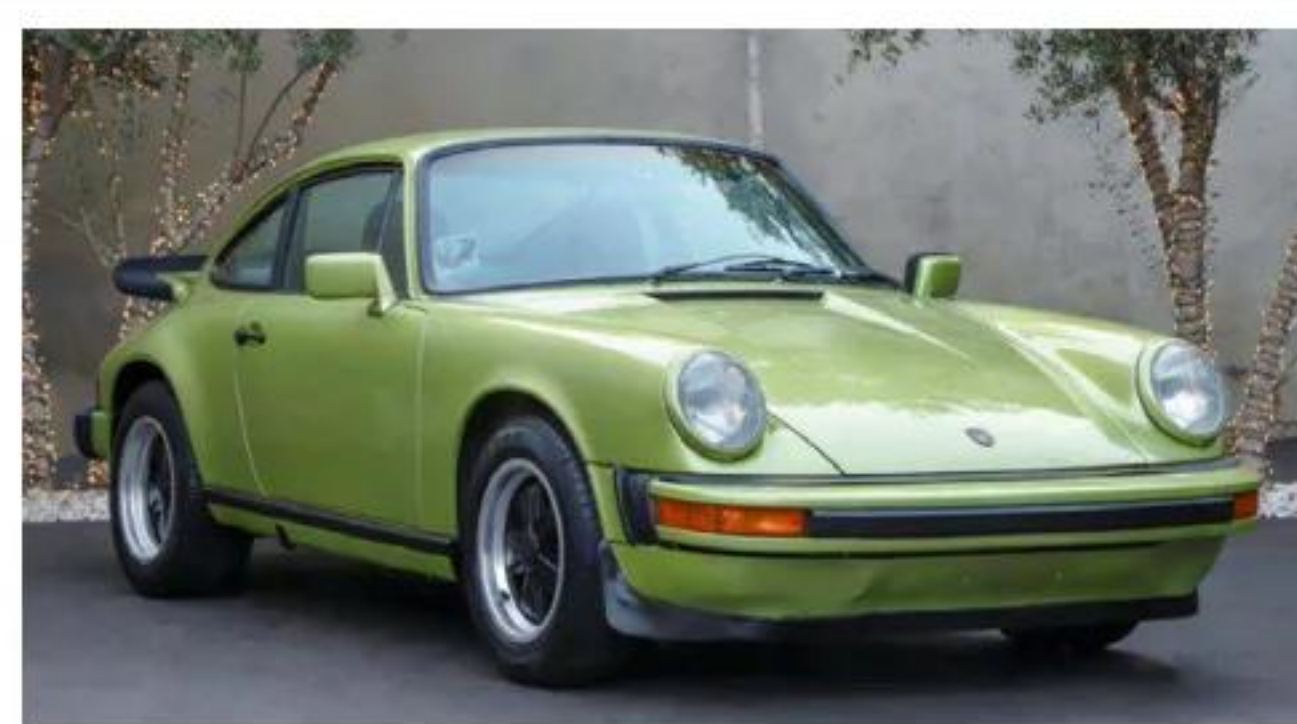
From 1974, Carrera name was given to range-topping 911. Essentially the same engine as previous year's RS for all markets except USA. Whaletail available from 1975.

| | |
|--------------------|------------------|
| Production numbers | 1,667 |
| Issue featured | 134 |
| Engine capacity | 2,687cc |
| Compression ratio | 8.5:1 |
| Maximum power | 210hp @ 6,300rpm |
| Maximum torque | 255Nm @ 5,100rpm |
| 0-62mph | 6.3s |
| 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 |
| 0-62mph | 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 |



▲ ★★★★★
911 SC 1978-1983
From 1978, the SC was the only normally aspirated 911. Developed from the Carrera 3.0, but produced less power. Upgraded Sport options.

| | |
|--------------------|--|
| Production numbers | 60,740 |
| Issue featured | 156 |
| Engine capacity | 2,994cc |
| Compression ratio | 8.5:1/8.6:1/9.8:1 |
| Maximum power | 180/188/204hp @ 5,500rpm |
| Maximum torque | 265/265/267Nm |
| 0-62mph | 6.5s |
| Top speed | 141/146mph |
| Length | 4,291mm |
| Width | 1,652mm |
| Weight | 1,160kg (1978) |
| Wheels & tyres | F 6x15-inch; 185/70/VR15 R 7x15-inch; 215/60/VR15 |

● ★★★★★
SC RS 1984



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

| | |
|--------------------|------------------------|
| Production numbers | 21 |
| Issue featured | 158 |
| Engine capacity | 2,994cc |
| Compression ratio | 10.3:1 |
| Maximum power | 255hp @ 7,000rpm |
| Maximum torque | 250Nm @ 6,500rpm |
| 0-62mph | 4.9s |
| 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 | 231hp @ 5,900rpm |
| Maximum torque | 284Nm @ 4,800rpm |
| 0-62mph | 5.6s |
| Top speed | 152mph |
| Length | 4,291mm |
| Width | 1,652mm |
| Weight | 1,210kg |
| Wheels & tyres | |
| F | 7x15-inch; 195/65/VR15 |
| R | 8x15-inch; 215/60/VR15 (16" for '89) |

● ★★★★★
959 1986-1988



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

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

● ★★★★★
930 SE 1986-1989



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

| | |
|--------------------|------------------------|
| Production numbers | 50 (UK only) |
| Issue featured | 146 |
| Engine capacity | 3,299cc |
| Compression ratio | 7.0:1 |
| Maximum power | 330hp @ 5,500rpm |
| Maximum torque | 432Nm @ 4,000rpm |
| 0-62mph | 4.6s |
| 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 |

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 updated 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; 205/45/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 | 3,299cc |
| Compression ratio | 70:1 |
| 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.

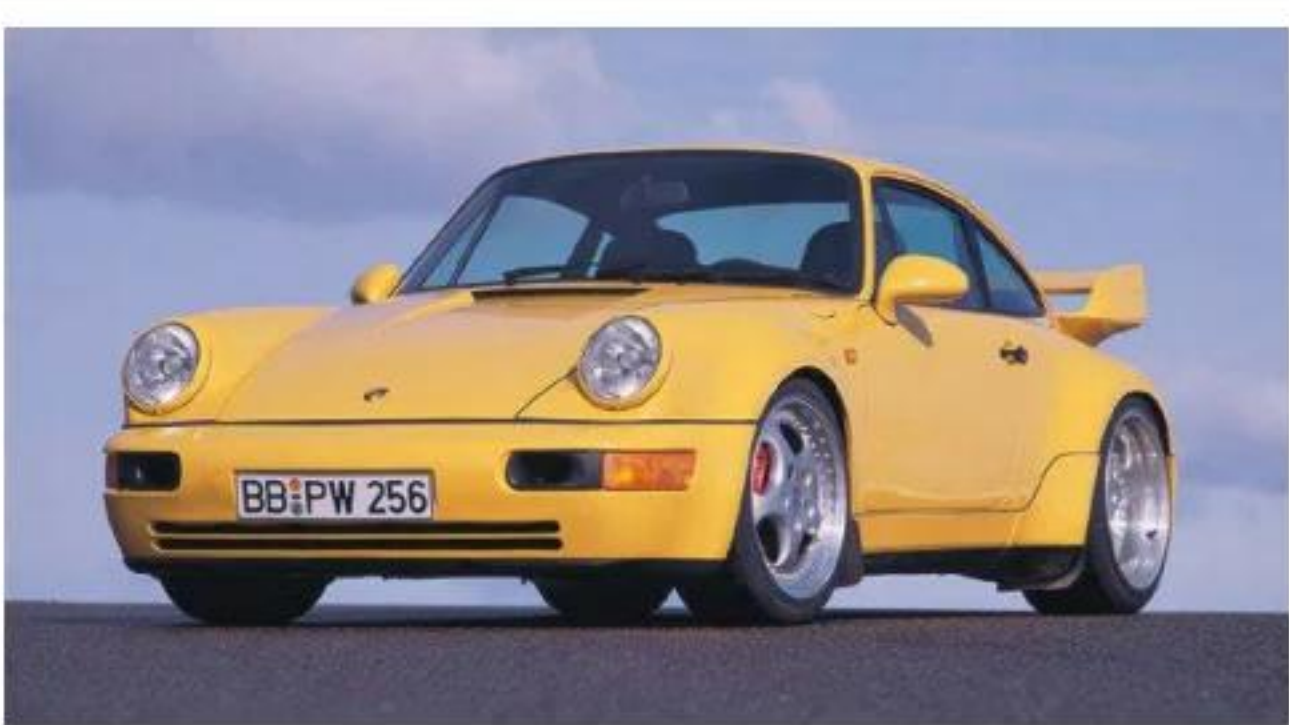
| | |
|--------------------|------------------------|
| Production numbers | 13,353 (Coupe) |
| Issue featured | 111 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.3:1 |
| Maximum power | 250hp @ 6,100rpm |
| Maximum torque | 310Nm @ 4,800rpm |
| 0-62mph | 5.7s |
| Top speed | 162mph |
| Length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

964 Carrera 2 1990-1993



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

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



964 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/ZR18 |
| R | 11x18-inch; 285/35/ZR18 |



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/ZR17 |
| R | 8x17-inch; 255/40/ZR17 |



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; 205/50/17 |
| R | 9x17-inch; 255/40/17 |

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.

