



PORSCHE 997
GENERATIONS





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Great aspiration



The GT3 RS 4.0 is an astonishing machine and set to go down in history as one of the greatest Porsche 911s of all time. We drive it and come away emotionally moved

Written by **Simon Martyn** Photographs courtesy of **Porsche Cars GB**

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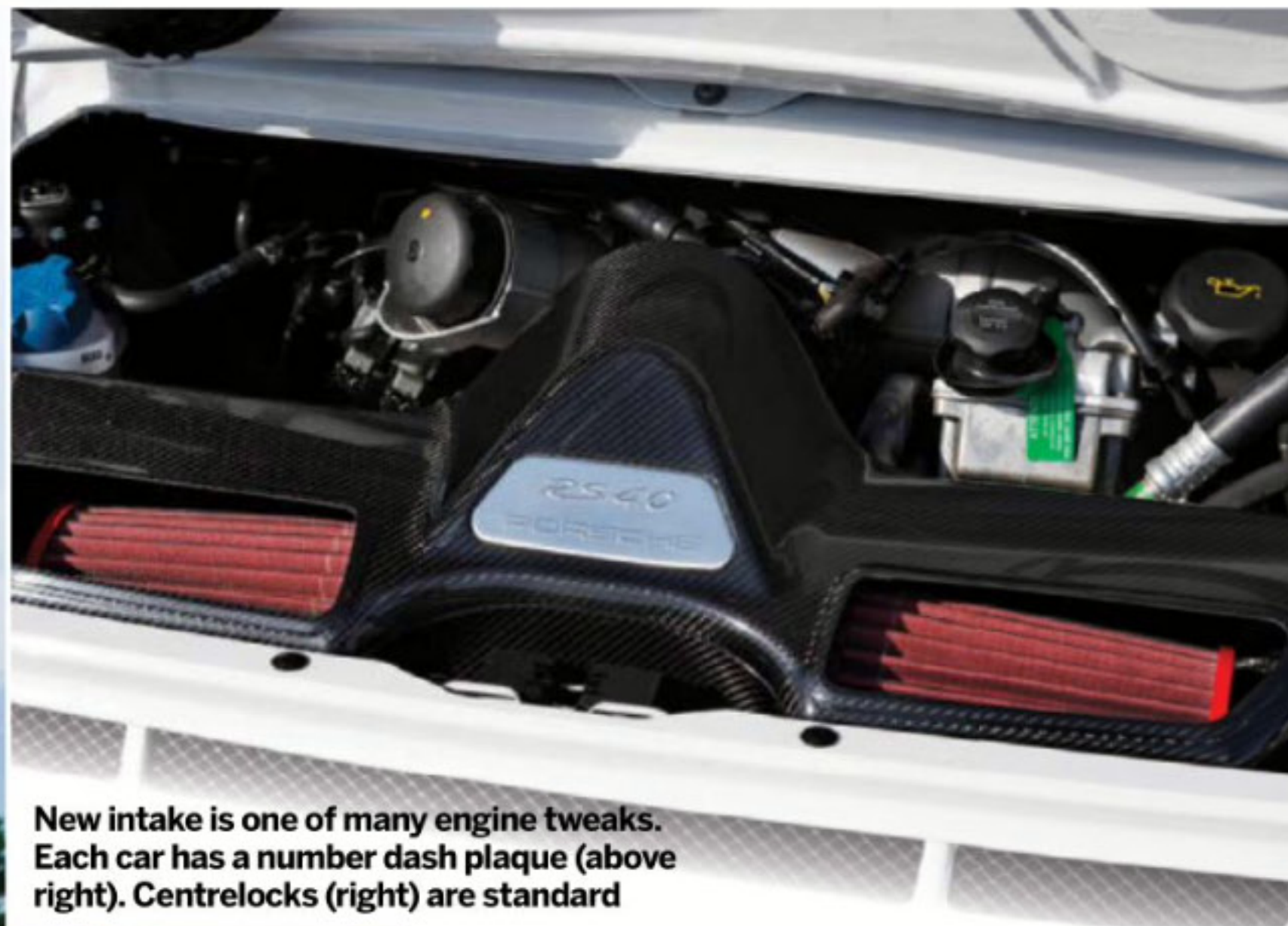


Total 911
Watch the video:
See the GT3 RS 4.0 in action at www.total911.com

“The prospect of making this car was too much to resist”



Aerodynamic 'flics' on front wings are a first on a production 911



New intake is one of many engine tweaks. Each car has a number dash plaque (above right). Centrelocks (right) are standard



Who doesn't think the 997.2 GT3 RS 3.8 is wonderful? I've never met anyone who's driven one that didn't think it wasn't perhaps the ultimate current expression of the analogue, competition-focused, high-performance sports and trackday car. The gongs on the mantelpiece back at Weissach from all those Car of the Year-type competitions must mean something.

But just as the current 997 generation reaches the end of the road, another 'special' appears to tempt those with the requisite means away from their RS 3.8s and their GT2 RSs.

Put simply, the prospect of making this car was too much to resist for Andreas Preuninger and his team at Weissach. The GT3 R and RSR racing cars already use a 4.0-litre version of the Mezger engine, and amid the excitement and then crushing disappointment of last year's Nürburgring 24-hour race, a plan was hatched to bring the extra displacement of these models to the road cars. It wasn't long after that race that a prototype engine had a genuine 4.0-litre RSR crankshaft dropped into it, and, fitted to a development hack, began racking up the test miles. Getting this far was easy, and in this form the engine produced 475bhp, already 25bhp up on the 3.8-litre GT3 RS.

But, like many things in life, what the engine team had achieved now also presented them with a new problem. The intake and exhaust systems of the 3.8 RS were proving a bottleneck for the new engine, and anyway, it had by now been decided that if there were to be a run-out 'ultimate' RS, then it would have to reach the magic 500bhp marker. More work was required.

The answer has been to develop a version of the intake system used on the GT3 R Hybrid, and team it with freer-flowing catalytic converters (the same size due to packaging restrictions but with a more efficient coating and less cells) to get more air through the engine and out again. Porsche found that it was beneficial to

lower the compression ratio slightly, compared to the 3.8 model, so that the ignition timing could be advanced to the benefit of outright power. And what numbers they are: 493bhp (500PS) at 8,250rpm and 460Nm at 5,750rpm. Understandably, it's the headline power figure that grabs the limelight, for that's more than the Le Mans class-winning RSR (albeit with punitive air restrictors) and all from a road-legal, emissions-compliant engine that doesn't resort to any form of forced induction. But it's worth noting, not only how the torque has improved over the 3.8, but also that the peak is developed lower down the rev range. It is this that will change the character of the car as much as anything, as we shall see.

There are further changes to the drivetrain, such as new titanium connecting rods, reworked heads, strengthened cam-chain tensioners and a more resilient clutch. Beyond these mechanical items, it's simplest to picture the RS 4.0 as a car that enjoys all the best toys in the cupboard that have been developed by the factory for the 997. In practice, this means effectively a chassis and body closely related to the GT2 RS on top of the performance and lightweight modifications featured on the GT3 RS 3.8. So therefore the already lightened interior and exterior now features the carbonfibre bonnet and carbon front wings as standard, plus there is a plastic rear window and rear side windows. The lower suspension arms are now rose jointed, and there are small helper springs on the rear axle that take some of the initial load, in theory allowing the main springs to be stiff but without compromising ride quality. It worked well on the GT2 RS, so it'll be interesting to see the differences here.

Finally, the aerodynamics have had a tweak, with that massive rear wing increased in angle of attack and the nose featuring mini vertical spoilers on either side; all told, 'true' downforce at 186mph is said to have increased by 20kg to 190kg.

You can order your 4.0 in either white or black, and choose to have the graphics or not. Pay another significantly large sum of money and they'll paint it in whatever colour you like. ➔

Options-wise it's things like ceramic brakes (still not standard as trackday regulars prefer the lower price of replacing steel discs) and a lightweight battery. No-cost options are a sound system and air conditioning. Do you spec a/c or go hardcore and sweat it out? I'm not sure; lightweight seems the way to go right up until I get caught in a traffic jam on a hot day, when the black interior takes on the properties of a jacket-potato oven.

Although this is a car with far more about it than mere figures alone, they do make interesting reading nonetheless. The 0-62mph dash is quoted as just 3.9 seconds (especially impressive when you consider a traditional six-speed manual gearbox is the only transmission option, with no PDK 'box offered) and the top speed is 193mph – academic, but certainly quick when you consider the wings featured on the car. Weight – with a full tank of fuel but no occupants – is quoted at 1,360kg, while the efficiency of that engine – a stunning 125hp per litre no less – helps the RS 4.0 to achieve 20.5mpg on the combined cycle. In practice, when taking it easy I saw a fair bit more than that on the trip computer.

Enough of the numbers; the RS 4.0 positively fizzles with latent energy the moment you set eyes on it. It's pointless applying the old cliché that it

looks like a racing car for the road, because we know that it really is a racing car for the road, as Porsche proved with the road-going RS 3.8 in the Nürburgring 24-hour last year. I'm certain that there are plenty who are outraged by the visual statement that the car makes, and it's true that it's not a car in which to collect admiring glances from passers by, as would, say, a modern Aston Martin. In return, when a fellow enthusiast does spot the 4.0, they make their excitement clear – this is a car very much for those 'in the know'.

Climb inside and it's all very familiar if you're used to driving 997s. As ever, and despite the odd bit of colourful or bright detailing, the interior is functional, ergonomically excellent and a perfect place to get on with driving, which is what we're about to do.

Fire up the 4.0-litre engine and it settles to a wavering idle, perhaps a little more jagged than the 3.8 and certainly possessing the most delicious rumble at idle that you could hope to hear. Hit the Sport button and the exhaust flaps open (also liberating a bit more mid-range torque) and the rumble gets a lot louder, thudding into your back and responding to the merest sniff on the accelerator pedal with a yelp of revs. So minimal is the flywheel effect that when you shut the

engine down it dies instantly and you're always struck by the sudden deafening silence.

It's so very hard to sum up in words just how good the RS 4.0 sounds. Anyone that moans about the water-cooled 911s not offering the character of the old air-cooled originals is making a fool of themselves, frankly, and should listen to a RS 4.0 at the earliest possible opportunity. 'The noise' starts off with a deep growl, but from there morphs through an endless variation of harmonics, tones and melodies as if it's more of a musical instrument than an internal combustion engine. You find yourself playing around with the throttle just for the sake of hearing different harmonies over your shoulder, while the necessary heel and toe downchanges have the added side benefit of making your nape twitch.

Perhaps the best noise is reserved for when you apply full throttle in the mid range; your ears assaulted by a great wave of noise that completely swamps the cabin. It's also a sign that the acceleration is about to get very vivid indeed; and therein lies one of the big advantages of the 4.0-litre engine. Effectively, this is now a car that you can make shocking progress in without spinning the engine over 6,000rpm. That doesn't make the new car somehow soft, because if you



do use the full range of revs you're treated to a gale of howling acceleration that feels too fierce for the public road most of the time. But what it does do is give you so many more options when you're trying to drive quickly, particularly if you're on a road you don't know. Preuninger reinforces this sentiment when he remarks that the car is a gear higher at each corner around the Silverstone Stowe circuit compared to the 3.8, and the differences compared to the Gen I RS with its 3.6-litre engine are, predictably, even more pronounced. There's no doubt that the new car would gain crucial yards over its predecessors pulling out of slower corners.

You pick your moments to unleash the full acceleration of the RS 4.0. But when it is fully uncorked there's little to beat the sheer exhilaration this car conjures inside you; acceleration, sound and the physical interaction required fusing into something very special.

The gearshift feels like the one in the RS 3.8; that is to say it's a tough and often unforgiving mechanism particularly at slow speeds – driving through a congested town centre isn't the most relaxing of tasks in the RS 4.0 – but as soon as you're driving the car hard it starts to snick through with beautiful speed and precision, and the harder you drive, the better it gets. You can ➔



One of the greats

We predict that the 997 GT3 RS 4.0 will go down in history as one of the greatest 911s of all time; a future classic and collectors' item.

That puts it in the same league as such greats as the 911 Carrera 2.7, the 964 Carrera 3.8 RS and the 993 GT2. Cars that are all appreciating in value but, more importantly, are superb driving machines and, in their day, pinnacles of development.

Buy an RS 4.0 as an investment, by all means, but do please make sure that you drive it and enjoy it as Porsche designed it for.



Specification

911 GT3 RS 4.00

Engine

Capacity: 3996cc
Maximum power: 500bhp at 8,250rpm
Maximum torque: 460Nm at 5,750rpm
Compression ratio: 12.6:1

Transmission

Six-speed manual gearbox driving the rear wheels

Brakes

Six-piston aluminium monobloc fixed 380mm calipers at front and four-piston aluminium monobloc fixed 380mm calipers at rear, discs internally vented and cross-drilled. ABS 8.0. PCCB optional

Suspension

Front axle: MacPherson struts
Rear axle: LSA multi-link

Wheels and tyres

Front: 9Jx19 centrelock wheels with 245/35ZR19 tyres
Rear: 12Jx19 centrelock wheels with 325/30ZR19 tyres

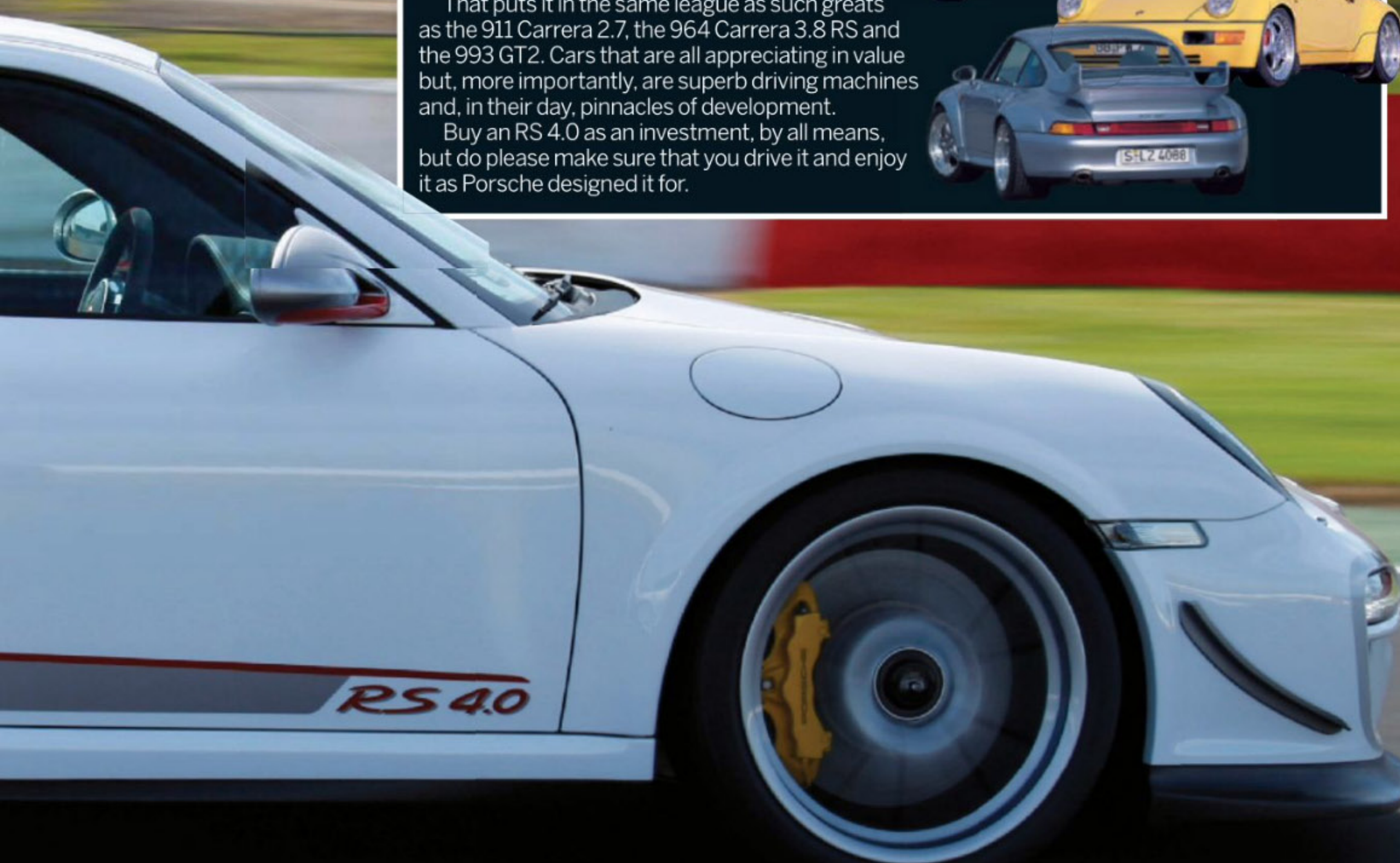
Dimensions

Length: 4,460mm
Width: 1,852mm
Height: 1,280mm
Wheelbase: 2,355mm
Luggage capacity: 105 litres
Fuel capacity: 67 litres
Unladen weight (DIN): 1,360kg

Performance and economy

Top speed: 193mph
0-62mph: 3.9sec
0-100mph: 7.9sec
0-124mph: 11.9sec
Urban: 13.8mpg
Extra urban: 28.5mpg
Total: 20.5mpg

UK price: £128,466
Production run: 600





Rear wing is more steeply raked (left) than before and works in conjunction with front 'flics' to give greater downforce

say the same about other areas of the car, such as the brakes, too.

At this point you'll probably be completely won over by the 4.0-litre engine and concede that it really is the best object ever made and you absolutely can't live without one in your GT3. However, the further you drive the car, the more you realise that the other improvements are almost as significant, and it's the way the whole package draws together that is really the secret to what makes this car so good.

It must be a combination of the more precise suspension location, the retuned springs and dampers, or maybe the additional aerodynamic influence, but there's a magic element to the way this car goes down a road that eclipses even the superb RS 3.8. It changes direction with even more confidence and precision, to the point where you feel you can flick it this way and that with almost careless abandon and it will still stick to the road. The faster you travel the happier it feels, so you get into a groove with the car and before you know it you're dissecting fast A-roads at an unmentionable pace with simply calm adjustments to the 'wheel – it's not boring, just that the car seems so unstressed, as though it couldn't be happier that you've upped the pace. And, like with the GT2 RS, the helper springs do make a difference to the ride, smoothing off the jagged edges that might otherwise result in a busier approach, yet just beneath the surface lies incredible body control however difficult the road surface or high your speed. Yes, unless you're mad you won't come close to troubling the limits of the car on the road, but the real key to this Porsche's appeal is that it still manages to make every mile feel special, not as though it's on autopilot taking care of everything for you.

This calmness, almost serenity at times – over the 3.8 – means that far from being the all-out racing nutter that it might have been (although it can be that too in wild quantities if you want it to be) the prospect of using the RS 4.0 for long journeys or frequent use is in no way as crazy as you might have imagined. You may wish to keep it an experience to be savoured on special

occasions, but the car doesn't insist you should only use it in that way. Like any GT3 there are no rear seats, and the rollcage does limit the practicality of the overall package somewhat, but the car asks for remarkably few concessions – all the more reason to consider seriously getting air conditioning and PCM in there. Anyway, the basic radio is fairly useless to be honest, with feeble sound quality and screen graphics that would have been disappointing on a ZX Spectrum.