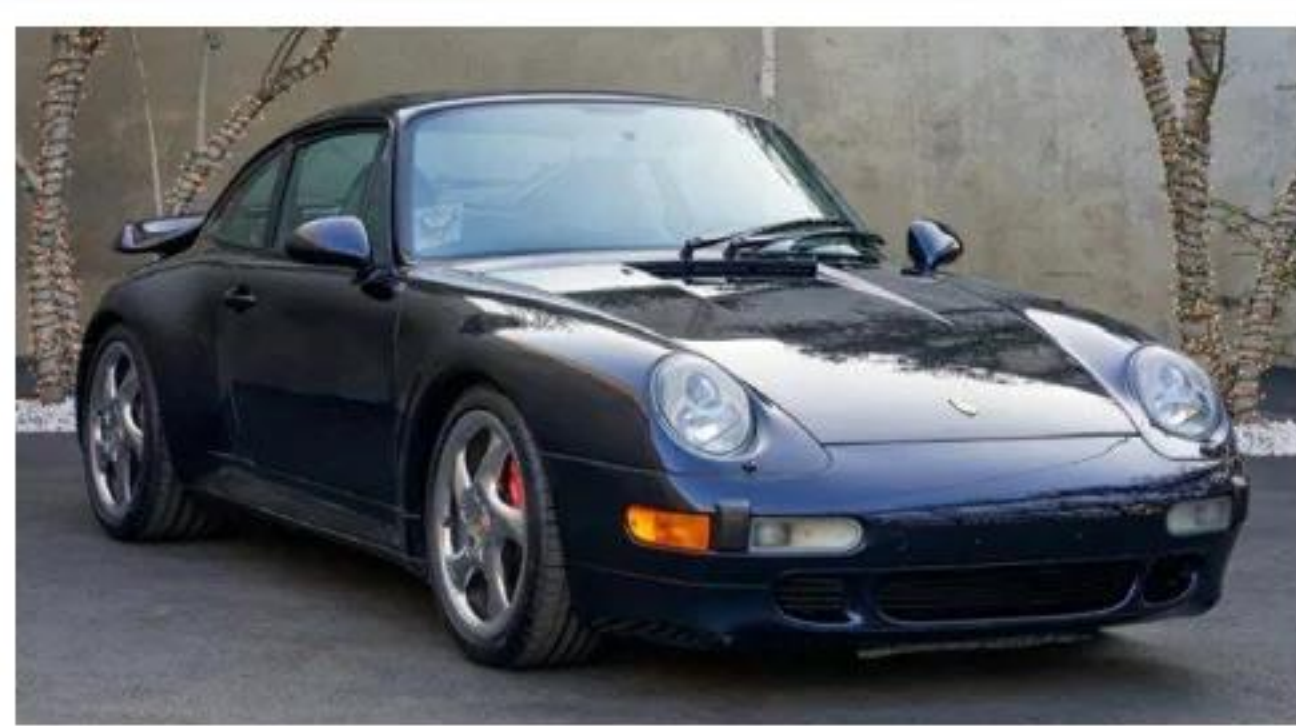
| | |
|--------------------|------------------------|
| Production numbers | 936 |
| Issue featured | 128 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.3:1 |
| Maximum power | 250hp @ 6,100rpm |
| Maximum torque | 310Nm @ 4,800rpm |
| 0-62mph | 5.5s |
| Top speed | 161mph |
| Length | 4,250mm |
| Width | 1,652mm |
| Weight | 1,340kg |
| Wheels & tyres | |
| F | 7x17-inch; 205/50/ZR17 |
| R | 9x17-inch; 255/40/ZR17 |

993 Carrera RS 1995-1996



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

| | |
|--------------------|------------------------|
| Production numbers | 1,014 |
| Issue featured | 119 |
| Engine capacity | 3,746cc |
| Compression ratio | 11.5:1 |
| Maximum power | 300hp @ 6,000rpm |
| Maximum torque | 355Nm @ 5,400rpm |
| 0-62mph | 5.0s |
| 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'.

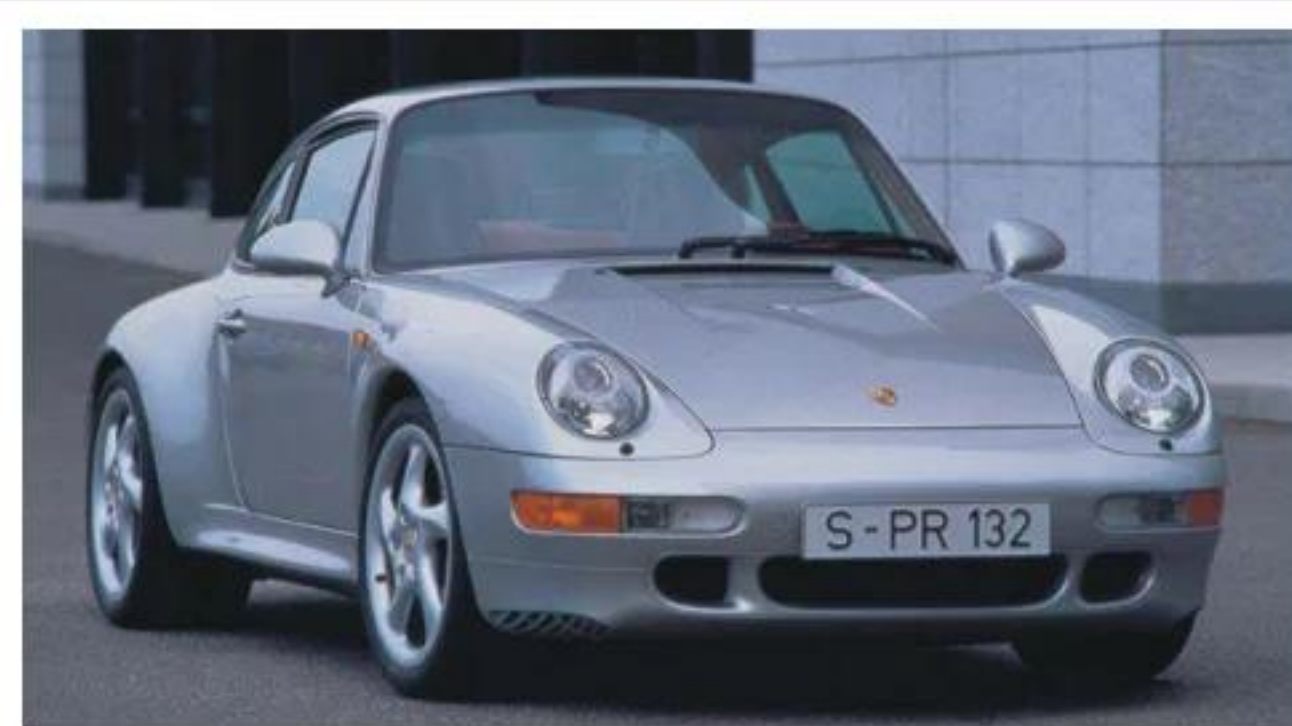
| | |
|--------------------|-------------------------|
| Production numbers | 5,937 |
| Issue featured | 147 |
| Engine capacity | 3,600cc |
| Compression ratio | 8.0:1 |
| Maximum power | 408hp @ 5,750rpm |
| Maximum torque | 540Nm @ 4,500rpm |
| 0-62mph | 4.3s |
| Top speed | 180mph |
| Length | 4,245mm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



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/ZR18 |
| R | 10x18-inch; 285/30/ZR18 |



993 Carrera S 1997-1998

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

| | |
|--------------------|-------------------------|
| Production numbers | 3,714 |
| Issue featured | 118 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.3:1 |
| Maximum power | 285hp @ 6,100rpm |
| Maximum torque | 340Nm @ 5,250rpm |
| 0-62mph | 5.4s |
| Top speed | 168mph |
| Length | 4,245mm |
| Width | 1,795mm |
| Weight | 1,450kg |
| Wheels & tyres | |
| F | 8x18-inch; 225/40/ZR18 |
| R | 10x18-inch; 285/30/ZR18 |



996 Turbo 2001-2005

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

| | |
|--------------------|------------------------|
| Production numbers | 20,499 |
| Issue featured | 152 |
| Engine capacity | 3,600cc |
| Compression ratio | 9.4:1 |
| Maximum power | 420hp @ 6,000rpm |
| Maximum torque | 560Nm @ 2,700-4,600rpm |
| 0-62mph | 4.2s |
| Top speed | 189mph |
| Length | 4,435mm |
| Width | 1,830mm |
| Weight | 1,540kg |
| Wheels & tyres | |
| F | 8x18-inch; 225/40/R18 |
| R | 11x18-inch; 295/30/R18 |



996 Carrera 4S 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/R18 |
| R | 11x18-inch; 295/30/R18 |

996 GT2 2002-04



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

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



996.2 C2 2002-2004

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

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



★★★★★
**964 C4
Lightweight 1991**

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

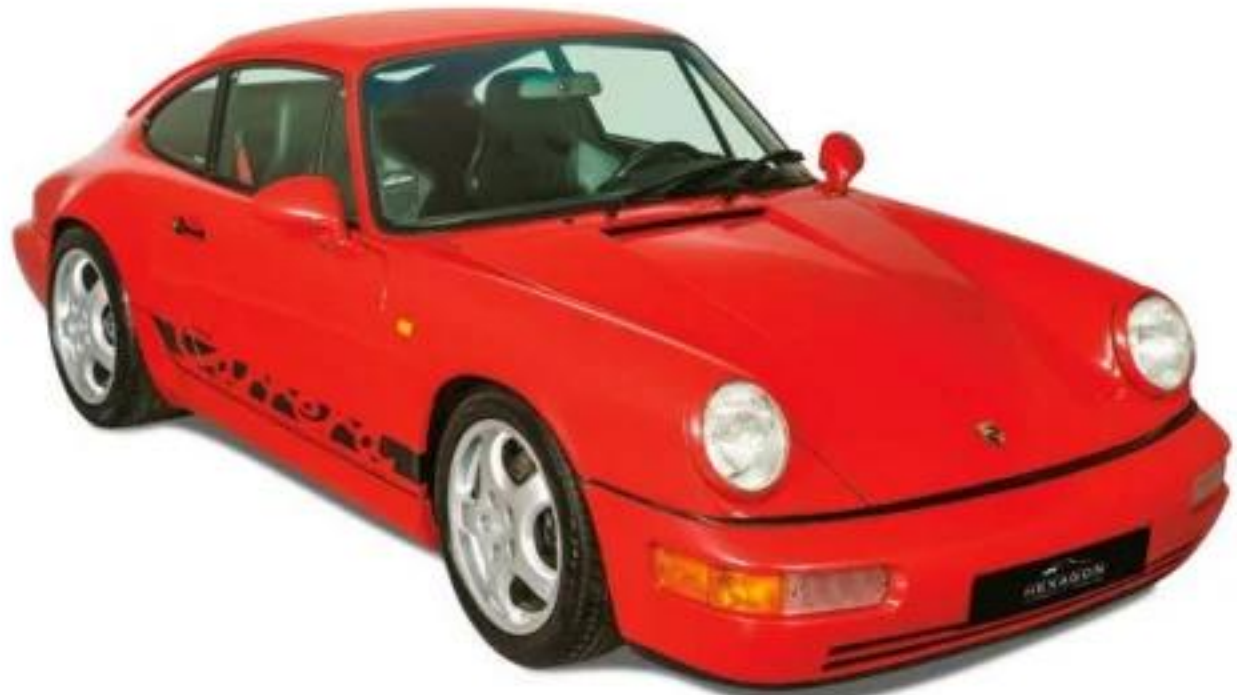
| | |
|--------------------|------------------------|
| Production numbers | 22 |
| Issue featured | 131 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.3:1 |
| Maximum power | 265hp @ 6,720rpm |
| Maximum torque | 304Nm @ 6,720rpm |
| 0-62mph | 4.5s |
| Top speed | 125mph |
| Length | 4,275mm |
| 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 bodysell, extended arches and 'teatray' wing. The engine was essentially the 3.3-litre unit from the previous model, but updated.

| | |
|--------------------|------------------------|
| Production numbers | 3,660 |
| Issue featured | 160 |
| Engine capacity | 3,299cc |
| Compression ratio | 70:1 |
| Maximum power | 320hp @ 5,750rpm |
| Maximum torque | 450Nm @ 4,500rpm |
| 0-62mph | 5.4s |
| 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 updated, 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.

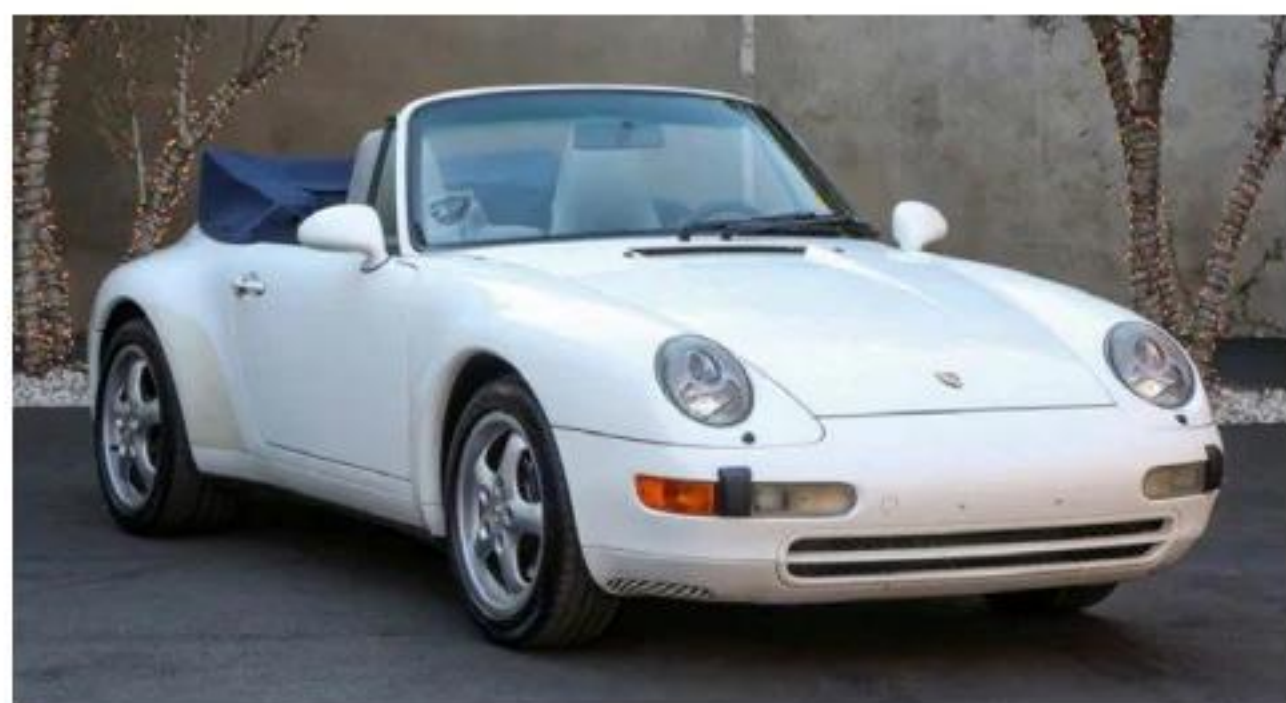
| | |
|--------------------|-------------------------|
| Production numbers | 81 |
| Issue featured | 108 |
| Engine capacity | 3,299cc |
| Compression ratio | 70:1 |
| Maximum power | 381hp @ 6,000rpm |
| Maximum torque | 490Nm @ 4,800rpm |
| 0-62mph | 4.6s |
| Top speed | 180mph |
| Length | 4,250mm |
| 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 calipers. 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 | 80:1 |
| 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; 205/50/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 | 80:1 |
| 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/R18 |
| R | 10x18-inch; 285/30/R18 |



★★★★★
**996.1 Carrera
1998-2001**

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

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



★★★★★
**996.1 C4
1998-2001**

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.

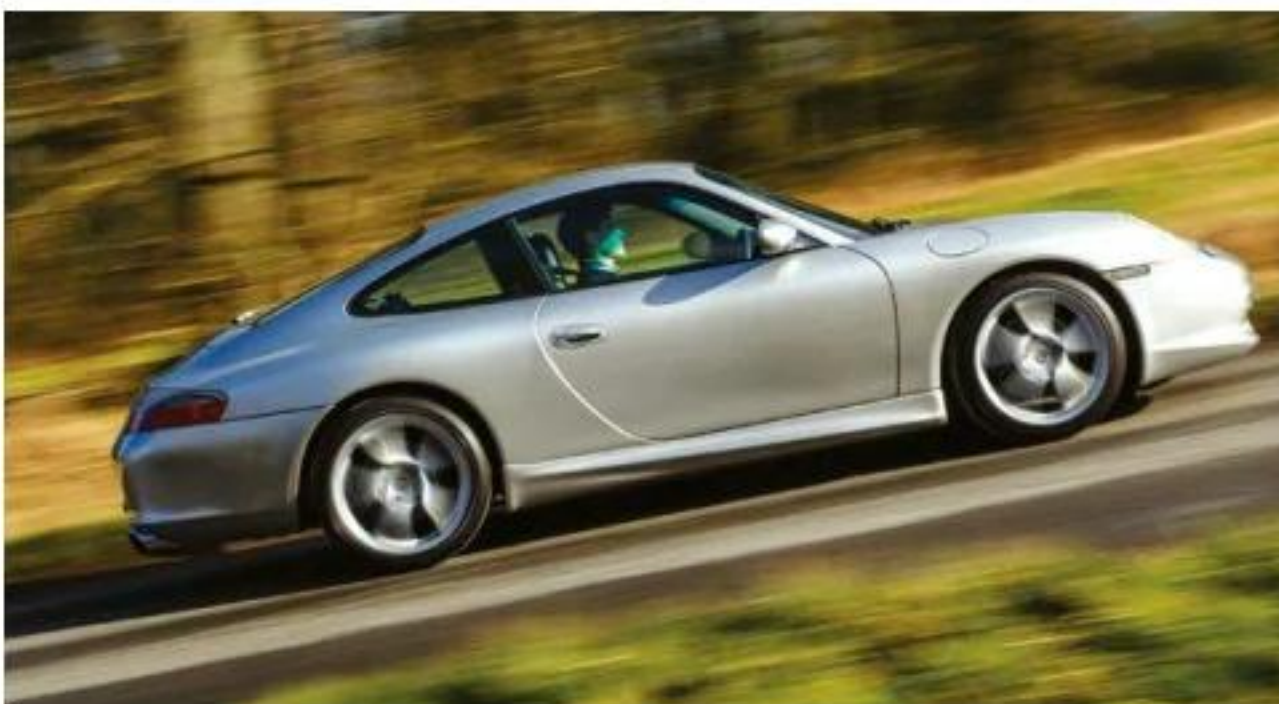
| | |
|--------------------|-----------------------|
| Production numbers | 22,054 |
| Issue featured | 111 |
| Engine capacity | 3,387cc |
| Compression ratio | 11.3:1 |
| Maximum power | 300hp @ 6,800rpm |
| Maximum torque | 350Nm @ 4,600rpm |
| 0-62mph | 5.2s |
| Top speed | 174mph |
| Length | 4,430mm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



★★★★★
**996.1 GT3
1998-2000**

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

| | |
|--------------------|------------------------|
| Production numbers | 1,886 |
| Issue featured | 117 |
| Engine capacity | 3,600cc |
| Compression ratio | 11.7:1 |
| Maximum power | 360hp @ 7,200rpm |
| Maximum torque | 370Nm @ 5,000rpm |
| 0-62mph | 4.8s |
| Top speed | 188mph |
| Length | 4,430mm |
| Width | 1,765mm |
| Weight | 1,350kg |
| Wheels & tyres | |
| F | 8x18-inch; 225/40/R18 |
| R | 10x18-inch; 285/30/R18 |



★★★★★
**996.2 C4
2002-2004**

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

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



Painted in 'Carrera GT' GT silver, and included a Turbo front bumper and polished Carrera wheels. Powerkit, -10mm 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 @ 4,800rpm |
| 0-62mph | 4.9s |
| Top speed | 175mph |
| Length | 4,430mm |
| Width | 1,770mm |
| Weight | 1,370kg |
| Wheels & tyres | |
| F | 8x18-inch; 225/40/R18 |
| R | 10x18-inch; 285/30/R18 |



★★★★★
**996.2 GT3
2003-2005**

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

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



★★★★★
**996 GT3 RS
2004-2005**

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

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

Sales debate

What does the future hold for the used 911 market?