Be in absolutely no doubt that with this car, we're witnessing the arrival to market of one of the great Porsches. This is a car that people will be talking about for a very long time to come, and with only 600 due to be made – and at a basic list price of £128,466 – they will remain a very rare and lusted-after commodity. This really is the final curtain call for the 'Mezger' flat-six engine as the forthcoming 'new' 911 will use exclusively DFI series engines for all models. That will allow the GT department to build PDK-equipped GT3s for one thing (as the Mezger has never been developed for use with a twin-clutch 'box) and allow for standardised components across the ranges of cars – to the benefit of production costs. So the accountants will be happy, and as the 911 Turbo has shown (which switched from the Mezger engine to a DFI-based lump for the Gen II model) there is life after the old warrior in any case. But call us cynical, pessimistic or whatever, but when an engine has as much blood and thunder as this one, it's hard to accept that it will be replaced by a unit that up until now has shown just a fraction of the character required to fill that large void in our enthusiast hearts. Time will tell and we can only hope that the GT department will be able to work the same magic on this engine as they have in other areas of their work.

In the meantime, the RS 4.0 exists as the ultimate 911 and perhaps the ultimate Porsche. Even in the pantheon of greats that define the history of the company it stands as one of the best cars the firm has produced, and one of the most exciting and finely developed performance cars of all time. How much better than a RS 3.8 can it be, you thought. Well it can and it is. **911**



“It’s one of
the most exciting and
finely developed
performance cars
of all time”

Second thoughts

Philip Raby gets a taste of perfection

Today is an indulgence for me. Porsche Cars GB has a German-registered GT3 RS 4.0 in the country for a few days, and has invited me to drive it for just a couple of hours. Not long enough to bother with a photographer and, besides, my colleague Simon Martyn has already spent more time with the Porsche, on road and track, and has written the full report on these pages.

So I have nothing else to do but drive the RS 4.0 around the Berkshire, Wiltshire and Oxfordshire B-roads, and get lost in the process. Perfect.

The drive starts, by necessity, with a blast down the M4 motorway. Knowing that a white be-striped 911 with a massive rear wing has ‘nick me’ written all over it, I keep the speed down and am surprised at just how civilised the Porsche is. Quiet it is not, with excessive tyre noise (soundproofing is reduced over that in the previous RS), but I am able to listen to the (admittedly basic) radio in this Comfort-spec car. It’s also got air conditioning (a no-cost but sensible option).

The motorway run also lets me enjoy the 911’s exhaust note. Press the Sport button and the engine howls like an enraged animal. A wonderful, and highly addictive, noise!

But this is a Porsche built for the racetrack and winding roads, so I peel off the motorway into the Wiltshire countryside. Part of me is expecting the RS to be a bit of a handful – more race car than road car – but it’s anything but. It’s a surprisingly easy machine to drive, whether I’m pottering politely through a village or pushing hard on the open road.

The suspension, despite being fitted with rose joints at the rear, is relatively compliant which is perfect for these bumpy rural roads (not to mention my spine). Sure, it’s firm but not so much so that it’s jittering me off line every time I hit a bump; although I can have that if I set the PASM to Sport mode, which is only suitable for a smooth road or racetrack.

Like the 3.8 RS’s, the steering is wonderfully direct and communicative and does just what I demand of it, with no effort from me. There’s a touch of understeer at times but a dab on the throttle pulls it back on line. Too much of a dab and the back end cheekily hops round on these damp roads – evidence perhaps that the traction control is set to allow you to have a bit of fun (I don’t dare turn it off).

But what of that enlarged engine? The extra capacity plus improvements to the breathing and other tweaks have freed up an additional 50bhp over the 3.8, given an output of 500bhp – an incredible figure for a normally aspirated engine and the same as that of a 997 Turbo. The power delivery is quite different to the Turbo’s, being more linear, and the engine revs remarkably freely to the 8,250rpm limiter, howling in protest as it does so. The power is brutal but, again, controllable and refined; partly because of the massive 460Nm of torque, so you don’t have to work the gears to keep the engine sweet if you don’t want to.

With a 0-62mph time of 3.9 seconds, this is a very quick car, I accelerate hard out of corners then lean on the superb ceramic brakes (a worthwhile option) as I hit the next corner to repeat the process. It’s addictive fun. And even after some hard driving at high revs, the car’s economy gauge is reading a respectable 15mpg.

A race car for the road? Not at all, this is a Porsche for people who want to pretend they have a race car but really want a car they can safely and comfortably drive without having to have Senna-like skills.

Any complaints? Only that two hours wasn’t long enough behind the wheel of this wonderful machine!

Written by **Philip Raby**
 Photographed by **Alisdair Cusick**

It's a long time since I've been so excited about driving a brand-new Porsche, but as I pilot the 997 Clubsport through the Berkshire countryside – the sun setting behind me – I can't help but feel like a kid with a new toy at Christmas. And so I should; the German-registered (and left-hand-drive) car is in the UK for just one day and I'm one of a select few to drive it.

I've always been fascinated by rare, limited edition Porsches. Cars such as the Turbo LE and SE (as featured in this issue), Speedster and so on. Cars that may not be the last word in terms of performance or handling but are highly individual, rare and, in some cases, have become almost legendary. They are cars that were lovingly created by Porsche's Sonderwunschprogramm (Special Wishes Programme), which is now known as Porsche Exclusive.

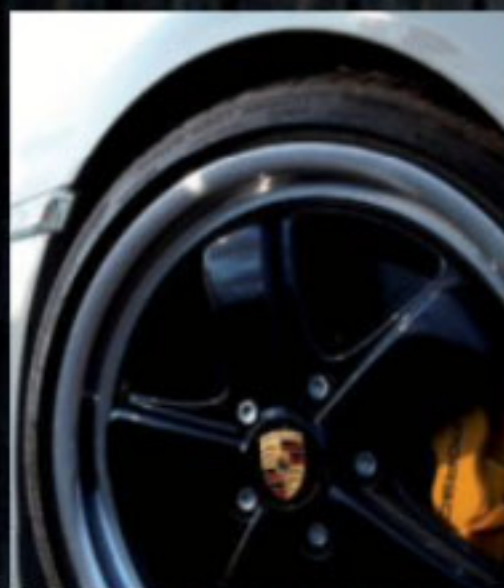
Although the Exclusive department has long given you the chance to customise your new Porsche (with varying degrees of taste), it's not actually produced a complete car since that aforementioned Turbo LE of 1989. Which was a full 20 years ago, so the Sport Classic really is a significant car for Porsche anoraks like me.

Based on a 3.8-litre, rear-wheel-drive Carrera S but with the 44mm wider rear arches of the four-wheel-drive cars, the Sport Classic is a model in its own right, a fact that Porsche is keen to stress. "It took three years to develop," explains spokesman, Nick Perry. "Six pre-production cars were built for homologation and crash-testing purposes, so the Sport Classic has type approval for most markets, although we're not selling it in the USA."

This no doubt explains in part the high price of £140,049 – only 250 examples are being sold worldwide, so the development cost per car is high. The Sport Classic is, says Perry, a showcase to display what Exclusive can do and is, in the department's eyes, the ultimate 911.

As well as the wide rear arches, the car also boasts a unique 'double-bubble' roof, which is an extravagant but very subtle change that you hardly notice. There's also a lovely (and effective, I'm told) ducktail rear spoiler, which is unashamedly based on that of the 1973 Carrera 2.7RS, as are the beautiful Fuchs-style 19-inch wheels (with a glossier black finish than the originals), while the black headlamp surrounds are straight from the 1974 RSR race car.

Yet, as soon as I see the car in the metal I realise that it's not a retro pastiche. Despite the styling cues, the Sport Classic actually looks thoroughly



Get the look

Porsche is promising to make the Sport Classic's gorgeous 19-inch Fuchs replicas available for retrofitting on other 'selected' 997s and we predict these to be a popular item. You will, though, have to pick your car colour carefully – the Fuchs look works with certain shades, such as Guards Red and Arctic Silver, but would be less successful on, say, a Seal Grey 997.

Also, independent specialist Paul Stephens (www.paul-stephens.com) is offering a similar wheel to fit the 997 plus earlier 911s.

“

IT'S A
 SHOWCASE TO
 DISPLAY WHAT
 EXCLUSIVE
 CAN DO



exclusive development

The Sport Classic is the first car to come out of Porsche's Exclusive department for 20 years, and it's like nothing else we've seen



Specification

997 Sport Classic**Engine**

Bore x stroke: 102 x 77.5mm
 Capacity: 3800cc
 Compression ratio: 12.5:1
 Maximum power: 408bhp at 7,300rpm
 Maximum torque: 420Nm from 4,200 to 5,600rpm

Transmission

Six-speed manual gearbox driving the rear wheels via a limited-slip differential

Suspension

Front: Spring strut axle in MacPherson design optimised by Porsche with independent wheel suspension on track control arms, longitudinal arms and spring struts; conical stump springs with inner-mounted vibration dampers

Rear: Multi-arm axle with independent suspension on five arms; cylindrical coil springs with co-axial inner-mounted vibration dampers

PASM (Porsche Active Suspension Management) with electronically controlled vibration dampers and two manually selectable control maps

Wheels and tyres

Front: 8.5J x 19 rims with 235/35ZR19 tyres
 Rear: 11J x 19 rims with 305/30ZR19 tyres

Brakes

PCCB with twin-circuit system split front-to-rear.
 Front: Six-piston aluminium monobloc calipers; cross-drilled and inner-vented 350mm discs

Rear: Four-piston aluminium monobloc calipers; cross-drilled and inner-vented 350mm discs

PSM (Porsche Stability Management), vacuum servo, Brake Assistant

Dimensions

Length: 4,440mm
 Width: 1,852mm
 Height: 1,290mm
 Wheelbase: 2,350mm
 Unladen weight: 1,425kg

Performance

0-62mph: 4.6 sec
 0-120mph: 14.8 sec
 Top speed: 187mph



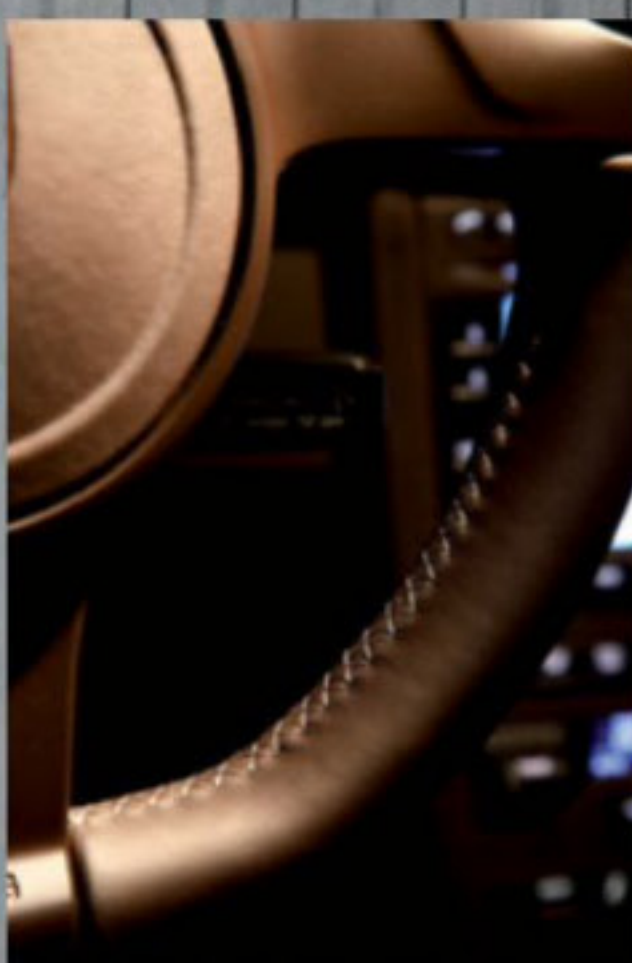
Each Sport Classic will be numbered; this pre-production car is '000' and will probably end up in the Porsche museum





“
**THE COCKPIT
 IS A VERY
 SPECIAL PLACE
 TO BE**”

Interior is slightly retro but with a thoroughly modern twist. Lots of nice details, including the cross-stitching on the wheel (right)



modern, sitting low on its suspension, and finished in Sport Classic Grey; a shade that was taken from a very early 356 and which Porsche hasn't used since. In these days of metallic paints, this pure, solid grey is a refreshing change and looks much better in real life than I expected. I am, though, disappointed to find that the twin longitudinal stripes are stuck on, not painted and lacquered over.

I had thought about bringing a genuine RS along to the photoshoot but I'm glad I haven't because doing so would have been missing the point – as indeed many critics have – this car isn't a modern RS. Nick Perry agrees: “Today's RSs are the track-orientated GT3s and GT2s; the Sport Classic offers a very different experience.”

And indeed it does. This is no RS-style lightweight, but rather boasts a sumptuous and fully equipped interior, which, in some ways, has a Seventies influence, in that it's dark brown (Espresso Nature is the official term; no, I don't know why either). Also, at first sight the seat facings have a resemblance to that Seventies 911 favourite, Berber fabric. Look closer, though, and you see that it is, in fact, made from finely woven strips of leather and yarn, and is very attractive. The carpet is also unique but, to be honest, it just feels like hard nylon office carpet to me.

Other interior treats include stripes on the tachometer that echo those on the bodywork, grey seat belts, grey Alcantara headlining, leather-coated air vents, distinctive cross-stitching on the brown steering wheel, and even a matching leather pouch for the keys and another for the driver's manuals. The high specification also includes a Bose sound upgrade and – this I like – stainless steel sill covers with the words 'Sport Classic' illuminated in blue. A plaque near the glovebox is engraved with the car's unique number – from one to 250. In all, then, the cockpit is a very special – and modern – place to be.

But is it just all jewellery on an otherwise standard 997? No, not at all, the Sport Classic does have its own unique, if subtle, character. For starters, it's equipped with the latest Powerkit (Perry says this was actually developed on the Sport Classic, although it's now available as an option for the standard 997) which boosts power by a useful 23bhp to 408bhp (coincidentally exactly



the same as a 993 Turbo). This is thanks to revised cylinder heads and ECU, plus a new variable resonance intake system. The latter consists of six vacuum-controlled flaps which switch between power and torque-orientated geometry to ensure optimal cylinder charge.

The extra power is quite noticeable, although I do have to keep the revs up to make use of it – which I'm very happy to do because, as with all 911s, the engine sounds best when it's close to the red line. This one particularly so, thanks to its unique exhaust system. Apparently, Porsche wanted the exhaust to be louder but it had to be toned down to suit certain market requirements, so it is muted but sounds good nonetheless, with a unique note of its own.

I'm pleasantly aware of the fact that the car is rear-wheel drive, which fits very nicely with its heritage, in that it endows the Porsche with a classic 911 feel which even today's superb four-wheel-drive systems don't quite manage. ↻



The Sport Classic has a purposeful stance, thanks to its low suspension and wide rear wings. Those wheels are simply wonderful!

Divine inspiration

There's no doubt that the external look of the Sport Classic – namely the ducktail and wheels – draws inspiration from the super-famous Carrera 2.7RS of 1973.

The car was developed from the 911S but was modified to improve performance. The 2.4-litre engine was increased in capacity to 2681cc, pushing power to 210bhp, a useful increase over the 911S's 190bhp.

However, the main performance gains were made by putting the car on a weight-saving programme. The roof, wings and bonnet were made of thinner, lighter steel, while the windscreen and rear quarter windows used thinner glass.

The rear arches were flared to accommodate wider seven-inch Fuchs alloys, and there was the option (which most buyers took) of the distinctive ducktail spoiler to give added downforce.



The suspension, meanwhile, is the latest Sport system, which, unlike that of the previous 997, is essentially an uprated version of PASM (Porsche Active Suspension Management). It sits 20mm lower than standard and retains a compliant ride, while it has a firmness that ensures a greater cornering ability than the standard suspension. It works extremely well, even in standard mode, and is just right for the car – any harsher and it would distract from the luxurious interior; any softer and the handling wouldn't be worthy of the car's uniqueness and price.

There's also a limited-slip differential thrown in, plus every Sport Classic comes with PCCB (Porsche Ceramic Composite Brakes) which, as ever, are superb. Options, by the way, aren't an option with the Sport Classic – each car has the same specification, although Porsche generously does allow you to choose a short-shift gearchange (the car's are all manuals).

I like the Sport Classic a lot. It sits in a niche of its own – it's not an out-and-out track car, far from it, but neither is it a grand tourer. It's very, very cool but it's also a car that you could quite easily use every day and get a lot of pleasure from.

Unfortunately, I doubt that any of the 250 Sport Classics will get used like that, as I suspect they will have been bought (sorry, every one is already spoken for) as collectors' items and long-term investments. Nick Perry says that just 32 are coming to lucky UK buyers and agrees that the car's appeal is limited to true enthusiasts; "You need to appreciate the history behind the ducktail and Fuchs-style wheels, so the car has a very

specific audience. A typical buyer may already have a 1973 RS in the garage and want this new 911 to complement it."

A lovely idea and I wish I was one of those people. And of those 32 cars in this country, I predict that one or two may make guest appearances at Porsche shows, but you'll be very lucky, indeed, to see one on the road. The fact that each Sport Classic comes with a bespoke car cover suggests that Porsche knows this, too.

Yes, I've been lucky to experience this car while I was able to; it will surely go on to become a unique part of the 911's long and colourful development. **911**





“
THE SPORT
CLASSIC SITS
IN A NICHE OF
ITS OWN

Speedster



The Speedster badge has returned in a new guise for the 21st Century. But does it live up to the legendary name? The only way to find out is to drive it..

Written by **Simon Martyn** Photographed by **Porsche AG**

This car is a birthday present on four wheels. Next year Porsche Exclusive – the company's in-house customisation department – will celebrate its 25th birthday. To mark the occasion it has produced the fourth Speedster model in the history of the company, and unlike most presents, this is one that can be shared by other people – 356 people, to be precise.

The Speedster legend goes back to the mid-

Fifties, when Porsche's American importer Max Hoffmann suggested to Ferry Porsche that he make a simple, stripped out, open version of the 356 model, and slashed the price accordingly. Although a young company at the time, Porsche was already getting a name for itself among those in the know as giant killers in racing, but the cars were expensive compared to some of the competition. The 356 Speedster arrived just at the right time to cement that reputation and make the cars (a little) more accessible.

Between 1954 and 1958 Speedsters found eager homes in the States, particularly in the sunny climes of California where they became a staple of weekend club racing and the favoured transport of car-loving celebrities alike.

Porsche rekindled the Speedster idea in the Eighties with a new model based on the 3.2 Carrera. It's previously said that the Speedster idea was nearly adopted instead of the Cabriolet at the beginning of the decade, but common sense prevailed, and the Speedster was launched in 1989 with the standard 231bhp engine instead. Like the original, its equipment levels were spartan, and it also featured a cut-down and reclined windscreen, and bulbous rear deck to stow the roof. However, chopping the roof off a monocoque structure was never going to make for a capable racer, and the new Speedster took on the role of a Sunday morning sports car and collectors' piece.