Before we tackle this month's question, it's good to get an overview of what the market has been like in 2024. We spoke with Porsche specialist Paul Stephens: "The car market as a whole has suffered a little bit this year. There will always be rare and collectible cars that shine, commanding a premium because of that rarity. You can still get any air-cooled 911 for sub-£50k, but it will be a Cab or a Targa." Within air-cooled, 80s and 90s cars are hot news, he reports, but interest is waning in 70s metal.

For 911s that the average person can enjoy, Paragon's Jason Shepherd and Jamie Tyler highlight the water-cooled cars. "996s are becoming more appealing to the market, as people view them with fresh eyes, but wanting a car with a 'real driving' experience, not just 'fast'," says Tyler. The GT3 is undervalued, and has potential for growth, they both reckon. Paragon's experts highlight the 997.1, in top form, as becoming few and far between, although note that the same issue is starting to happen with the 997.2.

Stephens concurs on the market's acceptance of water-cooled, pointing out that the 997.2, particularly in manual, will be a car to covet. "The 997.2 still feels small and analogue – although the same can be said of the 996 and all 997s." All our experts note that many examples require increasing amounts of reconditioning. The advice is to buy a good manual example of those, then look after it.

Of the future, Stephens says much hangs on what Porsche does with the 911. The more electrification or hybridisation, the greater the demand will be for the last-of-the-line petrol models, he says. "Later cars offer prodigious performance, but that performance can't be accessed easily. In contrast, a late 997/991 will always be a great 911, offering useable performance, but with a slightly analogue feeling," he reasons. "Longer term, people will crave that more and more." Paragon's experts highlight anything Metzger will always retain strong values, "and can only go one way," says Tyler.

One perhaps unusual change Stephens foresees is that the 996 Tiptronic will experience a run in the future. New drivers, or EV drivers mean auto-only cars; the appeal of an affordable, analogue, period automatic 911 will be a car for them. As for restomods? Stephens thinks they may be on the turn. 'We're 20 years on now, and customers want to restore or upgrade a 964, 993 or even a 997, rather than straight-out modify. That looks here to stay," he concludes.



996 Turbo S 2004-2005

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

| | |
|--------------------|------------------------|
| Production numbers | 1,563 |
| Issue featured | 132 |
| Engine capacity | 3,600cc |
| Compression ratio | 94:1 |
| Maximum power | 450hp @ 5,700rpm |
| Maximum torque | 620Nm @ 3,500-4,500rpm |
| 0-60mph | 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 |

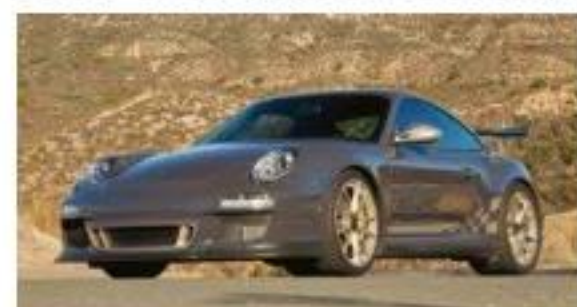


997.1 GT3 RS 2006-2007

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

| | |
|--------------------|--------------------------|
| Production numbers | 1,106 |
| Issue featured | 156 |
| Engine capacity | 3,600cc |
| Compression ratio | 12.0:1 |
| Maximum power | 415hp @ 7,600rpm |
| Maximum torque | 405Nm @ 5,500rpm |
| 0-62mph | 4.2s |
| Top speed | 194mph |
| Length | 4,460mm |
| Width | 1,808mm |
| Weight | 1,375kg |
| Wheels & tyres | |
| F | 8.5x19-inch; 235/35/ZR19 |
| R | 12x19-inch; 305/30/ZR19 |

997.2 GT3 RS 2009-2012



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

| | |
|--------------------|-------------------------|
| Production numbers | 1,500 |
| Issue featured | 125 |
| Engine capacity | 3,800cc |
| Compression ratio | 12.2:1 |
| Maximum power | 450hp @ 7,900rpm |
| Maximum torque | 430Nm @ 6,750rpm |
| 0-62mph | 4.0s |
| 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 |



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 | 1,585kg |
| Wheels & tyres | |
| F | 8.5x19-inch; 235/35/ZR19 |
| R | 11x19-inch; 305/30/ZR19 |



997.1 Carrera 2004-2008

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

| | |
|--------------------|------------------------|
| Production numbers | 25,788 |
| Issue featured | 112 |
| Engine capacity | 3,596cc |
| Compression ratio | 11.3:1 |
| Maximum power | 325hp @ 6,800rpm |
| Maximum torque | 370Nm @ 4,250rpm |
| 0-62mph | 5.0s |
| 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 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 |

997 Sport Classic 2010



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

| | |
|--------------------|--------------------------|
| Production numbers | 250 |
| Issue featured | 146 |
| Engine capacity | 3,800cc |
| Compression ratio | 12.5:1 |
| Maximum power | 408hp @ 7,300rpm |
| Maximum torque | 420Nm @ 4,200-5,600rpm |
| 0-62mph | 4.6s |
| 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 |



991.1 Carrera 2011-2015

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

| | |
|--------------------|--------------------------|
| Production numbers | Unknown |
| Issue featured | 137 |
| Engine capacity | 3,436cc |
| Compression ratio | 12.5:1 |
| Maximum power | 350hp @ 7,400rpm |
| Maximum torque | 390Nm @ 5,600rpm |
| 0-62mph | 4.8s |
| 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; 285/35/ZR19 |



★★★★★
997.1 Carrera S
2004-2008

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

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

★★★★★
997.1 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.

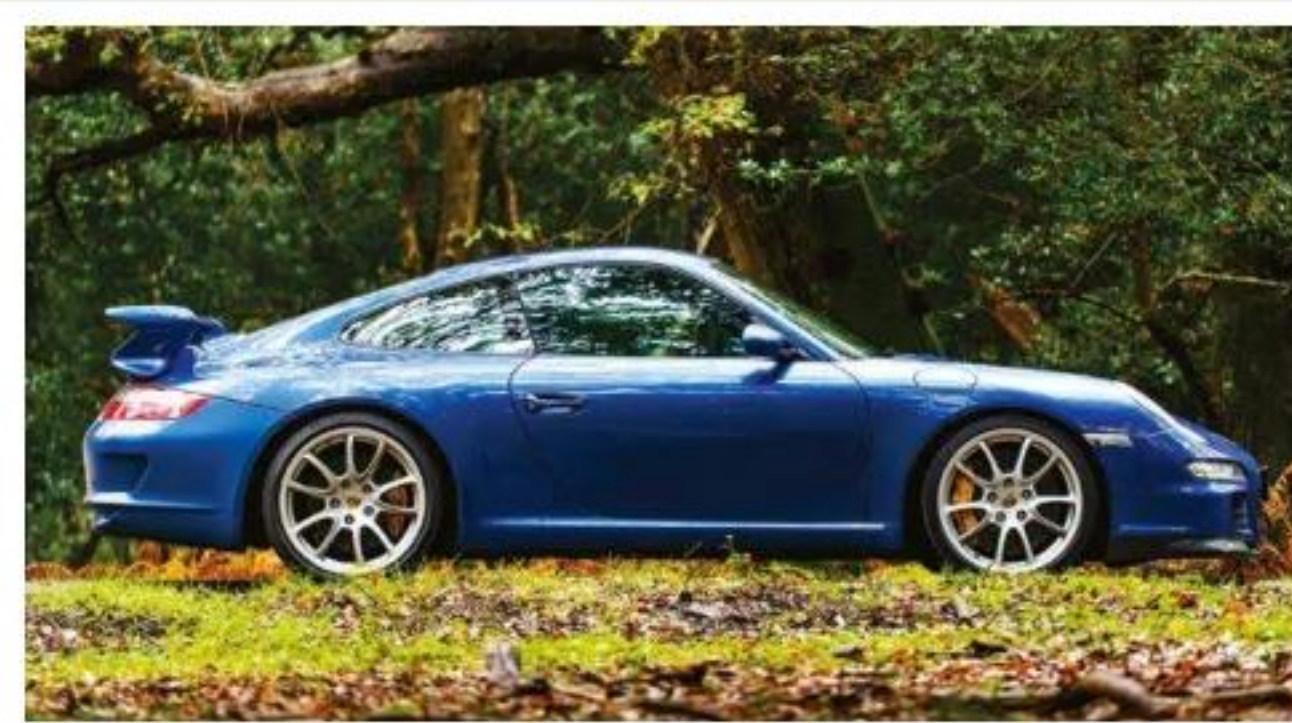
| | |
|--------------------|------------------------|
| Production numbers | 30,973 |
| Issue featured | 111 |
| Engine capacity | 3,824cc |
| Compression ratio | 11.8:1 |
| Maximum power | 355hp @ 6,600rpm |
| Maximum torque | 400Nm @ 4,600rpm |
| 0-62mph | 4.8s |
| Top speed | 179mph |
| Length | 4,427mm |
| 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.

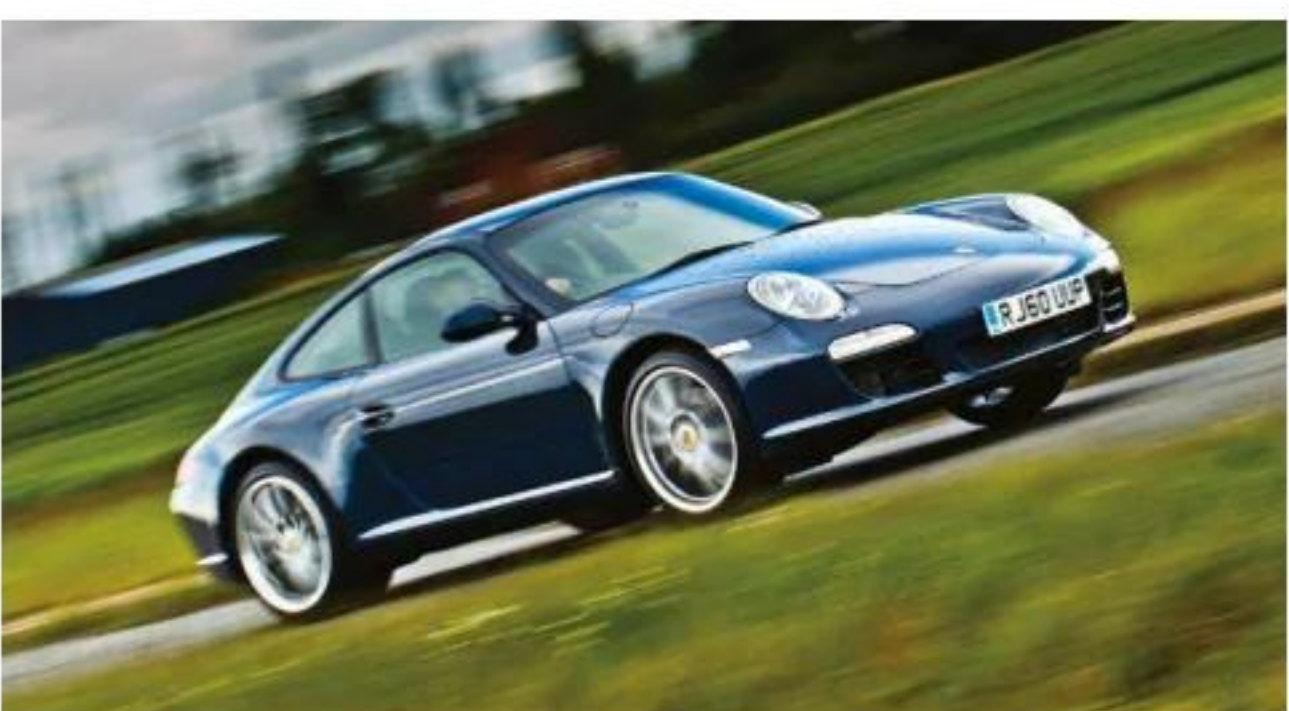
| | |
|--------------------|-------------------------|
| Production numbers | 19,201 |
| Issue featured | 159 |
| Engine capacity | 3,600cc |
| Compression ratio | 9.8:1 |
| Maximum power | 480hp @ 6,000rpm |
| Maximum torque | 620Nm @ 1,950-5,000rpm |
| 0-62mph | 3.9s |
| Top speed | 193mph |
| Length | 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 @ 7,600rpm |
| 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 | 8x18-inch; 235/40/ZR18 |
| R | 10.5x18-inch; 265/40/ZR18 |

★★★★★
997.2 Carrera S 2008-12



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

| | |
|--------------------|-------------------------|
| Production numbers | 15,000 |
| Issue featured | 61 |
| Engine capacity | 3,800cc |
| Compression ratio | 12.5:1 |
| Maximum power | 385hp @ 6,500rpm |
| Maximum torque | 420Nm @ 4,400rpm |
| 0-62mph | 4.7s |
| 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 | 8.5x19-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 | 9x19-inch; 245/35/ZR19 |
| R | 12x19-inch; 325/30/ZR19 |

★★★★★
997 C2 GTS 2010-2012



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

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

★★★★★
997 C4 GTS 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 | 188.9mph |
| Length | 4,491mm |
| Width | 1,808mm |
| Weight | 1,395kg |
| Wheels & tyres | |
| F | 8.5x20-inch; 245/35/ZR20 |
| R | 11x20-inch; 295/30/ZR20 |

★★★★★
991.1 Carrera 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 | 4,491mm |
| Width | 1,852mm |
| Weight | 1,445kg |
| Wheels & tyres | |
| F | 8.5x20-inch; 245/35/ZR20 |
| R | 11x20-inch; 305/30/ZR20 |



★★★★★
991.1 GT3
2013-2015

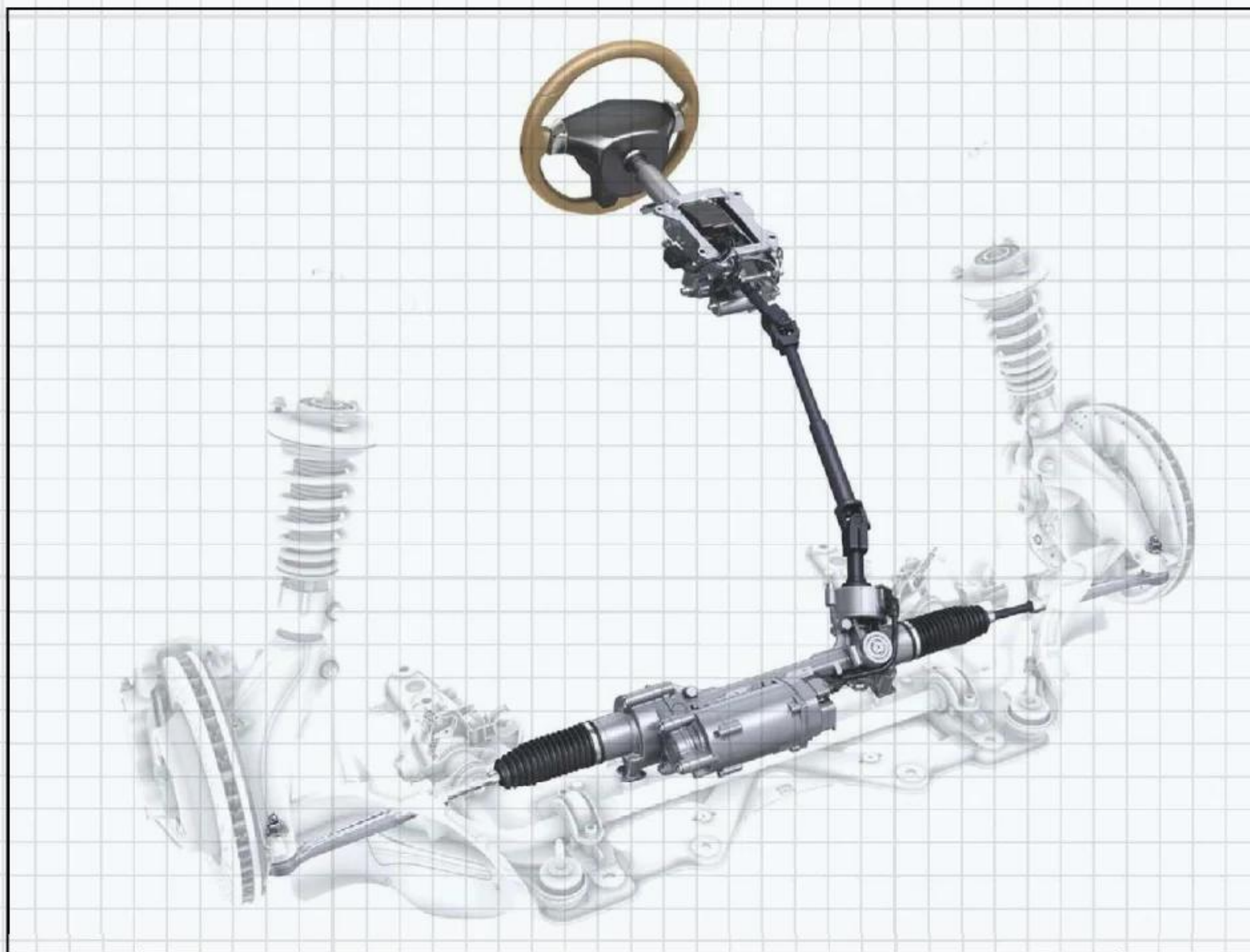
Wide body from 991 Carrera 4 was used for the first time. Mezger engine from previous GT3s replaced with revamped DFI version of Carrera S engine. PDK only.

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

Technology explained

089 EPAS

Electronic Power Assisted Steering has been present on the 911 for 12 years, but how does it work?



Introduced in the 991 model 911 in 2012, Electronic Power Assisted Steering (EPAS) replaced the conventional hydraulic power-assisted system used since 1989 in the 964. Rather than employ hydraulic fluid – requiring an engine-driven pump, fluid lines and fluid – EPAS uses electricity to power a motor fitted above the steering rack. Turn the steering wheel and the motor kicks in to help push the steering the same way.

Developed in partnership with German engineering firm ZF, EPAS is a simpler, cheaper system for the 911 compared with a hydraulic system. With no engine-driven pump, nor fluid-filled lines around the car, there's less to maintain over the life of the 911. With the introduction of stop-start technology, unlike the hydraulic design (which doesn't work unless the engine is turning), EPAS works whether the engine's on or off. Furthermore, having worked out the technology, the system can be utilised on other models, individually tuned to suit each vehicle.

Conventional EPAS systems are engineered around the steering wheel input. Porsche did the opposite, instead working from the wheels up. To do this, the 911's stability control sensors detects numerous factors including steering angle and yaw rate. This data is then used to calculate and vary the level of assistance needed, so the steering wheel gives the required feel under any condition.

EPAS inherently has greater friction because it has more moving parts. Because more parts have to be moved, the finest steering details can be masked at the steering wheel. The system filters out high-level feedback frequencies, instead creating a 'feel' artificially. It balances smoothness (or numbness) with the tactile quality we associate with earlier 911s. The difference with Porsche's EPAS system is the way the engineers have set it up to transmit details such as road texture and over- or understeer, so the driver retains a level of feel, rather than a straight level of assistance for a given steering input.