Some 2,103 examples were produced, in a choice of either standard or wide, Turbo-Look bodywork.

Having found the 3.2 model to be a sales success, Porsche tried again in 1993 with a third Speedster based on the then-current 964 Carrera 2 model. The recipe was much the same as four years previously, albeit with the technical upgrades of the period, but this time the market conditions were much tougher and Porsche struggled to sell just over 900 of them. That makes them a rare car today, and although they're no match for a 964 Carrera RS if you want to do track days, it's a

charming and collectable car.

And that brings us to this new Speedster, following fairly soon after that other recent product from Porsche Exclusive, the 911 Sport Classic. As with that car, it's a high-cost, limited-numbers product aimed at a particular niche of the Porsche-owning population. This Speedster wasn't built on a Friday afternoon whim; the company approached collectors and favoured customers in advance, asking them if they would be interested in such a car and, if so, what they would like to see on it. And what they wouldn't. Oh, and presumably how much they'd like to spend, although we'll come to that a bit later...

The result is a very high specification 911, with a unique but fully weatherproof roof and a host of unique details. It must be said that gone is the back-to-basics approach of the original, replaced by raw horsepower and luxury. Does that make it a true Speedster, regardless of the roof?

To re-create the Speedster 'look', Exclusive has lopped 60mm off the height of the windscreen but, unlike previous Speedsters, this one is merely shorter – the angle of rake stays the same as the regular production car. The sharply sloping roof is interesting because it offers the same level of weather protection as the standard convertible top. It was felt that at this pricing point, owners wouldn't accept the flimsy affair that is the Boxster Spyder's 'shower cap', so you don't have to flap about with oddly shaped pieces of roof and awkward clips.

Lowering and raising the roof requires getting in and out of the car a few times; you start the process sitting inside and by pressing a button, then manually pull the roof up or down depending on what you're doing. The roof is pulled taut against

the rear deck to keep water and draughts out, while the latching system on the windscreen rail is actually taken from the Boxster. When open, it is stowed underneath an elongated aluminium deck section that gives the rear of the car its distinctive shape. All told, it's an easy operation, and one that can be completed by someone on their own in about two minutes, or less with familiarity. In the event of a roll-over accident, protection hoops are fired out of the top of the body just as on the standard convertible, but Exclusive has fitted spikes to their tops so that they break the safety glass of the rear window in a controlled fashion. It's this technology, and the homologation for it, which has

cost Porsche the real money in developing this car.

But there's more to the Speedster's unique visuals than just the roof. For a start, it's based on the 44mm wider body normally reserved for the Carrera 4, Turbo and GT3 RS models. It features the same front and rear one-piece aprons as the Sport Classic, and various intakes, headlamp surrounds, badges and

even the exhausts are finished in a gloss black (with a nano coating on the latter so they don't rapidly deface themselves). Another nod to the past is the fitment of a black stone guard in front of the rear wheel arches, while another Sport Classic carry-over are the Fuchs-style alloy wheels. Incidentally, these gorgeous rims are now available on most new Porsche 911s, as an option.

The end result is that the Speedster has a genuine 'presence' on the road. By reducing the height of the vehicle and increasing the width, it looks impossibly squat and purposeful, while the Real Blue paintwork is a 'real' retina buster. Your only other colour option is white by the way, so there's no chance of subtlety when driving around

“Gone is the back-to-basics approach of the original, replaced by raw horsepower”



Rear bumper is taken from the Sport Classic, but the back view is dominated by the double-bubble tonneau





Front end is lifted from the Sport Classic and features additional intakes within the lip spoiler



in a Speedster.

Mechanically, the Speedster is based around the hitherto unavailable (well, Sport Classic and GT3 RS aside) combination of the wide arch/track body with a rear-wheel-drive powertrain. Using this as a starting point, Exclusive has then gone mad with the options list, including every major mechanical and convenience upgrade that currently exists for the 911. Try it for yourself on the online Porsche configuration and you'll see what we mean.

At its heart is the factory Powerkit upgrade for the 3800cc flat six usually available as an option on any 'S' model Carrera or Targa model. The key feature of this upgrade are the six flaps in the

resonance intake system compared to just one in the standard engine. Coupled with reworked cylinder heads, a new exhaust and a remapped ECU, this engine puts out a stunning 402bhp with 310lb ft of torque. It seems faintly surreal when you remember that just ten years ago a standard Carrera made 'just' 300bhp.

One difference with this upgrade when applied to the Speedster (as it was on the Sport Classic) is that it uses a different exhaust to the regular Sports exhaust upgrade. The main difference between them is that the Speedster's has no courtesy valve effect at certain speeds and revs; it's always open, and the noise it makes is a fantastically natural,

guttural howl.

Other than the engine upgrade, the Speedster also receives the seven-speed PDK gearbox, complete – thankfully – with the steering wheel mounted paddleshifters. As Sport Chrono Plus is also included, this means all three modes of operation are available as well as launch control – the latter enabling 0-62mph to be dispatched in just 4.4sec.

Then there's the carbon ceramic brake discs, the PASM suspension with limited-slip differential and inside the cabin a pair of electrically adjustable sports seats, PCM sat nav, cruise control and just about everything else that you might specify. The



Previously...

The Speedster name first appeared in 1955, on a fun, light and affordable 356 roadster (far left). The badge returned in 1989, on a 3.2 Carrera-based car (middle), which again was lighter and more simply equipped than the standard car. This concept was repeated with the 964 Carrera 2 Speedster of 1993 (left).



Note the retro black 'shark's fin' protector panel in front of the rear wheel arches



Specification

997 Speedster

Engine

Capacity: 3800cc

Compression ratio: 12.5:1

Maximum power: 408bhp at 7,300rpm

Maximum torque: 420Nm at 4,400-5,600rpm

Brakes

Front: 350mm discs; **Rear:** 350mm discs; PCCB, servo assisted with ABS

Suspension

Front: Lower wishbones and MacPherson struts with combined coil springs and dampers, plus antiroll bar

Rear: Multi link with combined coil springs and dampers, plus antiroll bar

Wheels & tyres

Front: 19 x 8.5J with 235/35ZR19 tyres.

Rear: 19 x 11J with 305/30ZR19 tyres

Dimensions

Length: 4,440mm

Width: 1,852mm

Weight: 1,540kg

Performance

0-62mph: 4.4sec

Top speed: 190mph

Fuel consumption: 27mpg (combined)

Speedster has no rear seats – they are replaced by simple carpeting – but the fronts are trimmed in black leather with a blue chequered flag pattern in the centre of the squab. This blue theme is continued around the cabin, as is the usage of leather. Exclusive has gone berserk with the stuff, applying it to just about everything you can touch, even including the thin slivers of cow skin inside the air vents and the actual door handles. Open the doors and rather smart, anodised black sill protectors greet you with 'Speedster' written in them along with the build number of 'your' car. That number, should you be so inclined, you can choose yourself from the 356 build slots, as long as someone hasn't got there before you, of course.

So that's the detail behind the Speedster. In some eyes it might not seem that much, but it's surprising how it all adds up to create quite a different looking and feeling car. Climb inside and it's all recognisably 997, although with the hood up it can be quite disconcerting to look behind you and see the bare frame on the rearmost part of the unlined roof.

On the move the Speedster, unsurprisingly, shares much with the Sport Classic. Crucially, body rigidity is very good, and the combination of the grip and poise of the wide track chassis with the uncorrupted steering of the rear-wheel-drive layout make it more satisfying to drive than either the Carrera S or 4S models. If anything it seems to ride the bumps slightly better, too; although we'd need a longer drive on roads back in the UK to really pinpoint if that's the case, and how.

Even though Porsche claims the same 1,540kg kerb weight for the Speedster as it does the standard Carrera S Cabriolet (despite the use of aluminium doors and rear deck lid), there's nothing

wrong with the way the Speedster flies down a road. In this respect it feels similar to a Powerkitted Carrera S, the gears flicking home seamlessly and the performance delivered in one great flow of power. It may not be to everyone's taste, but the PDK 'box does suit the character of this new Speedster well, because it affords you the chance to cruise in automatic when you just want to catch some rays from the sun, but also provides you with the super quick gearchanges and auto downshift blipping when you're looking to press on a bit.

So far, so good for the Speedster, then, but we've left the controversial part to the end and that's the price tag. It costs £144,100 in the UK. You probably don't need us to tell you that you can buy a Turbo S Cabriolet for significantly less than that, let alone all manner of GT3s, GT3 RSs, Turbos and the like. As with the Sport Classic, then, if you view the Speedster through pure

logic alone, it just can't stand scrutiny. Given the money, those of us of more average means would rarely blow the lot on a car that has a very niche appeal, such as this one.

However, Porsche knows this, and that's why the Speedster has been carefully planned from the start, because it knows that it's the people who already have a GT3 in the garage, and perhaps a Turbo as well, who will buy the Speedster. Maybe they bought a GT3 RS and decided to keep the GT3 to go with it, just because they could. For them, the high price isn't so much an issue – it's merely the price of joining an elite club, and there's always the hope that one day these cars will prove to be a shrewd investment. Out of the 356 to be sold worldwide, the UK allocation has already sold out, claimed to be less than 30 cars. For those people, they'll be getting an interesting and unique addition to their collection. The rest of us will be lucky if we

“They’ll be getting an interesting addition to their collection”

Road Trip



Calais to Saint-Tropez in one day seemed a challenge, but it proved the perfect opportunity for stretching the legs of our 997 Turbo... Written by Louise Woodhams Photographed by James Lipman

As road trips go, this one wasn't exactly archetypal. Time was most definitely not on our side, for starters; there was no opportunity to simply drive where we wanted, pull over to eat, admire the views at our leisure or even find a little coffee shop for a spot of people-watching. Basically, we were en route to a dedicated 911 tour with Rallye Privé that you may have read about in Issue 88. So, in order to get the most out of our photographer and the 997 Turbo that we

had on test, we decided to document our route down to Saint-Tropez, too, where the event was due to start the following day.

From Calais via the toll roads avoiding Paris, and skirting around Reims, Dijon, Lyon, Avignon and Aix-en-Provence, that's 776 miles, and we had exactly 24 hours to do it, having booked a hotel just outside of Saint-Tropez. Pictorially speaking, it wasn't going to be the most exciting of journeys, so we decided to stop off at two of these landmark towns. Anywhere else where we had time to get some snaps would be a bonus.

The day before, I travelled from my home in Bournemouth via photographer James' house near Camberley. Despite having to watch him search for his wallet before finding it an hour later in his car (where he had already looked!), we still managed to arrive at the Eurotunnel with plenty of time for a (ahem) nutritious Burger King dinner. Having arrived at an Ibis close to Calais at around 11pm, we finalised our plans for the following day and decided to meet at reception for 7.30am.





I didn't get the best sleep, and to top things off the weather was miserable – so much for holding out hope that France was going to be better to us than the UK had proved thus far. After a brief garage stop for fuel (there were plenty of those to come) and the obligatory baguette, which much to our amusement fitted perfectly in the cup holder, we pumped the French radio and got some ground under our belt. After passing several oilseed rape fields 183 miles in, we decided to peel off by Vatry Airport (which specialises in freight), thinking it would bring a touch of colour to the otherwise drab proceedings; namely getting an article's worth of interesting film roll in tight time constraints and dark, wet and windy conditions. There's no point beating around the bush here.

Sure enough, James worked his magic, first shooting across a vast expanse of the bright yellow flowers using a long lens to capture a fast-moving profile shot of the car, and with it the giant rooster tail of spray coming off the road. We then stumbled across Bussy-Lettrée, a historic small, quintessential village typical of the Champagne-Ardenne region with just 298 inhabitants (as recorded in 2007). Nestled at the heart of it is a beautiful historic Catholic church and several war



Ignoring speed limits in France can hurt your wallet and cost you your car, so I was very good

memorials, one of which was adorned with a skull and crossbones that gave James inspiration for another shot, as well as a disused railway crossing a few miles outside.

After an hour or so we decide to get back on track. More credit card abuse ensued by way of petrol, tolls and service station food (mainly consisting of choco BNs and Ray's salted chips, all washed down with Cappuccinos – standard French fare), with the sort of bizarre conversation that only happens when two people suffering from sleep deprivation spend far too much time together, and a little light release courtesy of my iPod, that despite being on 'shuffle', decided to aptly play *The Rain* by Missy Elliott. After a further 286 miles, we decided to do a fleeting tour of Lyon, as neither of us had been before.

Bar a longer than comfortable, horribly awkward moment at a set of traffic lights when a guy adjacent to us in an E39 5 Series stared at me through his open window, a manic grin on his face, the silk and gastronomical capital of France



Refuelling, a regular activity of this trip



Below: Louise swats up on the Eurotunnel

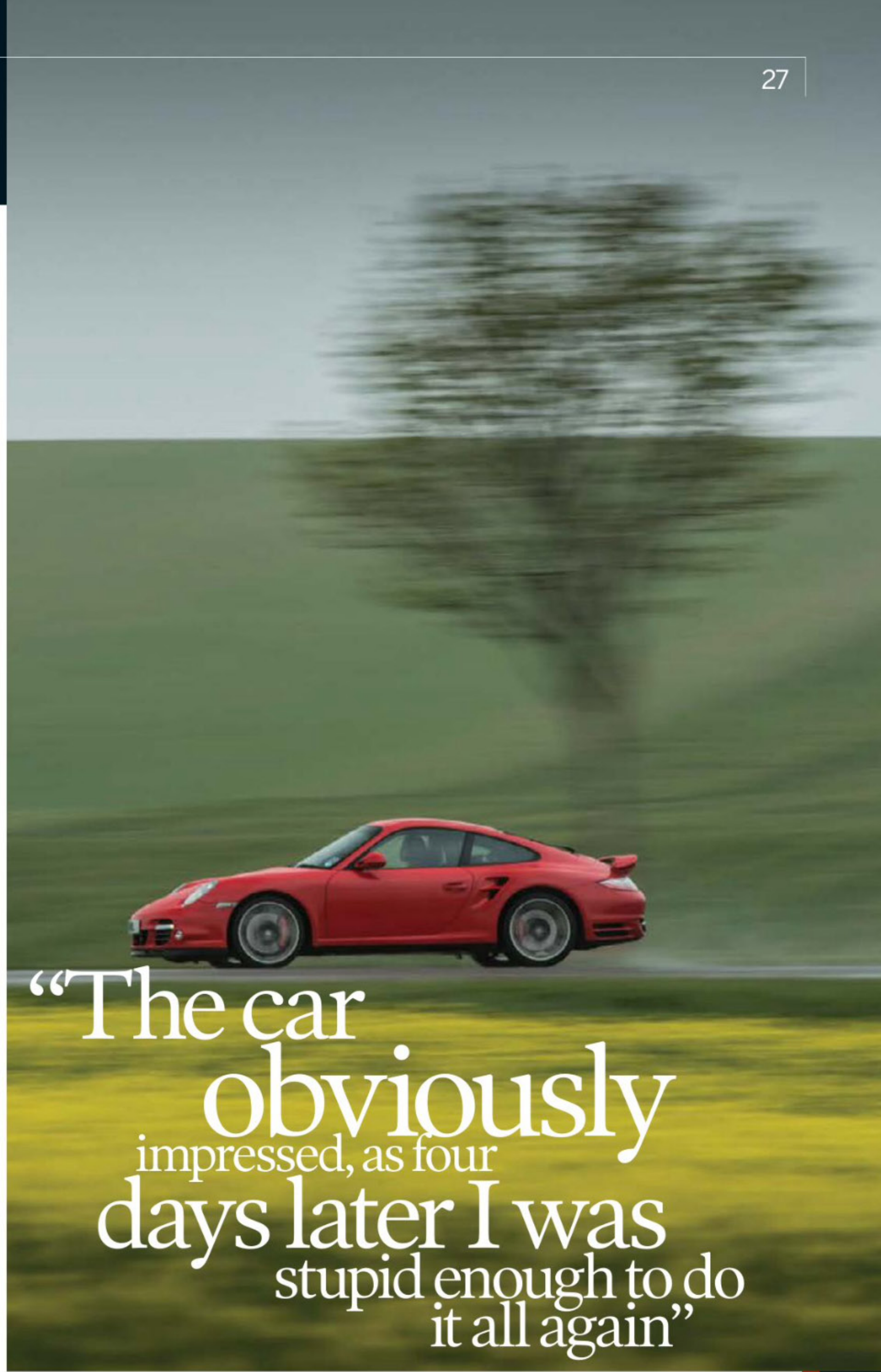




Bussy-Létrée, 183 miles from Calais



Doing loops of the bustling Place Bellecour square, Lyon



“The car obviously impressed, as four days later I was stupid enough to do it all again”

was a rather pleasant experience! Sadly, we didn't get to sample its infamous rustic, traditional cuisine, lush green parks and riverside paths of the Rhône and Saône rivers that meet towards the south of the city centre, nor its outstanding art museums, but we did drive through (several times to obtain a particular moving shot that James never managed to capture!) the old town that is known for the Cathedral of Saint-Jean-Baptiste. It's not all Renaissance-era, UNESCO-listed buildings and fantastical, winding cobbled passageways linking streets and houses, however. Abundant art spaces are plentiful too, as well

as fast-rising neighbourhoods of futuristic architecture. After the obligatory shopfront reflection shot, we decided to get out just before rush hour.

We managed to get another 142 miles under our belts just before dusk, so we decided to make the most of the remaining light and take a look at Avignon, circled by the Alpine foothills to the east, rocky pinnacles to the west and the 6,200ft Mont Ventoux to the north. The city is contained within a roughly circular three-mile line of defensive ramparts, and its turn as the papal seat of power bestowed it with the

imposing Palais des Papes that marks the skyline with its graceful and ornate spires and powerful turrets, but it's perhaps best known for its fabled bridge, the Pont St-Bénézet. I can only imagine how delightful it would be to sit outside a cosy pavement café away from the crowds and drink in the atmosphere. Trying to negotiate a 997 Turbo around the disorderly sprawl of tight, bustling ancient streets, however, wasn't quite as relaxing, especially with James making it his mission to find a remarkably confined lane with particularly high kerbs for me to park next to for a photo opportunity, much to the concern of the locals, who were advising us against it! I wonder how many other super cars have emerged from the walled city with their wheels worse off?

As night fell, we got back on the road for the remaining 137 miles. On the outskirts of Saint-Tropez, we decided at 10pm that our best bet was to swing by a McDonalds if we were to have any chance of an evening meal. Much to James' annoyance, his version of French was interpreted as a happy meal with no fries, but as we were to then take an hour and a half getting lost, he was grateful of even that, despite throwing my sat nav against the windscreen in a rage! What did TomTom ever do to him? Other than get us to Saint Tropez, via all of our diversions... oh,

that's right, it couldn't find the hotel! Of course, if James had bothered to turn over the last page of paperwork I had printed off in preparation for this trip, he would have found directions from the hotel's website!

All in all, this trip totalled 16 hours on the road – not something I'd recommend. The car obviously impressed, though, as four days later I was stupid enough to do it all again, but this time encompassing the run from Folkestone to Bournemouth, too! In the aforementioned article, I mentioned how it was the best car you could ask for on roads such as the Col du Turini and parts of Route Napoléon, and I'm glad to say that it wasn't a bad motorway mile-muncher either. It was hailed as the ultimate sports car when it first came out, and the consummate all-rounder, and I have to agree. With 480bhp, 3.7 seconds to 62mph, 193mph top speed and a respectable 25mpg on a run, it drives like a rear-wheel drive car despite being AWD, and is bursting at the seams with technology. It's got it all, and its successor has a lot to live up to, but then, everyone said you couldn't better the old Turbo, which was a monster of a car. It rewards the skilful and flatters the normal; a phenomenal car, I absolutely love it, and was very, very sorry indeed to see it go the next day.



Above: Negotiating the tight streets of Avignon was an experience

Below: Looking at the Passerelle Abbe Paul Couturier, over the Saône River



The locals were very bemused when we tried to get the car down this tight lane for a photo

“It drives like
a rear-wheel
drive car despite
being AWD”



Last car shot before nightfall
Below: Lost, but a sign that almost spells 'Porsche' provides a welcome distraction



THE PINNACLE OF PORSCHE?

With the arrival of the showpiece Turbos to the 991 range, has the 997 Turbo S been knocked off its pedestal? Total 911 headed for the mountains to find out...

Written by **Lee Sibley** Photography by **Ali Cusick**





“The sheer **velocity** throws you back in your seat time after time”



From where I'm sitting right now, it can't get much better for an exuberant 911 fanatic. Suitably nestled into the carbon-backed bucket seats inside a 997 Turbo S perched high above the Yorkshire Dales, I'm on what appears to be the very zenith of a beautiful sweeping valley overlooking the sleepy village of Hawes, offering a breathtaking view.

However, I might add there's only Ali Cusick between me and a tantalising drop down – yet the unflappable photographer is continuing to beckon the car forwards. Unperturbed, I allow the 997 to crawl inch by inch over the uneven grassy terrain towards Ali, as my trust in the esteemed photographer battles with nerves heightened by

no longer being able to see the floor in front of the 911's headlights. Yet, as Ali finally signals for me to stop the car and kill the engine, I marvel at how the Turbo S has accomplished this potentially tricky task at low speed so admirably. There were no engine jolts and no strain in my left thigh from trying to manually balance some overtly heavy clutch typically designed to revel in extremes of torque rather than near-idle speed. I say this as I've been at the wheel of other similarly powered high-performance sports cars marred by such problems when failing to remain composed in stop-start commuter traffic, let alone on an uneven plinth halfway up a small mountain. However, the 530bhp Turbo S allowed me to negotiate the small path – at

a speed of no more than 2mph – with sensationally zero fuss or issue.

It might seem bizarre that I've opened my account of an absurdly powered range-topping sports car by discussing its merits at miniscule speed, but it's this demonstrable practicality, twinned with outstanding performance when called upon, that's the reason we've brought the Turbo S back out for review. You see, it may be about to be replaced, but with the 997 Turbo S already assured as an incredibly accomplished sports car, the question is can it be knocked off this metaphorical perch by the 991 in the day-to-day world? After covering approximately 1,450 miles in the 997, I'd find it hard to believe. Sure, I can hear



some crying for a mention of the equally impressive 997 GTS as the everyday high-performance Porsche 911, but the extra 80bhp of the Turbo S means it enters the realms of a 500bhp+ sports car category that the GTS can't touch.

As Ali and I finish the opening photos and climb back in the 997 to tackle the superbly engaging Buttertubs Pass nearby, the performance merits of the outgoing Turbo S become apparent from the off.

For starters, the 997 is full of the sheer brutal performance the Turbo S at large is famed for. Kicking out 530bhp (30bhp more than the 997 Turbo, found slightly higher up the rev range), the Turbo S gathers pace at an astonishing rate with little turbo lag from the M170S engine. In terms of

torque, the 997 delivers an impressive 700Nm of it without the need for an overboost function, which the 997 Turbo relies on to achieve such figures. But figures are just pub talk, and true to form these only tell half the story here.

Even in basic Drive mode, the sheer velocity of acceleration throws you back in your seat time after time, continually providing a warm glow right in the pit of your stomach. The 991 Turbo S may boast 40 more horsepower over this outgoing model, but when you're already dealing with absurd power figures, it'll be hard to be able to physically quantify that gain on the road.

Switching into Sport mode however, the 997 Turbo S comes alive: PASM with dynamic engine

mounts stiffens the car superbly and provides the 997 with even more poise. You can feel every small characteristic in the road while the throttle becomes noticeably more responsive, giving you a much more raw driving experience. On the Turbo, this function is activated only after the driver floors the accelerator pedal or releases it briefly – on the Turbo S though, it's activated immediately without any change in the position of the accelerator. The Porsche Traction Management gives superb agility through its rear-biased drive torque distribution, and PSM enables you to play with the car more before it intervenes.

As we push on through the Pass, the grip afforded to us by the N-rated Bridgestone





How Porsche has been boosting the Turbo for over 20 years

Schnelligkeit, or speed: if you want more of this from its Turbo offering, Zuffenhausen has offered the irrepressible Turbo S for 21 years.

In 1992, Porsche fitted a larger turbine and revised engine management to a 964 Turbo, yielding an extra 61 horsepower. Coupled with 180 kilos of weight-saving, this new car raced to 62mph in 4.6 seconds. Braking from 180mph was improved with the addition of brake vents on the rear arches and on top of this the car's suspension was redesigned with components based on those of the RS.

Six years later, as a last hurrah to the air-cooled generation, the 993 Turbo was given the S treatment. Once again, larger turbochargers increased the engine's power to 450bhp. While the standard 993 Turbo was available

as a manual or automatic, the Turbo S variant only came with the former – Porsche's Tiptronic gearbox was unable to deal with the power plant's extra torque. Inside, carbon fibre trim saved weight over the standard Turbo.

As the 996 entered its swansong in 2004, the Turbo S arrived with a modified intercooler, revised ECU and the now-obligatory larger turbos. On top of this 30 horsepower boost, PCCB ceramic brakes were standard equipment.

The first-generation 997 Turbo missed out on the S treatment but, with the 2011 release of the Gen 2 997 Turbo S, another 30bhp was squeezed from the 3.8-litre, turbocharged motor. This power was then transferred through a set of motorsport-inspired centre-locking wheels, while inside there was a unique two-tone interior.



“It makes for a **sublime** driving experience, even on public roads”



Being able to still see the engine on the 997 is refreshing, while an interior without the huge 991-esque centre console is considered more traditional 911



Potenzas is astounding and the car feels incredibly planted as we duck and dive along the many dips and varying road cambers, opening up the revs through long straights. It makes for a sublime driving experience, even on public roads, and better still this package is all straight out of the box in Turbo S guise.

Re-entering a degree of civilisation in our environment, we return to Drive mode as we approach a small clutch of quaint country houses. With PASM off, the suspension eats up the anomalies in the road surface and comfort returns to the cabin. We successfully negotiate a series of cattle grids (how many 500bhp+ sports cars can do that without damaging their undercarriage?), before pushing on back up the other side of the valley, where the impressive PCCBs are called on several times to halt the car immediately when sheep are found meandering across the rural carriageway. Sport Turbo Plus is lost on anything but a track and as we're testing the day-to-day practicality of the

car, the coveted button is left well alone. Comfort is the name of the game and that's exactly what we get during the resulting five-hour journey back from the mountainous roads of rural Yorkshire down to the capital city of London, furthering the Turbo S's worth as a great GT cruiser.

The 997 Turbo S is an absolute machine and despite no longer conjuring the pizzazz of being the latest Turbo 911, the 997 still has a lot to shout about. Its PDK transmission turned out to be rather a precursor for the highline Type 991 models and, much like those 991s, is effortlessly intelligent here: rarely do you find a need to override the system with manual input. Although even the Turbo S utilises a longer seventh gear in normal Drive mode, you can simply tap the accelerator pedal with your foot to prepare the motor when you want to overtake another vehicle, to which the transmission duly responds by instantly dropping down a couple of gears. It's a constant reminder that brute power is only ever milliseconds away.

Likewise, Variable Turbine Geometry, as found on the 991 Turbos, was also first deployed on the 997 Turbo S, a technology using electronically adjustable guide vanes to change the angle of the vane feeding the 3.8-litre engine's twin turbines. This system provides higher boost pressure, even at a lower RPM, meaning that huge power is always near-instant.

Despite these similarities in evolution, there are areas of the 997 generation that still hold key elements of quintessential 911. The prime factor here, of course, relates to its steering. The 991 Turbo and Turbo S models are the latest to revert to electric-driven steering, still a controversial topic among 911 traditionalists, while the 997 Turbo S is the last Turbo model to hold onto its mechanical-pump-driven steering – a surefire settlement in its likability factor.

The 997 also has a more traditional chassis that favours the purist and in many years to come will only aid its collector charm. A full 100mm ↻



shorter wheelbase than the 991s, there is no rear-axle steering here, protecting the direct relationship between car and driver.

Inside, the 997 cabin maintains a precedent set by every Turbo S over the last 20 years of being abundant in Porsche luxury. Rather refreshingly, the layout here does not feel dated (no doubt aided by the presence of a PDK gear stick and paddle shift behind the steering wheel), though after driving numerous 991 Carreras so far this year I can now start to see the beauty in the Panamera-esque centre console, which ensures reaching for the PASM button, for example, isn't hindered by an annoying obstacle by way of the gear shifter.

Even on the outside, the 997 Turbo S doesn't yet look particularly dated. While not appearing quite as aggressive as the new 991s, the gaping intakes in the rear fenders strike fear into those who know what they signify and wonder to those who don't. No doubt helped by the Turbo Aero Kit (a £3,500

option) and exclusive shade of Brewster green from Porsche paint to sample, the Turbo S even turned many heads through the hustle and bustle of central London's city streets after its teardown in the quiet Yorkshire Dales. Would the new 991 Turbo S turn more heads? I'm not so sure.

Certainly, the 997 Turbo S already appears to tick every box in a real-world environment. The new base Turbo may be quicker to 62mph than this top-spec Turbo S, but crucially you'll have to pay at least an £18,000 premium for the pleasure and that's a lot of anybody's money for what amounts to just a tenth of a second of superior pace in the new model.

What's more, the new Turbo S starts at a whopping £142,000, whereas a nearly new 997 Turbo S had crept into five-figure sums as early as January of this year, much before the 991 models had finished testing in South Africa and on the Nurburgring Nordschleife. In like-for-like terms, the current market says a 997 Turbo S is worth

only two-thirds of a 991 Turbo S – but where would the extra third of value come from in day-to-day capability? Even the argument of increased running costs cannot be counted against the 997, returning a more-than-respectable 27mpg over the 1,450 miles of varied driving, proving its worth – if indeed it matters – as an economical yet rapid powerhouse.

With that, I believe the message is clear. There's no denying the 991 Turbo and Turbo S are an astounding pair of 911s (as we've just told you in the preceding feature), but as an everyday GT car capable of savage performance and brilliant practicality, the new models are simply joining the 997 at the top table. Why? Because, aside from the track where adaptive aerodynamics and rear-axle steering will undoubtedly provide a noticeable edge in lap times, Porsche has already reached perfection, the zenith of what defines a usable sports car, in the 997 Turbo S. The pinnacle of Porsche? Absolutely, and for a long time yet. **911**

“Porsche has already reached perfection, the **zenith** of what defines a usable sports car”

RENNSPORT MASTERS

As the current epitome of Rennsport, the 997 GT3 RS offers the purest form of modern Porsche 911 exhilaration. But is the second generation a marked improvement on the first?

Written by **Tony McGuinness** Photography by **Andrew Tipping**





The heat vapour is clearly visible, rising off the black tarmac and dissipating into the air on the desolate Southern California mountain road. It is typically cool in this part of the Temecula Valley, 45 minutes north-east of San Diego, but the day is an abnormally scorching affair, with temperatures hitting 96 degrees Fahrenheit. Among the sintering heat, two of Porsche's finest 911s ever to grace the planet are on a mission and engaged in a duel: like the legendary gunslingers of the old west, Billy the Kid and Jesse James, these modern-day legends are going head to head to see which generation of the 997 GT3 RS is the most electrifying to drive.

Aided by exceptional aerodynamics, both cars have speed and power delivery in abundance, with their stripped-back and cut-throat nature making for one of the purest forms of road-legal driving, such is the moniker of a 911 RS. Where lesser models would find such an environment exhausting, here corners are attacked with aplomb. These two differing 997-generation GT3 RSs are as at home on these mountainous roads as they would be on a race track – which, of course, they were essentially designed for. Both Rennsports jockey for position and exchange leads from the front several times as the howling of the high-revving 'Metzger sixes' resonates. If ever there was an example of heavenly driving, this was it.

The mere mention of 'GT3 RS' ensures 'pinnacle of the 911' is on the cusp of most driving enthusiasts' lips. It doesn't get any better – it's a purist car by every definition. By driving or owning one you are experiencing a piece of road-going Porsche racing heritage that is arguably not found with any other manufacturer. The GT3 RS models are exclusive machines, inspiring and leaving you in awe. They are breathtakingly beautiful and staggeringly functional in every sense of the word.

Unlike other 911s, these two naturally aspirated Rennsports are built by the Porsche Motorsport division, the same group that for many years manufactured 911 Cup cars, the RSRs, and even the RS Spyder. Racing is in their DNA.

The RS lineage dates back far with the 911, starting with the introduction of the 1973 Carrera RS. When water-cooling reached the 911 in 1999, Andreas Preuninger and Porsche soon introduced the new RS in 996 GT3 form to great acclaim. With the subsequent introduction of the 997 Gen1 GT3 RS in 2006, the change from the 996 GT3 RS was a substantial evolution of the new RS moniker. The 997.1 GT3 RS – with its wide Carrera 4 body – had purists drooling. While the Gen1 997 was well received, Porsche was struck by comments from customers that the GT3 RS did not offer considerably more performance over the standard 997.1 GT3. On paper at least, the RS only offered a quicker sprint to 62mph by 0.1 seconds over the GT3, while the official weight saving of just 20kg was noted as somewhat paltry.

The 997.1 GT3 RS is no slouch, but Porsche



clearly listened to its customers and set about ensuring vast improvements for the 3.8-litre 997.2 GT3 RS. Duly arriving in 2010, performance was markedly improved above and beyond that of its new GT3 brethren of the same generation.

Four years of manufacturing separate the two 997 GT3 RSs in our pictures (the Gen1 rolled off the production line in 2007, the Gen2 in 2011), but they are different. The changes from Gen 1 to Gen2 are, in Porsche terminology, evolutionary rather than revolutionary. However, there are stark differences. What is immediately noticeable is the magnificent larger, carbon fibre rear wing on the Gen2 supported by forged aircraft aluminium struts. Although neither are subtle, the wing of the Gen2 is certainly more pronounced than the Gen1, helping the 997.2 to create the same amount of downforce at 100mph as the 997.1 does at 190mph.

Other evolutions include the revision of the front fenders of the Gen2, which are now 26mm wider to accommodate its larger front tyres. Also redesigned in the Gen2 are larger front air intakes and outtakes: they suck in air and push it out again with the utmost efficiency, while the wire mesh covering

these openings provides protection to the internal workings in the front. The front splitter on the Gen2 is also larger and more aerodynamic, again contributing to the 997.2's nous for downforce.

Despite its racing pedigree, the GT3 RS retains the 911 spirit of being the everyday supercar, further exemplified by a front lift kit fitted to the Gen2, yet missing from the Gen1. The push of a button inside the cabin raises the front just enough to prevent scraping on driveways and ramps that are not drastically sloped. First available on the Gen2, this is an option that's well worth the money to protect the front of your Rennsport 911. Another interesting observation is the side mirrors of the Gen2, which were made bigger to satisfy EU safety laws.

As well as a boost in engine capacity from 3,600cc in the Gen1 to 3,800cc, the jump in power from 415bhp to 450bhp isn't the only engine-based improvement. The all-new dynamic engine mounts on the Gen2 model minimise oscillations and vibrations of the drivetrain, helping you take corners more precisely. The tailpipes are titanium and the single-mass flywheel is lighter in the later


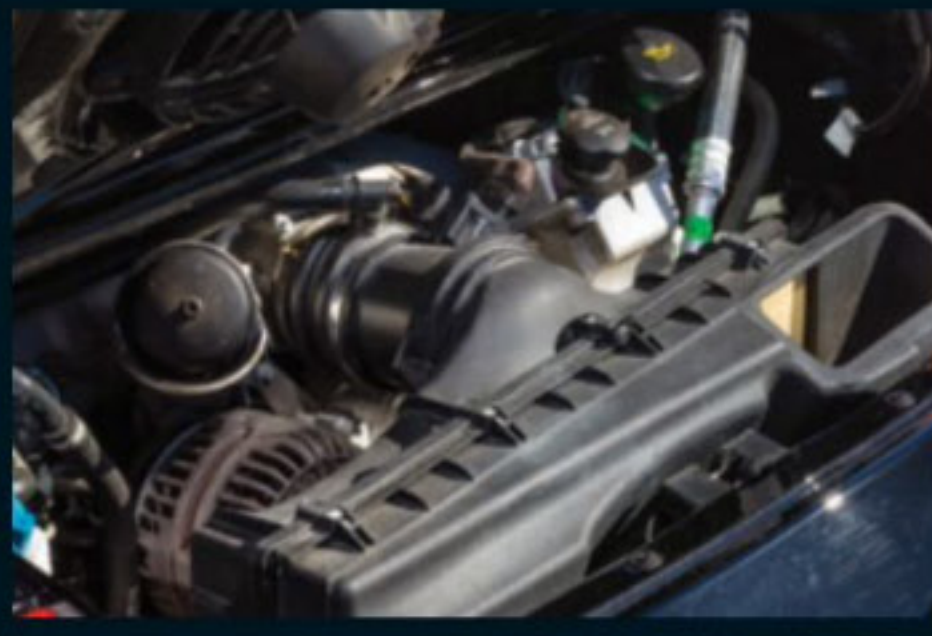


variant, as the redline is increased by 100rpm to 8,500rpm. Twinned with the boost in performance are weight-saving improvements in the Gen2, like a lightweight lithium ion battery that saves 22 pounds over the Gen1. This means the later RS is five kilograms lighter than its 997 GT3 RS counterpart.

The stats suggest vast improvements in the second instalment of the 997 GT3 RS, but how does this translate behind the wheel? After all, both cars remind you that they are primarily race cars, and in racing, even the most minute technical improvement can lead to substantial performance gains. So is the Gen2 much better than the Gen1?