Is it the same as previous 911s? In the main, no. In unassisted 911s there's the most direct connection between the driver and the road. Even 964s and later models retain great levels of steering feel. EPAS is, ultimately, synthesising this feeling in the hands. It balances assistance and feel, but can't quite replicate that delicacy we associate with the 911.



| | | | |
|---------------------------------|-------|--------------------|----------------------------|
| 991.1 Turbo 2013-2014 | ★★★★★ | Production numbers | Unknown |
| | | Issue featured | 109 |
| | | Engine capacity | 3,800cc |
| | | Compression ratio | 9.8:1 |
| | | Maximum power | 520hp @ 6,000rpm |
| | | Maximum torque | 660Nm @ 1,950rpm |
| | | 0-62mph | 3.4s |
| | | 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 | 3.9s |
| | | 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 GT3 RS engine mated to six-speed manual gearbox. Features Cabriolet active rear wing with diffuser aiding downforce. Lightweight flywheel optional.

| | | | |
|----------------------|-------|--------------------|---------------------------|
| 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 | 550Nm @ 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 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 |



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

| | | | |
|-----------------------------------|-------|--------------------|---------------------------|
| 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 | 1,605kg |
| | | Wheels & tyres | F 9x20-inch; 245/35/ZR20 |
| | | | R 11x20-inch; 305/30/ZR20 |



New 9A2 turbocharged engine fused with all-wheel-drive running gear, now electro-hydraulically controlled. Distinguishable by wider body and full-width rear brake light.

| | | | |
|-----------------------------------|-------|--------------------|-----------------------------|
| 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 |



★★★★★
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 | 385hp @ 6,500rpm |
| Maximum torque | 450Nm @ 1,950-5,000rpm |
| 0-62mph | 4.0s |
| Top speed | 180mph |
| Length | 4,519mm |
| Width | 1,852mm |
| Weight | 1,555kg |
| Wheels & tyres | F 8.5x19-inch; 235/40/ZR19 R 11.5x20-inch; 295/35/ZR20 |

★★★★★
992 Turbo S 2020-



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

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

★★★★★
992 Targa HDE 2020-



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

| | |
|--------------------|--|
| Production numbers | 992 |
| Issue featured | 193 |
| Engine capacity | 2,981cc |
| Compression ratio | 10.5:1 |
| Maximum power | 450hp @ 6,500rpm |
| Maximum torque | 530Nm @ 2,500rpm |
| 0-62mph | 3.6s |
| Top speed | 189mph |
| Length | 4,519mm |
| Width | 1,852mm |
| Weight | 1,675kg |
| Wheels & tyres | F 8.5x20-inch; 245/35/ZR20 R 11.5x21-inch; 305/30/ZR21 |



★★★★★
992 C2 GTS
2021-

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

| | |
|--------------------|--|
| Production numbers | Unknown |
| Issue featured | 213 |
| Engine capacity | 2,981cc |
| Compression ratio | 10.0:1 |
| Maximum power | 480hp @ 6,500rpm |
| Maximum torque | 570Nm @ 2,500rpm |
| 0-62mph | 3.4s (PDK) |
| Top speed | 193mph |
| Length | 4,533mm |
| Width | 1,852mm |
| Weight | 1,510kg |
| Wheels & tyres | F 8.5x20-inch; 245/35/ZR20 R 11.5x21-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 | 525PS @ 8,500rpm |
| Maximum torque | 465Nm @ 6,300rpm |
| 0-60mph | 3.2s |
| Top speed | 184mph |
| Length | 4,572mm |
| Width | 2,027mm |
| Weight | 1,450kg |
| Wheels & Tyres | F 10x20-inch; 275/30/ZR20 R 13x21-inch; 335/30/ZR21 |

★★★★★
992.1 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.

| | |
|--------------------|--|
| Production numbers | Unknown |
| Issue featured | n/a |
| Engine capacity | 2,981cc |
| Compression ratio | 10.0:1 |
| Maximum power | 385hp @ 6,500rpm |
| Maximum torque | 450Nm @ 5,000rpm |
| 0-62mph | 4.5s (manual) |
| Top speed | 182mph |
| Length | 4,519mm |
| Width | 1,852mm |
| Weight | 1,470kg (manual) |
| Wheels & tyres | F 8.5x20-inch; 245/35/ZR20 R 11.5x21-inch; 305/30/ZR21 |



★★★★★
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; 245/35/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 | 8.0:1 |
| 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 |



NEW
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 | TBC |
| 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 | 1,595kg |
| 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 |



THANK YOU
AND GOODBYE

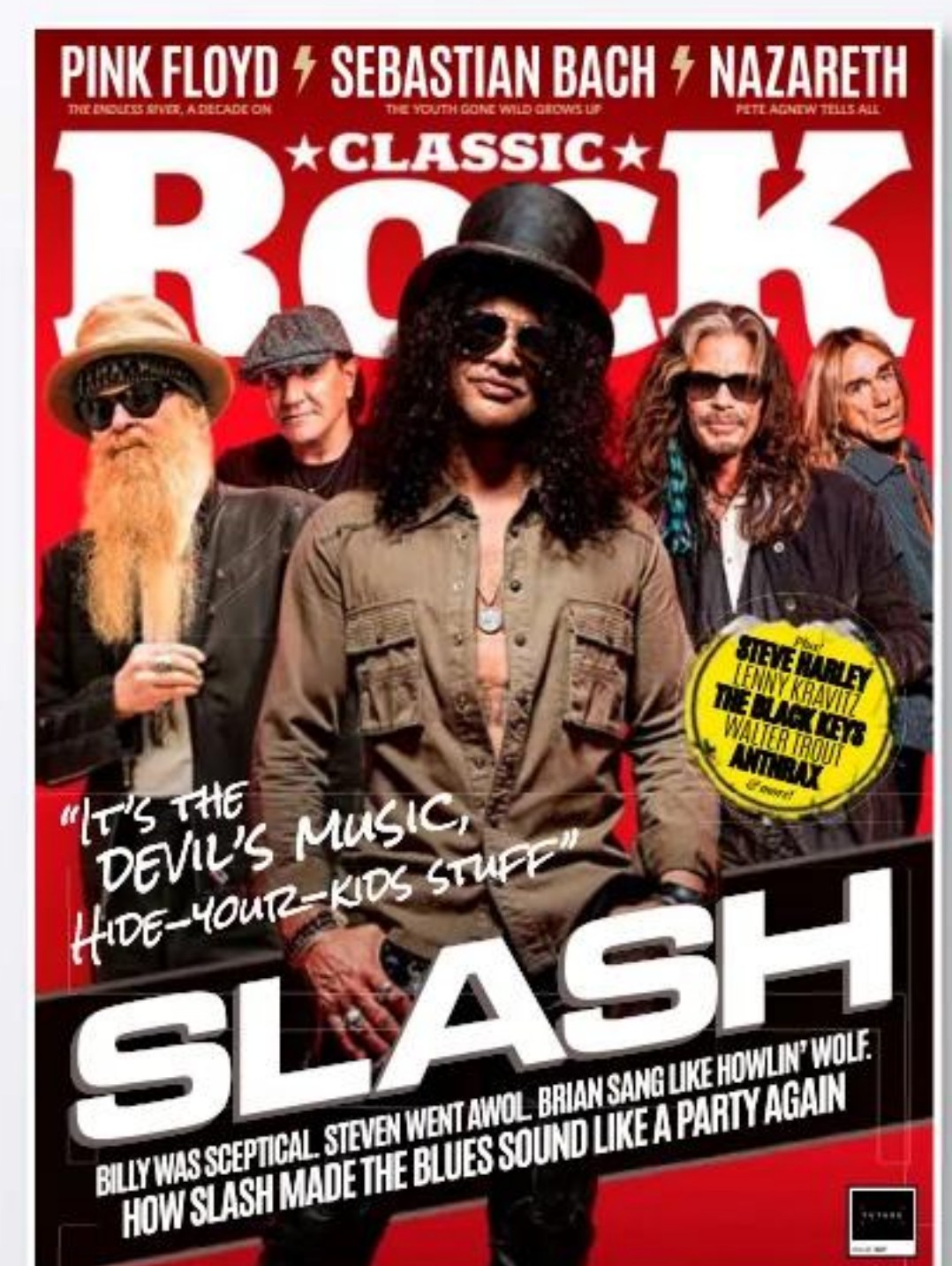
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**911 GT3 (992)**

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)**

Carrara 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)

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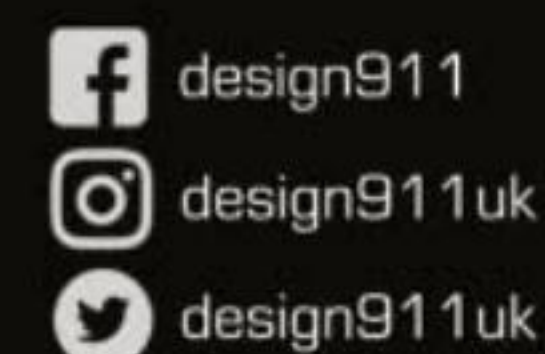
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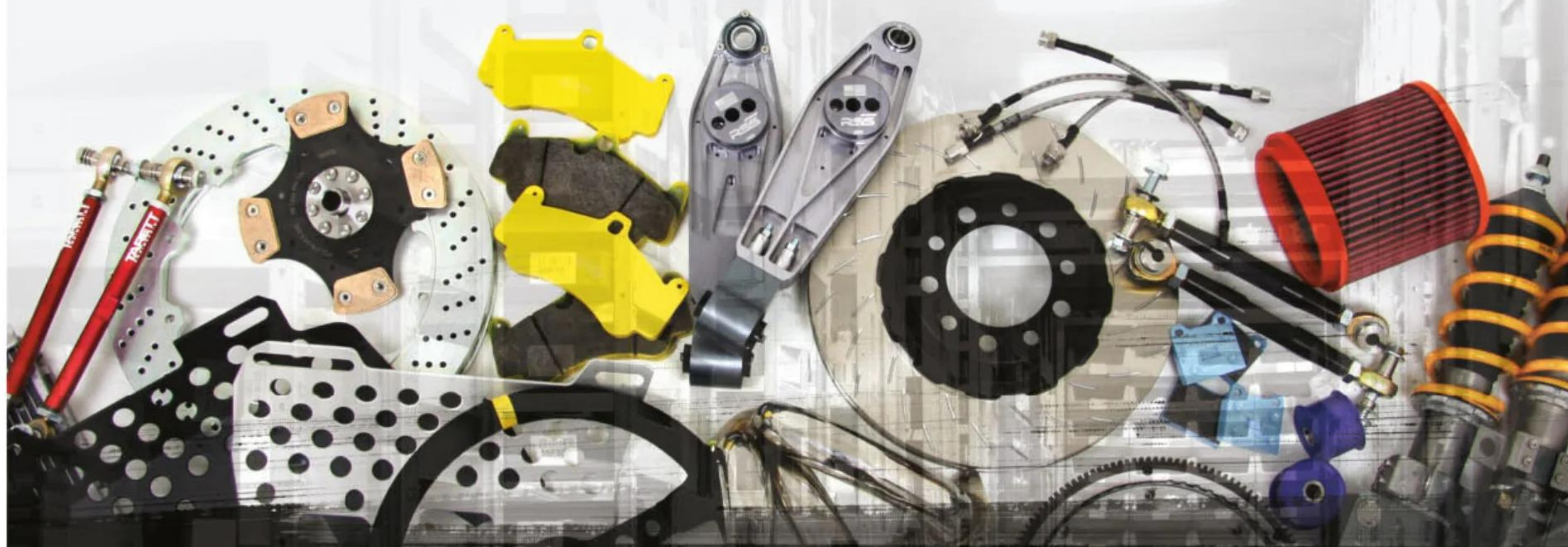
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The end of the road

Before we bid you farewell in search of new horizons, some of the key individuals who've contributed to this magazine over the years share some final thoughts...