I climb in the cockpit of the splendidly outfitted Gen1, with original orange wheels painted black to show off the yellow PCCB brakes nicely. A clear bar has been installed on the front bonnet to repel stones and other shrapnel. Besides this, the car is straight out of the Weissach factory. I take in the view inside. It doesn't have the cloth straps installed on the Gen2, but the orange door handles are striking nevertheless. Moreover, carbon fibre inserts throughout the interior and door sills are well placed, and provide quality craftsmanship. ➔



“As the RS nears 8,500rpm,
the engine noise pulsates
through your body”

	997.2 GT3 RS (2011)	Model Year	997.1 GT3 RS (2007)	
	3,800cc 12.2:1 450bhp @ 7,900rpm 430Nm @ 6,750rpm Six-speed manual	Engine Capacity	3,600cc 12.0:1	
	Compression ratio	Maximum power	415bhp @ 7,600rpm	
	Maximum torque	Transmission	405Nm @ 5,500rpm	
	Independent MacPherson struts; Independent multi-link	Suspension	Independent MacPherson struts; Independent multi-link	
	Front	Front		
	Rear	Rear		
	9x19-inch centre-locking alloys; 245/35/ZR19 12x19-inch centre-locking alloys; 325/30/ZR19	Wheels & tyres	8.5x19-inch five stud alloys; 235/35/ZR19 12x19-inch five stud alloys; 305/30/ZR19	
	Front	Front		
	Rear	Rear		
	Dimensions	Dimensions		
	4,460mm	Length	4,445mm	
	1,852mm	Width	1,852mm	
	1,370kg	Weight	1,375kg	
	Performance	Performance		
	4.0 secs	0-62mph	4.2 secs	
	192mph	Top speed	187mph	



“The GT3 RS feels
edgy and alive.
What more could you want?”



Unlike their European counterparts, the rear windows in both cars are real glass – not plexiglass – to satisfy US laws

The Porsche adaptive sport seats are beautiful with Alcantara inlays, which is also present on the roof of the cabin, and a rich, soft leather dashboard with deviating stitching sets off the whole car. The rear wing sits low and does not obstruct the rear window. Glance over your shoulder, and you'll see the 'RS' badge at the back of the cabin, where the seats would be in a 911 Carrera. The purposeful interior means you can't help but feel excited, even nervous, as you fire up the engine.

Piloting this beautiful Gen1 out in to the hills, I am struck by its raw feeling. I accelerate onto the deserted road which, unfortunately for me, becomes quite bumpy. This isn't something you would necessarily feel in a standard 911, but the stiff chassis communicates that it would prefer to be on smooth tarmac. After a few bone-jarring hiccups, the road becomes smoother. Immediately, I am dealt a left-handed sweeper. I downshift and blip the throttle, hearing a throaty exhaust note from the flat six. The turn-in is crisp and razor sharp. Just before the halfway point, the nose starts to go a little light, and I can feel understeer, which sends adrenaline flowing through my veins. It feels edgy and alive, and wants to challenge you. What more could you want?

Unwinding the steering wheel and exploding out of the turn, the Gen1 regains its composure. Within seconds I shoot into a right-handed hairpin. Just as I start to feel more confident, the rear end twitches. It wants to swing out as the huge, semi-slick rear tyres try to dance away from me. I am forced to bring it in with careful corrections. Clearly, this GT3 RS has the devil in it, and tells you so. I exit the

hairpin quickly and with much more confidence.

However, as I dip into another sweeping left-handed corner, once again the nose starts to lift and understeer requires correction. As I do so, the back wants to push out. The feeling is one of exhilaration as I make slight inputs and corrections to bring her back in; she settles nicely and is once again balanced. But driving this car this hard isn't for the novice; I am required to be totally involved, alert and focused. It needs you to listen to it and coax it. Tell it what you want it to do and deliver the right inputs, and you will be rewarded. The experience is hair-raising and exhilarating. This is exactly what you require in a car of this magnitude. On the return leg back to where the Gen2 is waiting, I feel excited and drained in equal measure. Surely that was the ultimate in road-going flat-six thrills?

Climbing into the 997.2 GT3 RS, I notice it's not too dissimilar to the 997.1. There are slight upgrades in the dashboard layout carried over from the facelifted 997 Carrera, and although the adaptive sports seats in the Gen2 are the same as the Gen1, the Gen2 seems more refined inside. This Gen2 doesn't have the optional leather outfitting from the Gen1, although in the context of what these cars are, I think it is a good thing. It is simply bare bones in comparison, with reduced noise insulation materials in the plastic dashboard and door panels. The orange door handles that were in the Gen1 are now thin red straps. While some people have called them a gimmick, this gives a distinct Cup car feel. It has a stereo and PCM system as per the Gen1, while both have air conditioning – which, by the way, is one option you should never want to be without. ➔

996 GT3 RS: dawn of water-cooled RS

In 2003, the predecessor of the current 997 GT3 RS was introduced. The 996 GT3 RS was Porsche's first water-cooled RS, which trimmed 50kg from the 996 GT3 Clubsport models. Available in white with either blue or red decals, side stripes and matching colour-coded wheels, the 996 GT3 RS utilised a 3.6-litre M96/79 powerplant taken from the narrow-bodied 996 GT3, producing 381bhp at 7,400rpm before shooting on to a top speed of 190mph. Later, the 996's sublime engine was to be utilised in the Gen1 997 GT3 RS, albeit with some reworking.

The 996 GT3 RS featured carbon body parts, which were replicated by the 997 variant, although the carbon front bootlid on the 996 was replaced by an alloy item in the Gen1 997. In true RS weight-saving form, the Porsche crest on the front bootlid was actually a sticker, later replaced with a standard metal-oriented emblem on the 997 Gen1 and Gen2 RS variants. Crucially for track enthusiasts, the 996 GT3 RS came with PCCB as standard, reduced to an option for the 997.

Although road legal, the ride of the 996 GT3 RS was deemed incredibly harsh for anything other than a track. The lessons learned from the first water-cooled RS had a great impact on the development of the 997 GT3 RS, including increased power, comfort, aerodynamics and safety. Not sold in the US or Canada, the 996 GT3 RS was the perfect swansong for the 996 series 911, and wore the RS badge with great distinction, as noted in **Total 911's** 'Performance Icons' in issue 107.





Retailing at £94,000 when new, the first 997 GT3RS had a refined cabin, though a roll cage and cloth bucket seats were options



Differences in the dash and doorcards mark this 997.2 out as more hardcore. Note the transmission: is this the last manual RS?



Deleting air-conditioning for the sake of weight saving isn't worth it unless you are in very serious racing competition.

The thick Alcantara steering wheel has a sensational feel to it. Looking over my shoulder to the rear of the interior, the badge no longer merely says 'RS', instead letting you know unapologetically that it's an 'RS 3.8'. I fire up the engine and notice how the rattle at idle of this powerplant is loud and mesmerising. It's a statement of intent: that very light single mass flywheel helps to give it a unique sound.

Taking the same course as with the Gen1, I dump the clutch and accelerate down the deserted, bumpy asphalt. The heavy clutch takes some getting used to, but feels great. Likewise, the short throw shifts are fast and precise. Gathering speed over the same bumps I encountered earlier, I'm pleasantly surprised, as the car handles them less jarringly. The upgraded PASM suspension in the 997.2 deals with the bumps with little fuss,

and my bones remain intact. Again, the ride isn't as smooth as a 911 Carrera, but these are race cars that happen to have a license plate. Heading into the left-handed sweeper, I downshift and blip the throttle as I prepare for the front end to become light and the car to move into understeer. I am ready to make corrections, but none are needed! The wider front track and revised front end virtually eliminate the lift experienced in the Gen1 GT3 RS. I power out of the corner and prepare for the back end to swing out and misbehave, but it doesn't happen. The larger wing and wider rear wheels with sticky Michelin Pilot Sport Cup tyres (specifically designed for this Gen2 997) ensure the back end is glued to the road. No loss of grip is experienced, and I am propelled out of the bend and onto the straight. The higher-capacity 3.8-litre flat six begins to wail, and my speed increases until I am forced to brake, the large ceramic brakes bleeding off the speed and preparing the car for entry into the right-handed hairpin turn.

Here, I feel the confidence I didn't experience to the same degree in the Gen1. I can push this car much harder; it begs to be driven hard. Going into this tight switchback, I feel the G forces more, but again, the wider front end with those phenomenal Michelin Pilot Sport Cup tyres, lacking on the Gen1, provide the ability to enter the corner with more speed and grip. As such, I don't fight with the car as much. While I make slight corrections, they aren't nearly what I needed to do on the Gen1.

I begin my exit out of the corner earlier than I did with the Gen1. I can feel she wants to possibly swing out, but this car – unlike the Gen1 – has stability control to go with the traction control, ideal for wet surfaces. Sure, this car also has the devil in it, but it is kept more in check by the technological upgrades and significantly revised aerodynamics. I am catapulted out of the corner at blistering speed, again reminded of the car's more serious engine growl past 5,000rpm.

Meanwhile, the noise in the cabin is the perfect



GT3 RS running costs

Ownership of any 911 comes at a price, although these are substantially increased with a 911 of such high motorsporting calibre. Although you'll be covered by a warranty when purchasing from new (usually two years in Britain with the option of the third, or four years/50,000 miles in the US), what this warranty doesn't cover is standard maintenance including fuel, tyres, and typical wear and tear.

Because this Rennsport demands to be driven in a spirited manner, fuel replenishment is obviously required with astonishing frequency. The Gen2 comes factory-equipped with the specially designed Michelin Pilot Sport

Cup Tyres, which are incredibly sticky yet very soft, coming with only 3mm of tread. On the street with spirited driving, the tyres – costing around £250 per corner – could last for 3,000 miles (the wider rear tyres tend to wear out faster with engine load, of course). Also, due to the sticky nature of these tyres when warmed up, they can pick up metal road hazards easily, so require replacing much sooner. The Gen2 in our pictures has covered just over 18,000 miles to date. The rear tyres have been changed four times, with the tyres on the front axle being replaced three times.

Other likely expenses on the GT3 RS include the replacement of the front splitter, which can take some

punishment on the road, even with the optional lift kit fitted. The 997 GT3 RS needs a service every year or 10,000 miles with an oil change, while the Gen2 here benefitted from an additional brake service while back at the OPC.

Ceramic brakes are a well-known yet worthwhile option for a 911 with track ambitions, although their incredible performance, lack of brake dust and longevity makes them extremely desirable. Available from £5,800 as a factory option on the Gen1 GT3 RS, if your GT3 RS has ceramics then expect a hefty bill when it's time for completely new brakes. Running a GT3 RS has significant costs but, for many, the rewards of driving one are well worth the price.

blend of engagement without irritation. As it nears the 8,500rpm redline, the engine noise in the cabin pulsates through my body. I reach the next dipping, sweeping left-hander, where the ceramic brakes bite hard and shed speed, yet my entry into the corner is significantly faster than the Gen1. This time I feel a little hint of lift, and slight understeer starts to occur, but with gentle corrections and throttle inputs it is insignificant. Again, the car feels more balanced and planted when near the limit. By now, the warmed-up Sport Cup tyres are in even more love with the road, and don't want to let go. I am propelled out of the corner with only a bit of twitching in the back end. Exploding down the final straight, the RS screams at redline. As I bring the 997.2 GT3 RS back to base alongside the 997.1, I am filled with conflicting thoughts.

When you begin driving these cars, initially it isn't easy to detect differences between the two. From a standing start, the Gen1 in first gear seems quicker than the Gen2. The Gen1 wing

provides a virtually unconstructive view from the driver's seat, while the rear wing on the Gen2 largely forces you to rely on your side mirrors. However, pushing the cars begins to reveal the contrasting features of these machines. Steering in both RSs feel direct and tight when turning into corners, although the Gen1 does feel lighter in the front. You have to work with it more than the Gen2, and it requires intense focus, which in itself is gratifying yet slightly unnerving. The clutch on the Gen1 is not as heavy, and is easy to adapt to. While the clutch on the Gen2 is heavy, the shifting in both cars provides an abundance of mechanical feel.

The wheels are a standout difference on the Gen2, where centre-lock wheels fitted with Michelin Pilot Sport Cup tyres provide extra sticky grip, and when warmed up won't betray you. The larger contact patch the Gen2 has over the Gen1 with its wider tyres is no small difference here. Yes, it is fun to let the back end loose, but on the track or street that extra grip is meaningful. It allows you

to push the 997.2 harder, as you know it is firmly planted, and you can feel the limit is extended over the 997.1. Likewise, stability control is helpful in the later variant, and does not take away from the performance and excitement. If anything, it gives you the confidence to push its limits harder.

The Gen1 ticks all the boxes in terms of thrills: it can be scary, and can taunt and excite you. Not having the revised technological changes of the Gen2 isn't necessarily a bad thing either, making it different and challenging in a very special way. In fact, depending on your driving habits and preferences, it is hard to criticise what, in effect, are two perfect cars in their own right. The reality, though, is that Porsche brought out a second generation of the 997 GT3 RS to improve on the previous model. They made the 997.2 lighter, faster, and more aerodynamic. It gives you the thrills, excitement and adrenaline rush of the Gen1, while communicating better. Make no mistake, the 997.1 is a great car, but the 997.2 is even better. **911**



997 TURBO

—TUNED VS STOCK—

The new 991 Turbo boasts increased performance, but should 997T owners modify to keep up or simply enjoy the 3.6's 480bhp?

Written by **Phil Royle**
Photography by **Laurens Parsons**





The 997 Turbo is a phenomenal car of equal power and grace. Rightfully labelled as the perfect everyday supercar, it's been the benchmark of four-wheel-drive forced induction at Porsche – until now. All of a sudden, the new 991 Turbo's power hike to 520hp (and Turbo S to an astounding 560hp) has the Gen1 997 Turbo in particular against the ropes, with the 3.6-litre engine's 480hp becoming dated overnight. But what to do? Should Gen1 owners turn to modifications for power parity with the new model, or should the 997 3.6 be appreciated as a great value used Turbo with plentiful grunt?

For many 911 drivers, the words 'modified', 'tuned' and even 'enhanced' shouldn't go in the same sentence as 'Porsche 911'. The opinion that the engineers at Weissach know exactly what they're doing with their 911s – whether a basic C2 or a top-spec GT3 RS – is one shared by many 911 owners.

Sure, the 997 Turbo is already frighteningly fast, capable of almost 200mph and 0-60mph in around three seconds, but who's to say its performance cannot be suitably enhanced any further?

The arguments for and against are simple: go down the tuning route and you're creating a personalised car. It's a bit like buying a tailor-made suit not off the peg: it's bespoke to your own desires. But most want a standard 911, so you're instantly alienating potential buyers who won't touch a modified example no matter who's done the tuning.

To investigate this further, we've come to JZM in Kings Langley: specialist 911 dealers with a top-end showroom. With a workshop next door offering servicing as well as tuning (JZM are UK agents for Manthey Motors), they're well placed to articulate the pros and cons of tuning 997s.

Their two Gen1 997 Turbos here look similar (besides the colour), but possess decidedly different personalities. One is a stock 480bhp Tiptronic in Arctic silver, and the other is a modified 630bhp manual variant in Basalt black. The standard car retails at £44,900 while the tuned version is £52,900 (with 31,000 miles, one owner, a FSH and, needless to say, no manufacturer warranty).

Putting mechanics to one side, the black 997 sounds more appealing. One, it's a manual. Two, it has more factory options, including the fade-free PCCB, a carbon fibre interior pack, Carrera white instrument pack, Sport Chrono, TPM system, PCM navigation, telephone, Mobridge iPod & Bluetooth Connectivity and off-road pack. And three, it claims to have 630bhp and 640lb ft of torque.

The massive 150bhp and 140lb ft torque hike in power is from a bolt-on tuning package – using stock engine internals and a pair of DMS hybrid turbochargers, DMS tubular manifolds, a DMS stainless steel 200-cell exhaust system and a remap of the ECU. Meanwhile, the transmission is beefed up to cope with the addition of a Sachs 890Nm Clutch and a GT2 RS Single Mass flywheel.

JZM's technical manager Steve McHale explains why a good, reliable, modified 997T such as this ➤



Out on the road, the difference in performance is tangible



At face value, it's hard to tell which 997 Turbo is modified



“It’s a 911 that
does respond well to a
tune-up,
but it’s got to be right”



What lies beneath: even at first glance the engine bay isn't vastly different to the factory Turbo

TOP TUNED 997 TURBOS

Manthey Motors



Multiple Nürburgring 24-Hour winners Manthey Racing's road-tuning arm, Manthey Motors, offer dynamic dyno and Nürburgring-developed products for the 997 Turbo – including engine, suspension, brakes, wheels and aerodynamics. They also developed two tuning packages for the 997 Turbo – K525 and K570.

K525 offers a hike of 55bhp and 80lb ft with better acceleration. The engine block remains untouched, with a bolt-on kit of (5.2kg lighter than OE) stainless steel, plus a sports exhaust system and ECU re-program.

The K570 offers 70bhp and 88lb ft over standard via a Titanium sports exhaust system (saving 10kg), sports air filter, sports clutch (for the torque bump) and an ECU remap. Manthey also recommend fitting a Cup car LSD to control wheelspin.

Performance figures were never quoted, but we've driven one at the Nürburgring, and it's a lot faster than standard. Add to this their KW-developed suspension package, GT3 rear roll cage, minor weight strip out and PCCB brake package, and the 997 Turbo can be a menacing trackday tool.

Ruf



Alois Ruf's 997 Turbo base package takes the 500bhp of the Turbo and 530bhp of the Turbo S to a claimed 620-650bhp respectively – with a remapped ECU following fitment of air filters, sports cats and a larger bore exhaust system. The conversion claimed 656lb ft of torque and 0-62mph in 2.9 seconds, with 0-124mph in 9.1 seconds and 202mph. It was available for both manual and Tiptronic/PDK transmissions.

However, their flagship Ruf RT-12 (Ruf Turbo 12) went a stage further. Unveiled at the 2004 Essen Motor Show with a bored-out, heavily tuned (Mahle pistons, Titanium rods, KKK K24 turbos, uprated intercoolers) 3.8-litre engine, it offered 685-730bhp (boost & ECU map depending) and just shy of 220mph top speed. The car featured Ruf aerodynamics, a return to mechanical Bilstein suspension (or Ohlins with hydraulic lift), PCCB carbon brakes and 19-inch alloys with Pirelli P-Zero rubber to help keep the rocket ship on the road. Not for the faint-hearted, just like most Ruf stuff.



Aesthetical differences between the two 911s can be spotted inside, the tuned 997 bedecked with carbon fibre trimmings...

Specification

Modified Basalt black 997 Turbo

(2007)
Engine
Capacity: 3,596cc flat six boxer
Compression ratio: 9.0:1
Maximum power: 630bhp @ 6,300rpm
Maximum torque: 640lb ft @ 4,000rpm (overboost)
Transmission: Six-speed manual with Sachs 890Nm Clutch; GT2 RS Single Mass Flywheel and short shift kit

Suspension
Front: PASM
Rear: PASM

Wheels & tyres
Front: 235/35x19 Michelin Pilot Sport Tyres
Rear: 305/30x19 Michelin Pilot Sport Tyres

Dimensions
Length: 4,478mm
Width: 1,852mm
Weight: 1,395kg

Performance
0-60mph: 3.0 seconds
Top speed: 195+mph



Specification

Factory Arctic silver 997 Turbo

(2007)
Engine
Capacity: 3,596cc flat six boxer
Compression ratio: 9.0:1
Maximum power: 480bhp @ 6,000rpm
Maximum torque: 502lb ft @ 2,100-4,000rpm (overboost)
Transmission: Five-speed Tiptronic

Suspension
Front: PASM
Rear: PASM

Wheels & tyres
Front: 235/35x19 Michelin Pilot Sport Tyres
Rear: 305/30x19 Michelin Pilot Sport Tyres

Dimensions
Length: 4,478mm
Width: 1,852mm
Weight: 1,395kg

Performance
0-60mph: 3.5 seconds
Top speed: 193mph

... while the factory 997 retains its usual leather grace



Thanks

Thanks to Steve, Jonas and **JZM** for the use of their 997 Turbos. For more information on these cars and the rest of JZM's stock, visit the website: www.jzmachtech.com

may be hard to come by: "It's difficult to get this sort of power from a 997 Turbo – mainly due to heat soak with the standard intercoolers. You may be able to generate that sort of power (with the right parts) once, but next time you put your foot down it'll be 550bhp, then 530bhp, 510bhp and so on. The intercooler heat levels and charge air temperatures get too high, even on a very cold day.

"What we advise to get over 600bhp is an intercooler upgrade to cope with the increased intake temperatures, a 100-200 cell exhaust to

reduce back pressure, an 820Nm clutch, an inlet manifold pressure sensor upgrade and our Manthey dyno-developed ECU remap. Do it properly or it's not worth doing – you end up chasing your tail and spending a lot for little bhp.

"The engine and transmission are bomb-proof and there's tolerance left from the factory, so the 997 can respond to tuning. But it's got to be right."

The net result of a tuned 997 like this black one is impressive. The surge of torque created by the boost coming in quicker and with more pressure is immediately apparent – making the already quick 997 Turbo seem ballistic. The modified 997 Turbo feels faster but sounds no different, with no wastegate to flutter and hiss with the hiked boost levels, though the variable vane technology Borg Warner Turbo does sound a little more 'whooshy'.

But there are immediate noticeable running differences with this tuned Turbo: the idle is a little rougher, the GT2 RS single mass flywheel is a lot noisier and the engine always wants to go, such is the tidal wave of torque on tap. It's a lot less smooth than the silver factory 997T (especially with Tiptronic), making progress more jerky.

There's also a practical element to consider: add another 150bhp to a 997 Turbo and where is there to go? It takes about three seconds to reach the UK's 70mph legal limit on a motorway from a standing start, and with a 200mph V-max potential, the temptation is far too great. Take it on track

then? Sure, but it'll get very hot and not produce anything like its claimed 630bhp after the first bootfull. Besides, the Turbo is no pure track car – not without a comprehensive strip out, advanced suspension setup and skilled driver, anyhow.

The bottom line is the factory 997 Turbo makes an awesome touring car. It's comfortable, fast, has great equipment and is great fun cross-country.

Yes, the extra boost from a tuned example such as this Basalt black 911 may be worth having at times while the considerably speedier spool-up and extra grunt means you don't need to drop gears to go fast. However, JZM's Jonas Zambakides sums our investigation up rather aptly: "I can't really see the point in having a 600bhp-plus 997 Turbo. Where the hell will you ever use that extra power? They are such quick cars as standard, and such a good all-rounder. Why change that? I personally think they're a bit too much when tuned up like this. The factory 997 Turbo works a treat, and you'll have a 195mph car you can use with pleasure every day."

If you must tune the 997T, stick to a basic exhaust and ECU remap package, or just enjoy the 3.6 Gen1 for what it is: an affordable and highly desirable used GT car in its own right. The 520hp and active aerodynamics may hail an altogether new era of Turbo with the 991 variant, but the Gen1 997 Turbo is a worthy stalwart of its own time. Therefore, it shouldn't need to keep up. **911**



Both 997s feature polished Turbo rims, a modern day icon among enthusiasts

997.1 GT3

The rear bi-plane wing with 'Gurney flap' was mildly adjustable, despite appearing to be fixed in position



Five-stud, 19-inch wheels came on the 997.1 GT3. Centre-locking items were used on the facelift

“
IF TURBOCHARGED
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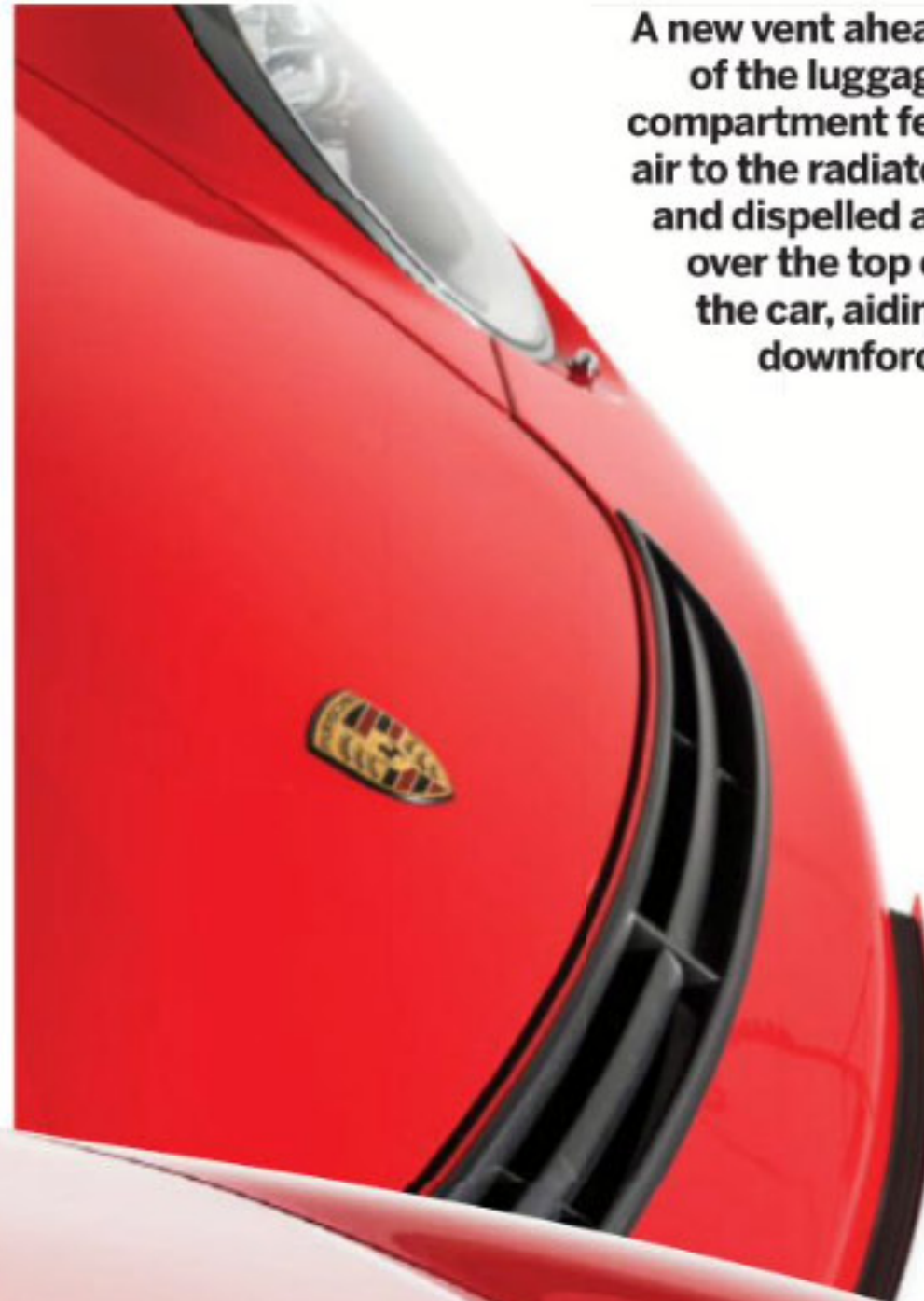
The 996 generation introduced buyers to the GT3 tag, but how did its successor stack up? Total 911 turns the spotlight on the first 997 version introduced in 2006

Written by **Chris Randall** Photography by **Phil Steinhardt**

First 997 GT3 had bigger air intakes while new front spoiler was deeper than ever before



A new vent ahead of the luggage compartment fed air to the radiator and dispelled air over the top of the car, aiding downforce



Model	997.1 GT3
Year	(2006)
Engine	3,600cc air-cooled flat six
Capacity	12.0:1
Compression ratio	415bhp@7,600rpm
Maximum power	405Nm@5,500rpm
Maximum torque	Six-speed manual; rear wheel drive
Maximum torque	
Suspension	
Front	MacPherson strut; coil springs; antiroll bar
Rear	Multi-link; telescopic dampers; coil springs; antiroll bar
Wheels & tyres	
Front	8.5x19-inch alloys; 235/35/ZR19 tyres
Rear	12x19-inch alloys; 305/30/ZR19 tyres
Dimensions	
Length	4,445mm
Width	1,808mm
Weight	1,395kg
Performance	
0-62mph	4.3 secs
Top speed	192mph



There's no doubt that buyers after the cream of 911s were spoiled for choice when it came to the 997 generation, a range that encompassed the mighty Turbo and the seriously focused GT2 that somehow managed to push more than 500bhp through its overworked back wheels. But if turbocharging didn't appeal when it came to performance then Porsche had an answer in the form of the GT3. The name tag was first seen back in 1999 when it adorned the rump of the 996, a car that would qualify – appropriately enough – for the GT3 endurance racing category. So successful was the formula that the 2006 Geneva Show saw the launch of the latest 997 variant that arrived in the UK in August that year.

Wedged beneath the new bi-plane rear wing was a 3.6-litre motor that had been carried over relatively unchanged from its 996 installation, although power had increased from 381bhp to 415bhp at a howling 7,600rpm, with torque up by 20Nm to a peak of 405Nm. Output was slightly

over 115bhp per litre, and the rev limit was also raised, action not being curtailed, until 8,400rpm was showing on the tachometer. Essentially, the engine was the water-cooled bottom end from the 996, but topped with the latest cylinder head design, featuring four valves per cylinder and 'Variocam' variable valve timing on both inlet camshafts.

Using rotary-type adjusters to tweak the timing according to load and engine speed and controlled by the Bosch Motronic ME7.8 management system, it improved driveability as well as contributing to those hugely impressive headline figures. The engine featured lightweight pistons with titanium con-rods along with specially lightened tappets and hydraulic adjusters, and there were revisions to the lubrication system. The latter was a dry sump arrangement that featured two pumps in the cylinder head, driven from the exhaust camshafts, and two pumps in the crankcase, while an oil/water heat exchanger helped keep temperatures under control. Rounding off the revisions were resonance valves in the inlet plenums (dual units linked by

three separate pipes), larger exhaust tracts for better gas flow, and a lightweight sports exhaust system with two catalytic converters that now exited via centrally mounted pipes.

Driving through a dual-mass flywheel, power was fed to the rear wheels and a limited-slip differential via a six-speed manual gearbox that featured a cable-operated change and a shorter throw to the gearshift. First gear apart, all the other ratios had been shortened for greater straight-line punch, and things were beefed up with steel baulk rings for third to fifth gear and a heat exchanger for the transmission fluid. What this all amounted to were some very impressive performance figures, the GT3 claiming to stop the clock at 4.3 seconds for the 0-62mph sprint and passing 100mph in 8.7 seconds on the way to a 193mph maximum speed. Porsche also added a traction control system for the first time, albeit one that could be switched off by those who had taken their bravery pill. ➔

GT3 TIMELINE

1999

Porsche introduce the first GT3 with the 996 generation. Substantially lighter than the Carrera, 1,890 'Gen1' cars are built.

2003

The Gen2 996 facelift version arrives, boasting a revised rear spoiler, 381bhp and optional ceramic brakes.

2006

Once again it's a Geneva Show launch for the 997 GT3. Power is raised to 415bhp helped by the addition of VarioCam.

2009

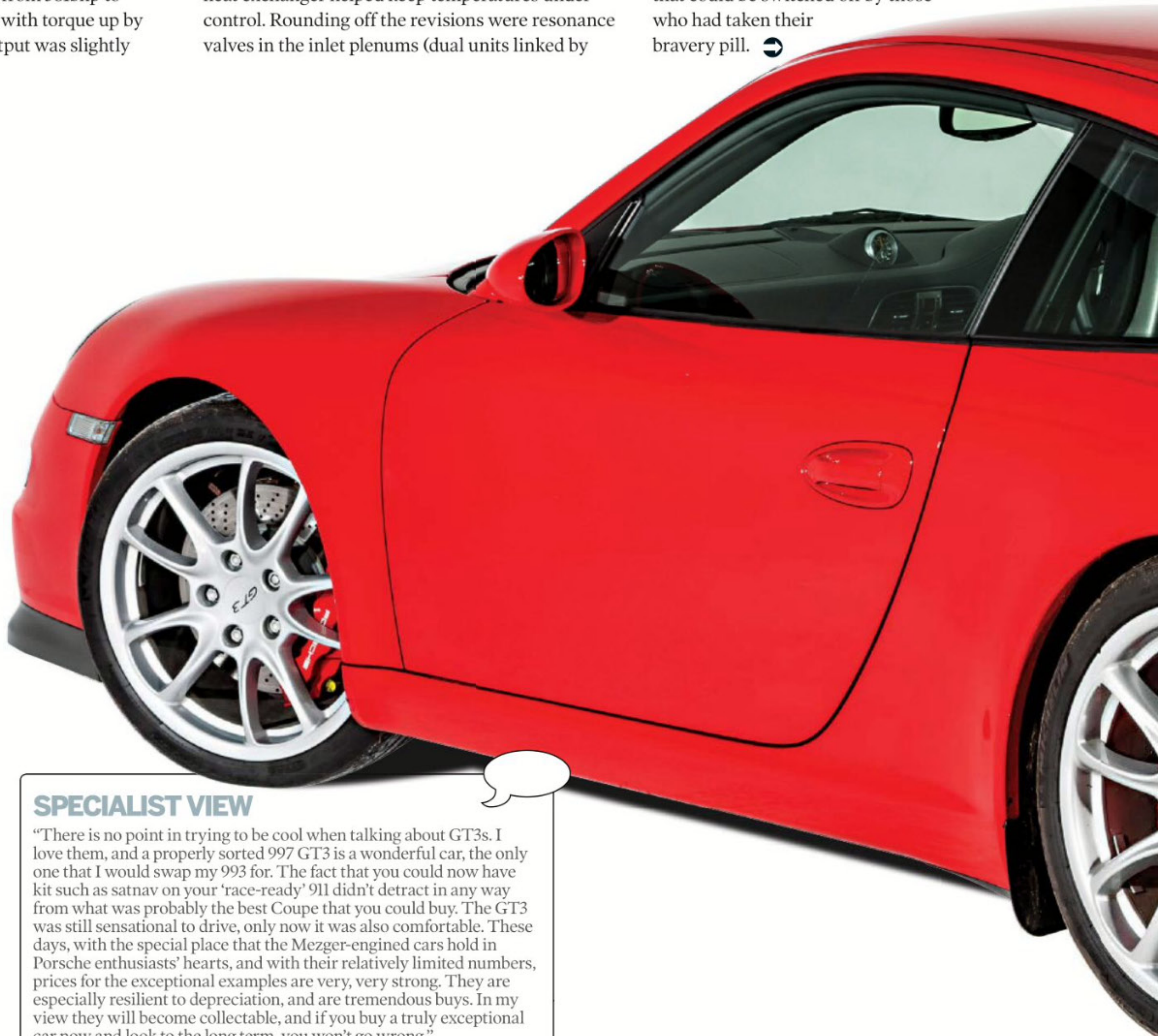
In Gen2 form, a power hike produces 435bhp, with revised spoilers and better brakes. The lighter RS variant saves 25kg.

2010

Porsche introduces a 997 GT3 RS with nigh-on 500bhp from a 4.0-litre engine and a 0-60 time below four seconds.

2013

The latest 991 gets the GT3 treatment, with power upped to 475bhp from the 3.8-litre DFI engine with PDK.



SPECIALIST VIEW

"There is no point in trying to be cool when talking about GT3s. I love them, and a properly sorted 997 GT3 is a wonderful car, the only one that I would swap my 993 for. The fact that you could now have kit such as satnav on your 'race-ready' 911 didn't detract in any way from what was probably the best Coupe that you could buy. The GT3 was still sensational to drive, only now it was also comfortable. These days, with the special place that the Mezger-engined cars hold in Porsche enthusiasts' hearts, and with their relatively limited numbers, prices for the exceptional examples are very, very strong. They are especially resilient to depreciation, and are tremendous buys. In my view they will become collectable, and if you buy a truly exceptional car now and look to the long term, you won't go wrong."

Jason Shepherd, Paragon Porsche



A variety of gills in the rear of the GT3 helped dissipate heat from the high-revving, dry-sump Mezger engine



“

THE CABIN OF A 997 WAS ALREADY A FINE PLACE TO BE, WITH EXCELLENT BUILD AND MATERIAL QUALITY, SO PORSCHE SAW LITTLE REASON TO MESS WITH THE RECIPE WHEN IT CAME TO THE GT3

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As you might expect, Porsche altered the exterior, starting at the front, where you'd find a redesigned bumper with bigger intakes and a deeper front spoiler. Feeding air to an additional central radiator was a new vent just ahead of the luggage compartment lid that then expelled the air over the car to provide added downforce.

Balancing the aero package was the previously mentioned bi-plane rear wing that featured a rubber 'Gurney flap' on the lower section, along with a degree of adjustability despite appearing fixed, while vents in the engine lid helped remove hot air from the engine bay via the rear apron. The bodyshell itself featured improvements to the crash structure compared to the 996, and there was greater use of super high-strength steels and tailored blanks and a larger proportion of

lightweight alloy, with the doors and front bonnet in aluminium. With a claimed curb weight of 1,395 kilograms, it amounted to a power/weight ratio of 297bhp per ton. No wonder it was quick.

The cabin of a 997 was already a fine place to be, with excellent build and material quality, so Porsche saw little reason to mess with the recipe when it came to the GT3. Climate control and a decent stereo were standard along with lightweight, race-derived seats, and most interiors were smothered in Alcantara and leather. Safety was top notch too, with a full complement of airbags, while the dials featured GT3 logos, yellow needles and a change-up light. Where things departed from standard was the chance to equip the car with all the accoutrements needed for an assault on the Nordschleife, the no-cost 'Clubsport' package including a rear roll



The addition of PASM to the factory spec list wasn't the interior's only impressive new feature. PCM with satnav was ideal for finding your way home, the Sport Chrono package great for lap timing, and a blend of leather and Alcantara in Comfort guise ensured the GT3 retained as much class as it did purpose. Note that manual gear shifter, too: with PDK-only on 991 GT3 variants, the transmission alone has assured the 997 GT3 of its long-term desirability



GT3 RS



Porsche wasn't going to pass up the opportunity to add the latest GT3 to the rich heritage of RS models. Introduced in autumn 2006, it was now based on the wider C4 bodyshell, adding 44mm across the hips, but it had also lost 20kg in the process thanks to the use of carbon fibre for the seats and rear wing, and a plastic rear window. Power remained the same, the engine now sporting a single-mass

flywheel, and there was a scant 0.1 sec reduction in the 0-62mph time. Porsche claimed the same top speed, although in reality the wider bodywork and more aggressive rear wing would have reduced it a little. It didn't matter though, as the roll cage and six-point harnesses were standard for the full race effect. And the price? A mildly eye-watering £94,000.