Philip Raby

Editor 2005 – 2011

Creator of the magazine and long-time journalist, Phil edited 85 issues of Total 911 before opting to buy and sell Porsche

When Lee rang me to break the news that **Total 911** was coming to an end, I felt incredibly sad, as the magazine has been a huge part of my life, and has shaped the direction of it to this day. I'm not good with dates, though, so I had to look through my back issues to find out when it began. The first issue came out way back in 2005!

Then, I had two young children, we'd just relocated to the south coast to begin a new life, and the Porsche 997 was the freshly penned 911. It was an exciting time, made even more so by the launch of **Total 911**.

Being publishing editor of the world's only magazine dedicated to the Porsche 911 ("Nothing else matters" screamed our byline) was, as you can imagine, a lot of fun, as I spent much of my time driving my favourite cars. I'm often asked what my favourite Porsche is and my usual response is, "the last one I've driven", because they're all great. Air-cooled or water-cooled, I just love 911s and, after all these years, they still make me grin – they really do!

Another perk of the job was being invited on press launches held in often exotic locations. Spain, Portugal, Germany, Finland, Austria, Dubai and, er, Wales were all places I had the arduous task of visiting to drive newly launched 911s, and to be wined and dined by Porsche.

One particularly memorable trip was to southern Spain with photographer Ali Cusick to try out the then-new 997 Turbo. We spotted a wind farm and thought, "Ah, turbochargers, turbines, blown..." so we steered our 911 on to the site (being Spain, there was no security). We thought we'd missed our chance when we saw a team from a rival magazine there, but they later admitted they weren't convinced by the location. The resulting photographs were stunning and, months later, I was delighted to see our magazine feature framed on the walls of Porsche Cars GB's canteen. Also memorable was our Turbo's fuel consumption – 8mpg! Yes, my driving that day was somewhat enthusiastic...

That was almost 20 years ago, and a lot has changed in that time. My children have grown up and flown the nest; I own a thriving Porsche sales and service centre on the south coast – a beautiful area that has very much become home; the Porsche 911 has grown ever-larger; the 997 is now fast becoming a modern classic; and press launches are dominated by a new breed called influencers.

Also, sadly, people aren't buying magazines like they used to. When **Total 911** began, we used the internet to help with our marketing. Now, the internet has taken the place of magazines as people's go-to source of information. When I was young, if I had a new hobby, I'd head to the newsagent to seek out a dedicated publication. Today, we all turn to Google.

I see a lot of my younger self in Lee Sibley. I love what he's done with **Total 911** and the way he's embraced technology with his superb 9WERKS videos and podcasts. I'm sure I'd have done something similar if such things had existed 20 years ago.

As the curtain comes down on **Total 911**, the words of the Grateful Dead spring to mind: "What a long, strange trip it's been..." And that's just how life should be. I'd like to finish by thanking everyone I worked with on **Total 911**, all the contributors and readers, many of whom have become friends and, above all, Lee Sibley, who has taken the magazine from strength to strength, and I like to think of him as one of those friends.



My top five 911s

1. 997 SPORT CLASSIC

I love the extravagance of the double-bubble roof, the retro brown interior and the way it drives – even if a GTS gives the same experience for far less money.

2. 964 FLATNOSE

It's just so very cool and rare and I'm fascinated by rare 911s. I believe there are three in the UK – I drove one of them.

3. 964 CARRERA RS 3.8

Another super-rare 911. It looks stunning and the 3.8-litre engine makes the car feel so very different to a regular RS of the time.

4. 996 40TH ANNIVERSARY

One of the all-time great 911s to drive and many people don't know about the useful tweaks to the engine and suspension.

5. 2.0-LITRE EARLY 911

I was lucky enough to drive the first RHD 911 to reach the UK (not when it was new – I'm not that old!). It felt wonderful – so solid with light steering through the large, thin-rimmed wheel.

My top five 911s

1. MY 1990 964 CARRERA 4
2. 959
3. 996 GT3 RS
4. 964 CARRERA 4 LIGHTWEIGHT
5. RUF CTR YELLOWBIRD



Alisdair Cusick Photographer

'Unflappable Ali' has delivered outstanding photography for Total 911 across very nearly all 249 issues

It started in 2004 with a whispered, confidential conversation in a car with Phil Raby. "Keep it to yourself, but we're starting a magazine for 911s."

That conversation, 20 years ago, ended up putting me in, with, or around every 911 model ever made, bar almost none. From a 911R to Moby Dick, 935 to 956, 917 to GT1, RSR to Carrera 4 Lightweight, to the RUF Yellowbird of *Faszination* fame. From studios to Autobahns, test tracks to snowy mountain passes, via most of the UK specialists and beyond, plus meeting Porsche legends, right up to Walter Röhrl himself, numerous times. That's before I mention my sauna with Jürgen Barth...

For every story that was published in the magazine, there's a second one: that of us doing the work. Often tired, travel-worn, miles from home – nearly all unrepeatable, those stories are fabulous; of working hard, but laughing together harder.

It has been immense fun. Thanks for your support.



Chris Dearden Contributor

Chris – a road trip maestro – and his wife Iris have contributed their writing and pictures to Total 911 magazine since 2012

This is a really sad day. I'm gutted for Lee and his team, after all their hard work building **Total 911** into something very special. I'm gutted for the readers who will no longer have the best Porsche magazine to look forward to each month. And selfishly I'm gutted for myself, because I've loved writing for **Total 911** over the past 13 years.

I started writing for Lee's predecessor, Louise Woodhams, and was in the US doing a Mustang test for a newspaper when I got a message from Louise saying she was leaving with immediate effect – could I please write something for Lee *today* so he would at least have something to print in his first edition. I remember the Mustang was a lurid shade of day-glo green called Gotta Have It Green, so Lee got 1,000 words on Porsche paint colours

– probably not my finest journalistic hour! What readers might remember better are the annual road trip features, with Iceland, Arctic Circle and Sicily being some of the favourites.

Over the years Lee has been a superb editor for his journalists: clear with his requests, but supportive when we wanted to go off-piste. And for this reason, I would very much enjoy carrying on working with Lee as he continues building 9WERKS into the very special digital vehicle that most of us follow on a weekly (or daily) basis. If you've not yet become a supporter of 9WERKS, give it a try – it's got the soul of **Total 911**.

But most important of all, to the readers who made **Total 911** possible, and who even, very occasionally, contacted me to say they'd liked a particular article – a huge thank you.

My top five 911s

1. **991.1 CARRERA, PREFERABLY A CABRIOLET**

Last of the naturally aspirated 911s, maybe a future classic?

2. **996.2 CARRERA**

Because a well-sorted one is a joy to own.

3. **CARRERA 3.2 TARGA FROM THE MID-80S**

My first nod to the air-cooled cars, and so much fun to drive.

4. **964 SPEEDSTER**

Not very practical perhaps, but just look at it!

5. **992 TARGA HERITAGE DESIGN EDITION**

A Heritage Design special, supposedly inspired by Porsche sports cars of the '50s and '60s.



Kyle Fortune Writer

'Mr First Words' has covered Porsche 911 international launches for **Total 911** for 15 years, providing the publication's very first thoughts and feedback on each new model



I still remember the call. I'd just landed at LAX for the 991 launch and a number I didn't recognise was ringing me. It was Editor Sibley. He'd got wind I was in California to drive the new 911 and wondered if I wanted to write some words.

I didn't know Lee then. I'd done a few first drives under Philip Raby's stewardship of the mag, but following that 991 test Lee kept calling me. They were always welcome, and I'm eternally grateful because those calls meant Porsche 911 drives.

That is, until I received the latest one. "I wanted you to be among the first to know that Future has decided to close **Total 911**." Gutted doesn't cover it, because since that 991 launch there's barely been a month that's gone by when I've not had the chance to write for the magazine and, honestly, it's been absolutely brilliant.

I've been writing about cars for over 25 years, and **Total 911** for at least 15 of those. I've written for *Top Gear*, *Car*, *Evo*, *Autocar*, *Auto Express*, *Wheels*, *GenroQ* and countless other magazines, websites and newspapers, but I can honestly say I've never enjoyed contributing to a publication as much as I have than when writing for **Total 911**. We're

supposed to be unbiased, us journalists, but I'm not breaking any secrets saying virtually every motoring writer loves 911s, and I'm certainly one of them.

Total 911 gave me the opportunity to indulge that passion, and with every story I've written for it I've learned something new or interesting, and hope you have too as a result.

It's thanks to **Total 911** that I've driven more 911s than I can count, all over the world. The roster is truly ridiculous – so much so that I'm finding it near-impossible to pick out the standout moments. The 997.2 GT3 RS on the Col de Vence remains a highlight, as does the 997 Carrera 4 launch on the Col de Turini – not just driving, but sitting alongside Walter Röhrl on a closed section of the famous road. I'd do that with Röhrl many times, a 997 GT2 RS around the Nürburgring, a 991 GT3 RS on an ice lake among many others.

Indeed, as much as it's been about the 911s, 993 RS Clubsport, 964 RS 3.8, Sport Classic group test and modified 993s being magazine highlights, it's really all about the people. Not just Lee and Ali Cusick (and all the other photographers who've made my words better by providing epic pics) but

the owners, whose enormous generosity and trust in letting me borrow their cars has always been humbling. Thank you all. Similarly, to be able to call some of the key people in the Porsche world friends – you know who you are – means a huge amount to me. It's been fantastic, and while **Total 911** may be no more after this issue and leaves a significant void, I'll be following Lee with his 9WERKS endeavours and, of course, dropping him a call every so often...

My top five 911s

1. **996 GT3 RS** (Blue decals)
2. **993 RS CLUBSPORT**
3. **991 CARRERA T**
Manual, PCCB, rear seats, the perfect daily
4. **GUNTHERWERKS 400R**
Original red development car
5. **991 SPEEDSTER**

CLOSE RUNS... 997 GT3 RS 4.0, 996 40 Jahre, 964 RS, KAMM 912, 911 R, 997 Coupe manual GTS and, and, and...

Clifford Hope

Operations Editor

A lack of a 911 on his driveway didn't stop Cliff from enjoying casting a keen eye over Total 911's pages

My interest in sports cars started and ended in my teens, with a framed poster of a red Lamborghini Countach up on my bedroom wall. As an adult, cars simply got me from A to B. If my two kids could sit in comfort on the rear seats and the weekly shop fitted in the boot, so much the better.

So it was with a sense of bemusement that I found myself working on **Total 911** at the start of 2022. A shuffle around of staff at Future meant that my day job now involved reading about a car with a number for its name, and a bewildering range of similarly numbered variants stretching back decades. Then there were all the 911-specific terms: flat six, impact bumper, PDK, PDCC, whaletail... Everything was new to me, and I had to get up to speed – fast.

And I did, thanks to Editor Lee Sibley's help and advice, with support from Art Editors Ste Williams and latterly Jamie Schildhauer. It also wasn't long before I started to appreciate the fantastic community spirit behind the brand, and each issue I'd look forward to reading the Living the Legend section. Our columnists charted their ongoing 911

experiences – from the mundane to the mind-blowing, occasionally frustrating, often fantastic – with honesty and humour.

Next, the features. I expected to see reviews of newer cars, but not the amount of coverage given over to older 911s, and the level of depth with which our writers explored them. The 911 restomod scene boggled my mind. "How much?!" I'd ask myself as I checked the stats of a gloriously updated Neunelfer. I found the historical articles covering Porsche's early days fascinating, and interviews with figures from its past constantly engaging. What lives they led, to help turn the company into the success story it is today. And I was always envious of the road trips we covered, highlighting great drives in different parts of the world, coupled with stunning photography.

As my time on **Total 911** comes to an end, I'm proud to have been a small part of the publication's 19-year history. While getting to know the 911 through the pages of a magazine isn't quite the same as owning one, I know I'll be driving my children's Scalextric models of the 997 GT3 RS round the track with a bit more care and respect!



Jamie Schildhauer

Art Editor

Jamie has always dreamt of driving a 911. Sadly, it looks like this may have to stay a pipe dream...

Cars have been a part of my life for as long as I can remember. I grew up around Silverstone due to my Dad being a marshall, and thus I've been blessed to have seen and heard many awesome cars, from F1 down to classic Minis. From as early as age five I wanted to be a car designer, but as I got older my attention turned to the liveries that adorned these machines. One of the cars that started my change in design direction was a Porsche 935 K3 slantnose, sporting a Blue coral livery. My late Mum had taken a photo of the exact moment a huge fireball popped from the exhaust on downshift and I honestly thought it was the coolest thing ever.

Fast forward 30-plus years and I've been lucky enough to work on some great titles, many with a focus on cars and motorsport. Each with their own unique communities and ways of going about things. I'd like to thank all those involved with **Total 911** for giving me a brief insight into what it's like to own and run a Porsche. From seeing it at ground level in Living the Legend, all the way through to witnessing the charge into the Hybrid era with the new 911. It's been an absolute pleasure.



Lee Sibley Editor-at-large

Lee signs off with a memorable account of a 'final send', written on the day this last issue went to press

I've said my thanks elsewhere this issue and so, in the grandest of **Total 911** traditions, I dedicate this, my closing page of editorial, to a drive – a very special one at that.

As I write, today is deadline day for this final issue – the one you've just read. I've found the past few days more difficult than I'd imagined, proofing pages for one last time with my team. It's the end of an era, and a significant chapter of my life. I wanted, therefore, to close the door in spectacular fashion: not to sign off behind a desk, but from behind the wheel, in my office of choice – the open road.

Fortunately, I'm in Switzerland, on my way back to the UK from Europe in a 991.1 GT3 RS. This sensational Rennsport, in PTS Riviera blue, has been loaned to me with unfathomable generosity by the car's current custodian, Matt, a member of the 9WERKS Driven Not Hidden Collective.

There are a plethora of world-class mountain passes nearby, serving up the perfect opportunity for a last blast in this thrilling RS to a cool location where I can hit 'send' on the laptop, consigning issue 249 to the printers and **Total 911** at large to the history books. This, then, would be a memorable drive but, keen to turn 'memorable' into 'unforgettable', I needed these roads to myself, and

that's why at 5am, the RS's Motorsport flat six barks into life, and rolls on to the Susten Pass.

It's much before sunrise, but I've ground to cover en route to my destination of choice, and so we'd better get a wriggle on. The RS's PDLS beams illuminate the road ahead as it darts stubbornly around craggy rockfaces rushing close by, my arms rolling the Alcantara steering wheel smoothly left and then right to follow it.

The asphalt wastes little time in climbing up and up, all the while wriggling this way and that, though the RS stays loyal to its direction thanks to the might of chunky Cup 2 tyres. Heading up and over Susten Pass, darkness gives way to daylight and, by the time I hit Grimsel Pass, the spectacle of its switchbacks are fully visible under Mother Nature's glare. Approaching a hairpin bend, a pull of the downshift PDK paddle sees the RS drop a gear, the rev needle flicking energetically to the tantalising shriek of the 4.0-litre NA motor out back.

Scything through the sharp bend, I balance the throttle patiently while waiting for the road to open up. As it begins to do so, a firm press of the gas pedal feeds power in, and the RS surges forward to a thunderous roar, its banshee exhaust note reverberating right through the Alps' dramatic



landscape. Piercing right through this stripped-out cabin, it's like having front seats at the orchestra!

Dropping down to the Furka Pass, I can at last see my destination ahead: the Belvedere Hotel. Long since closed, the hotel – or more pertinently, its location – has been a Mecca for petrolheads for years, offering a thrilling view back over the ribbon-like road just travelled.

Thundering up through the switchbacks, this same, joyous routine is repeated over and over, before I roll to an empty car park opposite the hotel. It's 7:30am, and I have the entire place to myself as I kill the engine, hop out and walk round to the back of the car, laptop in hand. The 991.1 GT3 RS's wing is intended as an aerodynamic aid, squishing its rear tyres into the floor when travelling at speed. This morning, though, it's simply a desk, my laptop unfolded and placed on it, as I open up the magazine files and tether an internet connection to my phone.

A few minutes later, the deed is all but done. This article written, and PDFs proofed, **Total 911** is ready to embark on its last 'full send', just as I've done in this jewel of Riviera royalty.

What next? Climb into that brilliant GT3 RS and keep on driving, of course. Because as the tagline of this great magazine goes, "nothing else matters." **911**





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 one of Porsche's wilder motorsport adventures was the Paris-Dakar rally. After several unsuccessful attempts to win the East African Safari rally, the "Dakar" – formerly the Abidjan-Nice rally – appealed to pioneering spirits at Weissach.

During its early years, the Dakar was usually won by 4x4s: Frenchman René Metge's victory in a Range Rover in 1981 and Jacky Ickx's in a Mercedes-Benz G Wagen in 1983 were typical. However, the Belgian, at 38 and near the end of his career, had other ideas and approached Porsche, where he had long been a favourite. Then, working on a 4x4 super car, spurred by the success of Ferdinand Piëch's Audi Quattros, Helmuth Bott and Peter Falk saw a chance to launch the coming 959 in Group B competition.

However, the 959 was far from ready and so for the 1984 event Weissach prepared a stripped-out Carrera 3.2 with much-increased ride height

and integral transmission, which split the torque two-thirds in favour of the rear axle. After thousands of development miles in the desert sands in the hands of Metge and race engineer Roland Kussmaul, the combination of Metge and the agile 911 proved unbeatable, and Porsche returned confidently in 1985 with the first 959.

Victory, however, eluded them: Metge lost his lead in the closing stages when the engine seized because of a crimped oil pipe. There were no mistakes in 1986 when Metge, now driving a blown 959, scorched across the Sahara at up to 240kph, winning the final Group B Dakar.

The picture shows the winning 959 and Ickx's sister car that finished 2nd. On the left is Kussmaul, centre is motorcycle winner Cyril Neveu, with Ickx and Metge to the right. Ickx had returned to competition specifically for the '86 event while Metge remained a Porsche works driver for two more seasons, finishing in

6th place (and 1st in class) with the 961, the track version of the 959, at Le Mans in 1987. This was a heroic achievement: co-driver Claude Ballot-Léna was crippled with tendonitis and at the age of 45 Metge ended up driving 18 of the 24 hours. He hung up his helmet in 1988 after winning the Porsche 944 Cup and became an enthusiastic ambassador for the firm.

René Metge, who died on 3 January this year, was a modest fellow who always professed gratitude at everything Porsche "did for me". At the end of the 1984 Dakar, he was touched when Falk thanked him "for bringing our car home in one piece" and in 1988, when Porsche brought him to Le Mans as a guest, he was moved by the spontaneous ovation he received from the grandstands. Many years later, he was happy to drive to Orly airport from his home south of Paris to meet **Total 911** in an airport café and spend a couple of hours reminiscing. **911**

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