GT3s with the Comfort pack had the rear seats deleted, as shown here, while the Clubsport pack went a step further, with a full rear roll cage fitted in place. Sports seats were optional for Comfort GT3s, but a required option for Clubsport variants



BUYING TIPS

Offering epic performance and real track ability, a 997 GT3 is a special machine, but it needs to be treated like one.

- **History:** Buying from a recognised specialist or Porsche-approved seller is advisable for peace of mind. At the very least, get it inspected if you decide to buy privately.
- **Bodywork:** Accept nothing less than perfect when it comes to the body and paintwork. It's worth making sure it hasn't visited a gravel trap or two.
- **Engines:** Essentially bulletproof as long as the maintenance record is unimpeachable. Anything neglected should be avoided at all costs.
- **Gearbox:** Any issues caused by track abuse will be costly, so make sure there are no nasty noises. Clutch replacement is labour intensive too, so watch for signs of slippage.
- **Suspension:** Not known to be problematic, but hard use will take its toll on bushes and joints. It's also worth checking to see if the various settings have been needlessly fiddled with.

cage, six-point safety harness, fire extinguisher and wiring for a battery master switch. The CS option was only available in conjunction with the lightweight carbon bucket seats based on those fitted to the Carrera GT, weighing ten kilograms each and covered in flame-retardant fabric.

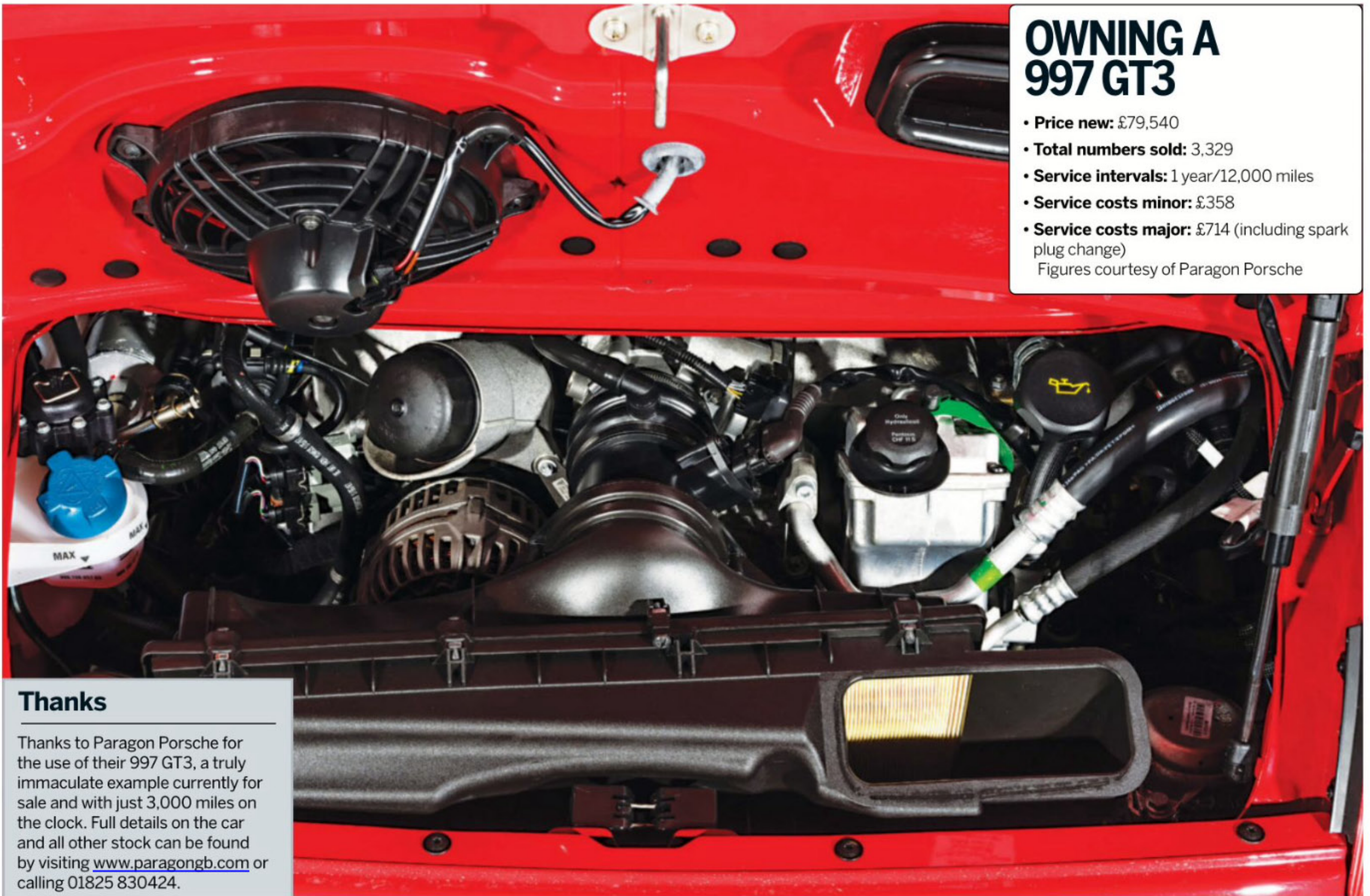
There was no need to be too minimalist when equipping a GT3, with plenty of opportunity to offset the weight savings by raiding the options list. Niceties like bi-xenon lights, electric seats, carbon interior garnishes, an upgraded sound system and tyre pressure monitoring were just a tick of a pen away, as were some particularly lurid exterior hues. Another popular choice was the Porsche Communications Management system, which provided satellite navigation, a high-resolution colour screen and phone prep – necessary if you wanted Sport Chrono Plus, which gave added lap-timing and data storage capability (basic Sport Chrono was effectively little more than a dash-mounted stopwatch).

The fettling didn't stop there, and there were major changes to the suspension compared to 'regular' 997s. Approximately 30mm lower all-round than a Carrera, up front was still the familiar MacPherson strut arrangement, but with rose joints and a range of adjustability that included the ability to tweak camber, ride height and toe angle. If you were after the perfect setup, the GT3 could certainly oblige. Propping up the rear was the subframe-mounted multi-link arrangement that Porsche named 'Lightweight-Stable-Agile' (LSA), first seen on the 993 and still pinning down the rear end. Steel bearings on the front strut mounts and an absence of rubber in the rear subframe mountings helped eliminate movement between suspension and the body for better wheel control.

More interesting still was the use of 'Porsche Active Suspension Management' as standard, in essence a system of continually adjustable dampers. A button on the centre console allowed the driver the pick of 'Normal' or 'Sport' modes depending on preference or road surface, although the harder setting was reckoned to be a bit extreme for anything other than a smooth circuit, while a variety of sensors monitored body movement during cornering, acceleration and braking.

The ECU then adjusted the valving of individual dampers to keep things even. The merits of such a system are still debated, but there is no doubting the effectiveness of the system in reducing body deflection. The stoppers received attention too, the GT3 getting 350mm vented and cross-drilled steel discs as standard squeezed by six-piston Monoblock alloy calipers at the front and four-piston items at the rear, backed by ABS. But for maximum stopping power it was the optional Porsche Ceramic Composite Brake (PCCB) setup

“
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”



OWNING A 997 GT3

- **Price new:** £79,540
 - **Total numbers sold:** 3,329
 - **Service intervals:** 1 year/12,000 miles
 - **Service costs minor:** £358
 - **Service costs major:** £714 (including spark plug change)
- Figures courtesy of Paragon Porsche

Thanks

Thanks to Paragon Porsche for the use of their 997 GT3, a truly immaculate example currently for sale and with just 3,000 miles on the clock. Full details on the car and all other stock can be found by visiting www.paragongb.com or calling 01825 830424.

that many buyers coveted, with larger 380mm front discs, yellow calipers instead of red and a claimed 50 per cent weight reduction over the steel items. Like other 997s, the GT3 was fitted with variable-ratio steering with hydraulic assistance, and there were new one-piece, 19-inch wheels wrapped with tyres of a special tread design and compound.

It's a tasty spec, but what's important here is the true purpose of the 997 GT3. It substituted the sledgehammer performance of the Turbo and GT2 for an altogether more subtle blend of road and track ability, and rightly has a reputation for being one of the most thrilling 911s. **911**

"I'VE GOT ONE"

"I've owned my 997.1 GT3 since February 2011. I was immediately excited when I first set my eyes on the 'for sale' advertisement, which revealed a generous spec: finished in rare Cobalt Blue with PCCB, carbon Cup seats, and an RS-spec rear roll cage.

The first test drive was a little intimidating, but in the end the full Porsche history pushed me into the seat and I bought it.

It's a great car for track use and driving all day. After a stint on track I just put my racing helmet in the boot and drive home with the air conditioning on, so it really is the perfect package. Every time I climb into the GT3, I get excited: you know the drive ahead is going to be fun."

Chris Stewart, Southampton



997 CARRERA



Stylish Carrera alloys cover the 330mm drilled brake discs

4S

Improvement is the name of the game, and the 997 Carrera 4S represents Porsche's tradition of making great things better

Written by **Andrew Krok** Photographed by **Dan Pullen**

Gen2 997s were facelifted to include new LED sidelights above larger front grilles than the Gen1 here



Specification

997 Carrera 4S (2006)

Engine

Capacity: 3.8-litre naturally aspirated water-cooled flat six

Compression ratio: 12.5:1
Maximum power: 385bhp @ 6,500rpm

Maximum torque: 420Nm @ 4,400rpm

Transmission: Six-speed manual or seven-speed Porsche Doppelkupplung dual-clutch gearbox

Suspension

Front: Lower wishbones and MacPherson struts with combined coil springs and dampers; antiroll bar

Rear: Multilink with combined coil springs and dampers; antiroll bar

Wheels & tyres

Front: 8x19-inch alloys, 235/35/ZR19 tyres

Rear: 11x19-inch alloys, 305/30/ZR19 tyres

Dimensions

Length: 4,427mm

Width: 1,852mm

Weight: 1,555 kg / 3,428lbs (add 30kg for PDK)

Performance

0-60mph: 4.5 seconds (manual), 4.3 seconds (PDK)

Top speed: 185mph (manual), 183mph (PDK)

We all know the story with the turtle and the hare, but when it comes to cars, slow and steady won't win many races. So naturally, Porsche has chosen the opposite route, as is evident in its gradual evolution of the Carrera 4S.

The first all-wheel-drive Carrera came about with the 964 generation; as a matter of fact, the AWD Carrera 4 was the first 964 available. It took its three-differential, all-wheel-drive system from the hallowed 959, and began its inevitable march toward the 20th Century with the inclusion of power steering and ABS.

The first Carrera 4S came with the introduction of the 993, with generational upgrades including a viscous coupling-based AWD system. The 4S gravitated away from its non-S sibling by adopting the Turbo body, including its widened fenders, brake discs and red calipers. This iteration proved to be an effective model, and as such the tradition

continued into the 996, which also borrowed the Turbo wide body, brakes and suspension.

All of Porsche's previous C4S efforts culminated in the introduction of the 997 Carrera 4S, which began shipping in November 2005 at an introductory MSRP of \$93,200 – a \$2,700 increase over the rear-driven variant. The base Carrera utilised largely the same motor as the 996, but for the S Porsche brought out a new 3.6-litre offering, serving up 355bhp and 400Nm of torque.

Connected to that flat six was the viscous clutch all-wheel-drive system, which could send between five and 40 per cent of torque to the front wheels. In order to fit the front part of the AWD system into the 997, Porsche made several adjustments: the front bulkhead was moved forward, the spare tyre removed in favour of a tyre repair kit and the luggage compartment's shape changed. In addition, the fuel tank was redesigned to hang over the driveshaft on both sides, although this required the addition of a second fuel pump to deal with the new

configuration. Even with these changes, the AWD system only added 55kg of weight.

On top of this, Porsche included their Porsche Active Stability Management system (PASM). It's an electronic damping control system that adjusts each wheel's individual damping forces based on road conditions, enabling the driver to choose between 'Normal' and 'Sport' modes, which would alter the PASM's damping adjustments for a more comfortable ride.

Unlike previous generations, Cabriolet performance was increased in relation to the Coupe model. This was due in part to Porsche's choice to develop the Cabrio model first, followed by the Coupe. Logic followed that were they to design the Cabrio's stiffness to their standards, the Coupe would be at or above that level as well. For this reason, despite the variable weight, the performance differences are minimised; for example, the Cabrio's rear tail comes up slightly higher on the Cabriolet to compensate for the soft-top's difference in drag. ➔

C4S TIMELINE

1986

The 959 sports car became the first Porsche to have all-wheel drive, a technology that would filter through to the 911.

1989

The 911's first all-wheel-drive production variant hits the market, as the C4 was the first 964 model available for purchase.

1995

Porsche revamps its AWD, replacing the centre differential with a viscous coupling, cutting weight and improving handling.

1996

The first Carrera 4S comes to market, sharing the Turbo's body and brakes but retaining the naturally aspirated motor.

1999

Unlike the 964 and 993, the water-cooled 996 911s debuted in their rear-wheel variants. The all-wheel models came later.

2005

With the introduction of the 997 came the Targa for the Carrera 4S, which had both AWD and a sliding glass roof panel.

SPECIALIST VIEW

The Carrera 4S is a great car, and with the Turbo body they have real presence on the road. The most important thing is buying the right car from the right people; condition and service history is important. We try to buy very saleable cars that are in the right colours with good specifications.

Jamie Tyler, Paragon Porsche





Quad-exit exhaust tips were utilised on the 997 Carrera 4S



“

**ALL THE MECHANICAL
TWEAKS WOULD COME
TOGETHER TO CREATE
A CARRERA 4S THAT
STOOD OUT**

”

Another update to the C4S line-up with the 997 was the Targa 4S. It was slightly slower due to its substantial sliding glass roof panel, but otherwise it shared the upgrades of the standard C4S.

Aesthetically speaking, there are slight differences between the C4S and the C2S. The C2S's dual tailpipes were replaced on the C4S with a quad-tip design, and the 4S's haunches were widened by 44mm. The 997 C4S was wider than the 996 Turbo, which would help showcase things to come for the 997's upgraded Turbo model. Options, as always, were plentiful, featuring a wide variety of both form and function, such as the ceramic brake package – essential for combating brake fade.

All the mechanical tweaks would come together to create a C4S that stood out. It was the first all-wheel-drive 911 to be faster around the Nordschleife

than its rear-drive brother, managing to best the C2S by two seconds, in part due to the slipperiness of the C4S with its drag coefficient of 0.29.

In short, the C4S grew from a slightly better Carrera 4 into a seriously formidable vehicle. How could it get any better? Well, when 2009's model year rolled around, Porsche decided to show us exactly how much room for improvement there was.

Porsche has never been a brand to rest on their laurels; they are constantly looking for new ideas to give their cars the edge on the market. So it makes sense that their refreshed 997 (commonly referred to as the 997.2) would feature some of the newest and most interesting technological gubbins.

Moving back to aesthetics, the 997.2 hit the ground running with a facelifted front bumper that had larger air intakes. Just above it was ➔

The 997 dashboard design is a notable aesthetical improvement on previous incarnations, while retaining famous 911 hallmarks like the five pod clocks





A DIRECT LINE

In 2008, Porsche brought out the Gen2 997 (the 997.2), which featured a number of prominent upgrades. The most important of these was the new direct-injection flat-six motor. Direct injection has gained a great deal of traction in the last few years, and for good reason. By changing the location of gasoline injection from the intake tract to the combustion chamber, the precision of injection is increased, which allows for greater emission control and efficiency.

The new 3.8-litre motor in the 997.2 C4S improved power by 30bhp (to 385bhp) while increasing fuel economy by up to 13 per cent and dropping CO2 emissions by 15.4 per cent.



The Gen2 997 represented far more than just a face lift



The 997 feels decidedly smaller inside than its later 991 counterpart, but luxury reigns supreme nonetheless



upgraded headlight units, featuring an optional dual-HID projector setup. The 997.2 jumped on the LED bandwagon, with the addition of LED turn signals and a new LED tail lamp shape. The PCM system also received an upgrade, and the suspension featured several tweaks. Finally, in a move that harked back to its earlier iterations, the C4S received a distinctive reflective strip running between the taillights, differentiating between the two and four-wheel-drive models. Porsche's four-piston 'Big Red' brakes came as standard on the new C4S, which clamped themselves onto massive 13-inch cross-drilled and ventilated rotors.

However, there were three differences that would affect the C4S's abilities. The first and arguably most important upgrade came by way of a new motor. Replacing the outgoing unit was a direct-injected 3.8-litre flat six with a new Porsche Sports Exhaust (PSE) system. By changing the location at which the gasoline was injected into the inducted air, the C4S's power output jumped to 385bhp and torque rose to 420Nm. Moreover, carbon emissions dropped and fuel efficiency improved significantly.

Another important technological upgrade was the removal of the Tiptronic S automatic transmission. At a time when performance automatics were being replaced with better performing automated manual transmissions, Porsche decided to join the group with the Porsche Doppelkupplung (PDK) dual-clutch transmission. With what is essentially two transmissions in one, the PDK took the C4S's performance and metaphorically supercharged it.

In every test, the PDK outshone the traditional six-speed manual thanks to its lightning-fast shift times. As a result, the facelifted C4S could rocket to 60mph in 4.3 seconds – a 0.2-second improvement over its three-pedal equivalent. However, the PDK's top speed was 183mph – 2mph less than the manual. It's rather impressive, given the 30kg hindrance of the dual-clutch gearbox. In addition, the PDK featured a Sports Plus setting that allowed for quicker shifting, as well as a new launch control setting.

The final upgrade to the 997.2 C4S came by way of a revamped all-wheel-drive system, and the traditional viscous coupling-based system was replaced with the electronic dynamic Porsche Traction Management (PTM) system. It's an active AWD system with a map-controlled, electronically variable multi-plate clutch, and includes two new systems: the automatic brake differential (ABD) and anti-slip regulation (ASR).

The new PTM system was capable of sending nearly all the engine power to either axle, giving the C4S an unparalleled level of grip. Drive power is distributed by means of the electronic clutch,

BUYING TIPS

Even though the early 997's motor maladies are fewer in number than the 996's, it pays to keep a keen eye on any used car's service records as well as knowing how often it was driven. When looking to purchase a 997 Carrera 4S, look out for the following:

• **Gears:** The Gen1's two-pedal variant is equipped with the old Tiptronic unit, not the new PDK in the Gen2.

• **Engine:** The Gen2's new direct-injected motor eliminates many of the common concerns in the Gen1.

• **Aesthetics:** If you like a bit more vintage flair, the Gen2 4S also reintroduces the red reflective strip on the car's rear end.

• **IMS:** The 2005 models are the most susceptible to IMS failure, with improvements being introduced in 2006.

• **PPI:** Get the car up on a lift for a pre-purchase inspection (PPI) in order to check for oil leaks – another common issue.

The 3.8-litre S engine produced an extra 30bhp over the 3.6-litre unit

OWNING A 997 CARRERA 4S

- **UK price:** £69k new, used from £32k
- **Service intervals:** Two years/20,000 miles
- **Service costs (minor):** Independent specialists RSJ offer a minor service, including brake fluid change at £270 + VAT
- **Service costs (major):** RSJ offer a 40,000 mile service at £425 plus VAT with a spark plug change, or £485 plus VAT including a change of spark plugs and brake fluid

Thanks

Thanks to RSJ for the use of their 997 C4S, which is for sale. Full details of the car can be found at www.rsjsportscars.co.uk.

"I'VE GOT ONE"

"I traded from a 996 Targa to my C4S, and haven't looked back. It looks so much better, and the dashboard design is much prettier. Also, the wider body did it for me in the end. The grip is immense, and you can literally fly around curves, roundabouts and other tight bends without worrying about the back end swinging out. Overall, it is a sublime package, and I am already saving for the next incarnation of the 4S."

Maxie Islam

which is monitored continuously for lightning-fast response times. The system takes into account a variety of factors, including steering angle, wheel speed and lateral/longitudinal acceleration.

To expound on the aforementioned components of the PTM, Porsche's automatic brake differential operates once the wheels begin to spin. The ABD will brake the C4S's individual wheels based on which wheel has the higher level of slip. Its goal is to intervene within a fraction of a second to keep the car pointing the right way. The ASR system works alongside the ABD by adapting the vehicle's power output to create strong lateral stability.

All in all, both iterations of the 997 C4S featured serious improvements on the previous vehicle, coming together to create a serious all-wheel-drive contender for the street or track. **911**





GT2 reborn

With a fearsome reputation, some see the GT2 as the über 911. But can the Widowmaker be tamed for all-day driveability while still providing brutal performance? We sample Fearnsport's GT2 FS to find out...

Written by **Kieron Fennelly**
Photographed by **Laurens Parsons**

In today's world, a growing notion of safety based on relieving the driver of responsibility has become evident. Electronics can turn on headlights, dictate manoeuvring, instruct when to change gear and refuse to allow engines to be started unless transmissions are in neutral and handbrakes applied. Software has long played a role in braking via ABS, but now inside or outside wheel braking during cornering is available; technology can decide that you have failed to spot an object in front of you and stop the car and the same system will keep the vehicle from changing lanes through driver inattention. These days, it's merely political constraints stopping third parties – for example, the police – from even being able to

halt vehicles remotely.

In such a climate, we must be grateful that supercars have not been legislated out of existence, but they too have had to change with the times. As well as the full safety panoply, cars capable of 200mph have four-wheel drive and automatic or double clutch gearboxes... unless they come from Porsche. Not only does Zuffenhausen still offer a classic manual gearbox, it also builds a supercar with rear-wheel drive only – the GT2. As some drivers failed to control it, the eerily sinister tag of ‘Widowmaker’ jumped from the old Turbo models and started to gain currency with this newer car.

But how fair is this casual dismissal of the top-of-the-range 911? Here, we take an altogether different look at a 997 GT2, modified by the specialists at Fearnsport, to make up our own mind.

A background to the GT2

The GT2 first appeared in 1995, and is a relative newcomer to the 911 family. A homologation car, this was Porsche’s entry in a new GT series to recreate a return to endurance racing, which had more or less died out by 1992 (the year in which Le Mans had a mere 25-car grid). The new championship would use production cars like the 911, Lotus Esprit, Ferrari F40 and 348, Corvettes and Venturis, and the object was to keep the cars as close as possible to their road equivalents and impose intake restrictions limiting output to 450bhp. For the opening season in 1994, Porsche fielded its 964 3.8 RSR, but for 1995 it developed a new weapon: the GT2, so named after its race category. The competition 993 GT2



Aside from the fire extinguisher for track use, there’s little evidence of the Widowmaker tag here



Porsche has kept the GT2’s Sports Chrono



The half roll cage leaves some space for feasible everyday use



Looking stunning at the rear, the Gen2 light conversion is not a straightforward swap

997 GT2 FS SPEC PART I

BODYSHELL & INTERIOR:

Porsche Motorsport 'Cup' front wings; GT2RS carbon bonnet; GT2RS front splitter; Fearnsport sun-screen strip; GT2RS carbon side intake vents; GT3RS 4.0 rear quarter plexiglass; GT3RS 4.0 rear screen plexiglass; GT2RS rear PU; GT2RS carbon exhaust side vents; 997 Gen2 rear LED light conversion; GT2RS rear carbon spoiler lip; GT3RS 4.0 non-roof rack plastic roof rail covers; GT3RS 4.0 larger wing mirrors, finished in satin black and Guards red; GT2FS custom decals to doors and rear lid; enlarged intake ducts; removal of unnecessary sound-deadening; removal of factory-fit Bose subwoofer; GT3RS 4.0 Clubsport fire-extinguisher and bracket; GT3RS 4.0 Clubsport roll cage; red Schroth harnesses; red 'normal' seat-belts to match harnesses; GT3RS 4.0 steering wheel and air bag; carbon ash tray; Porsche Motorsport lightweight Lithium battery.

ENGINE & TRANSMISSION:

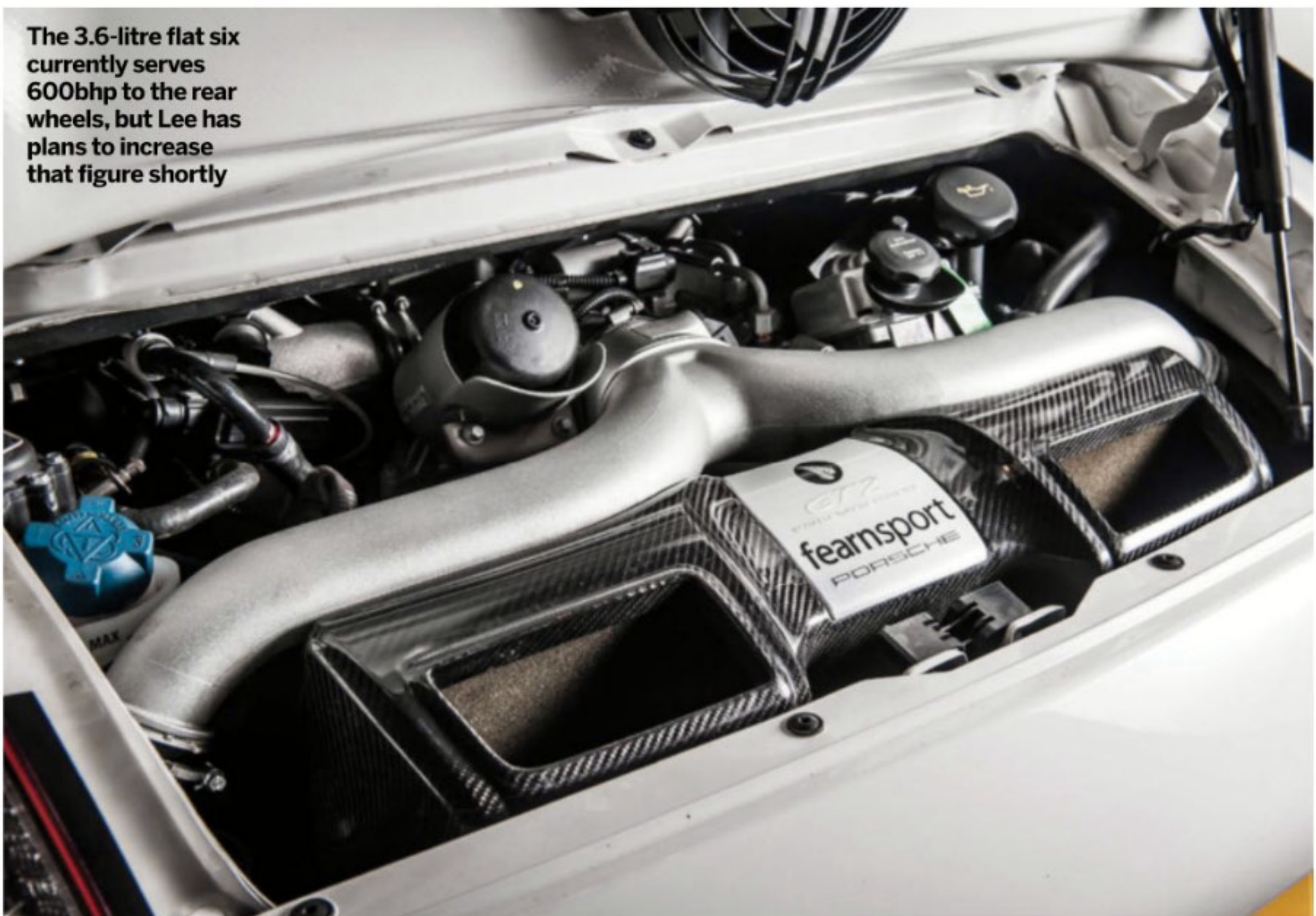
Up-rated intercoolers; standard Akrapovic Ti exhaust – Cats replaced with Porsche Motorsport items; up-rated coil-packs and spark plugs; Fearnsport bespoke re-map; Sachs competition clutch; lightweight flywheel; Porsche Motorsport 'Cup' differential.



Lee's Fearnsport GT2 is charming to look at, but becomes altogether more ruthless when in motion

used the 993 Turbo engine, albeit only in rear-wheel drive. For homologation purposes, a small number of probably the most brutal-looking 911 ever to be licensed for the public highway were built. With their vast rear spoilers and 'bolt-on' wheel arch extensions, the 57 cars to emerge from Weissach rapidly disappeared, mostly into private collections.

The 993 GT2's successor would have different origins. By the late Nineties, it was apparent that a racing 996 GT2 was not going to be competitive against essentially mid-engined competition, and Porsche switched its focus to the GT3 series. Rather than being a homologation special, the 996 GT2 was destined to become an extension of the 911 range: Porsche's flagship, a car for wealthy enthusiasts and as such a product of marketing rather than the brainchild of the racing department. It would be built in larger numbers than the 993 variant, and without that 911's fierce looking add-ons, the 996 GT2 would resemble nothing more than a variety of the Turbo, which, of course, it was. But the 996 GT2 was again rear-wheel drive, with less constrained turbochargers, 110kg less



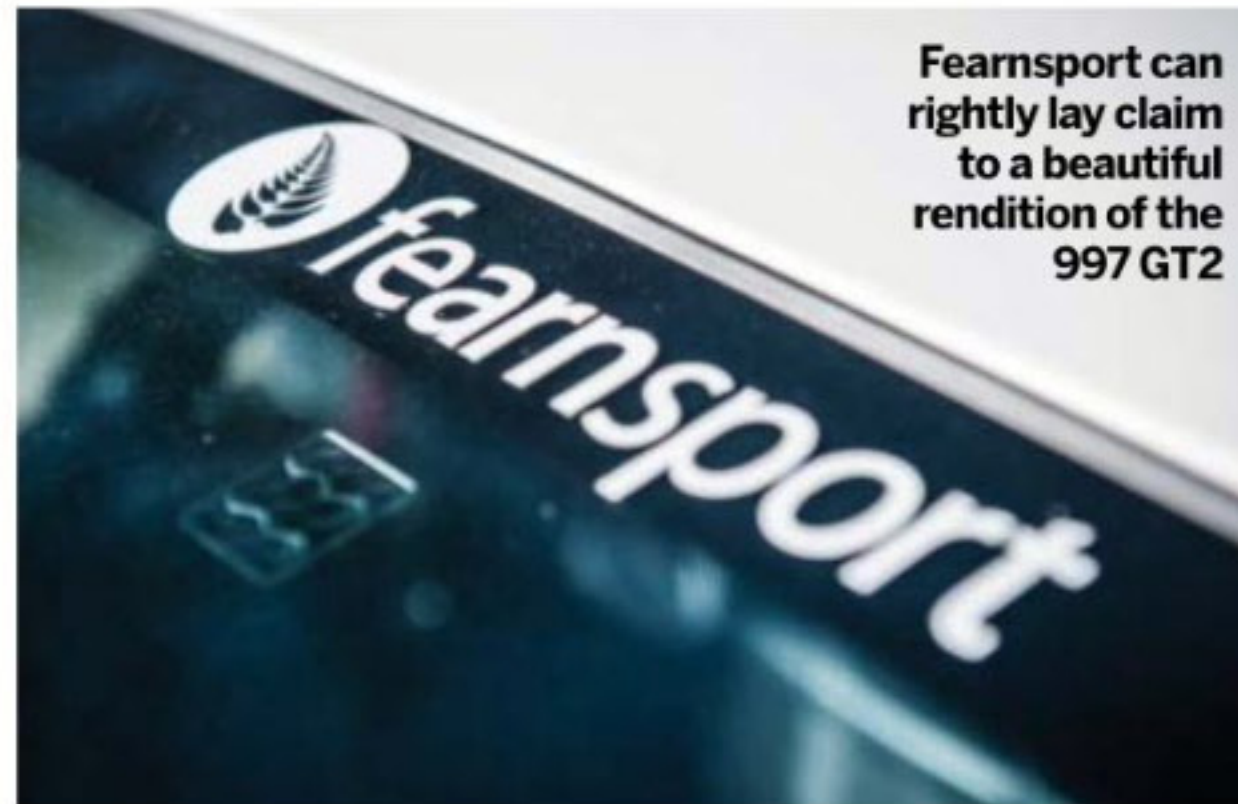
The 3.6-litre flat six currently serves 600bhp to the rear wheels, but Lee has plans to increase that figure shortly

mass and, surprisingly, no electronic safeguards bar ABS brakes. It was considerably less benign than the standard Turbo. Set up by the factory to understeer, the GT2 could react to over-ambitious exploration of this tendency by oversteering rather abruptly. Enough drivers were caught out here to thus give the 996 GT2 a reputation equalled only by those original Turbos. That old 911 tagline, 'the Widomaker', would resurface.

Six years on, Porsche wisely decided to offer the complete range of PSM and traction control on its latest GT2, the 997. In any case, the company had another trick up its sleeve: the new GT2 was the first production Porsche to have a top speed of over 200mph, which alone would attract the kind of headlines that Porsche had always sought. But it was publicity from a different source that got Lee Garner interested in GT2s and led him to the very car in our photos.

"I was looking to purchase a new Porsche 997 Turbo to replace my Audi RS4," he says. "So I went to my nearest OPC and saw the GT2. Not knowing anything about it, other than that it looked tougher than the Turbo, I started reading reviews. One of the first I came across was Jeremy Clarkson's: he rubbished the 997 GT2, giving it one star and saying it was a Widomaker. That was enough for me; if he didn't like it then I was definitely interested!"

It soon struck Lee that the GT2 offered amazing performance. "I had a GT3 RS 3.8 and was offered an extremely rare RS 4.0, but I was disappointed that for such a huge price premium it seemed to offer very little more than the 3.8. I've had a few 911



FearnSPORT can rightly lay claim to a beautiful rendition of the 997 GT2



Larger air intakes are one of many lashings of carbon on this 911



The GT2 doesn't need to defend its performance credentials on these Buckinghamshire lanes, with the gauntlet instead thrown down for the new suspension to impress




“It costs less than
the 4.0 RS with
more power in the bargain”

Turbos, and I began to think I could modify a GT2 by lightening it and fitting GT3 running gear for a lot less money than the price of a 4.0 RS, and get more power in the bargain.” Lee took this idea to Matt Counsell at Fearnsport, and the Porsche 997 GT2 FS began to take shape.

“When we started the project in 2011, Porsche had just launched the GT2 RS. The fact that the RS had boost increased from 1.4 bar to 1.6 and was rated at 620bhp showed us that Porsche knew the engine had much more potential, and it gave us the confidence to remap the electronics and enhance boost to produce similar horsepower,” Lee explains.

The former Olympian planned to spend about £10,000 upgrading his year-old GT2, a sum that would cover engine and suspension upgrades as well as a bespoke exhaust. But having proved that a GT2 could be transformed for less than a new GT3 4.0 RS, the project proved impossible to stop, and Lee has since gone well over budget as the GT2 continues to evolve.

“The largest part of the additional expenditure has gone into aesthetics. We’ve fitted most of the GT2 RS’s bodywork, from the front splitter and carbon bonnet to the rear bumper and spoiler, and the only way you can identify the Fearnsport from the factory GT2 RS is the FS’s lower ride height, wider Porsche Motorsport ‘Cup’ front wings and



The familiar script on the rear wing is a personal denotation from Lee to Porsche in motorsport

MOTORSPORT

non-standard OZ centre lock wheels,” he explains.

Having got the appearance to his satisfaction, Lee now wanted his GT2 FS to behave to his standards: “I very much want to conserve the civilised nature of the car, to be able to drive to Spa and not climb out of it feeling I needed to spend a week in traction. So we haven’t stripped out the cockpit; I’ve kept the sound system – minus some of the speakers – and we fitted the half roll cage that doesn’t interfere with visibility or getting in and out. We also saved weight by using plexiglass in the rear and back windows and by removing some sound deadening.” Lee has also retained the factory lap and diagonal belt as well as fitting six-point harnesses, with the latter giving fantastic location. More power has also been investigated: “We’ve had it running at over 700bhp, but we were concerned about issues of heat and generally stressing the engine more, which is why we’ve dropped it back to nearer 600,” he says. This has not stopped Fearnsport adding some distinctly competition-grade components: a Porsche Cup LSD is married to a Sachs clutch, and the GT2 struts have given way to three-way adjustable bespoke Ohlins units.

Even more ambitious are Lee’s future ideas: “Eventually we intend to bore the engine out to 3.8 or 3.9 and fit higher-rated turbos. Fearnsport is also looking at other types of ECU with a view to allowing more subtle traction control, for example. Instead of the usual ‘on-off’ way it works with the standard engine cut out, we could modulate it through ignition timing and ‘blend it in’ more. I believe the GT2 FS can have just the right balance of power and driveability at around 650bhp, and I’d like to achieve this with lower boost, perhaps

around 1.2 bar. What I above all don’t want to compromise is the driveability of the GT2 and the linear response of the turbos.”

These are entirely admirable aims in a part of the market where the fascination with boost and output all too often becomes an obsession, and can cost the 911 the subtlety that makes it so brilliant.

On the road

The blistering performance of the GT2 is well documented (530bhp, 0-60 in 3.5 seconds and 60-120mph in seven seconds). With around 100bhp extra at its disposal, there’s little need to exercise the upper echelons in performance credentials of Fearnsport’s modified GT2 here, but what the roads in the Chiltern Hills do represent, however, is an acid test of Lee’s prized ‘useability’ of the car.

First impressions are favourable: the cockpit is virtually standard – a much nicer place to be than a bare metalled racer’s insides, and we are reminded how much of an improvement the 997’s interior is on the 996. The bucket seats are comfortable, the Sachs clutch is meaty and, though not as heavy as you might expect, the bite point is quite low. Owner Lee attributes this to its newness. Certainly, as the day progresses and as bidden by our photographer, we manoeuvre the FS on quite steep slopes, yet the clutch readily accepts this treatment. The gearbox is like the GT3’s: firm and very precise; steering (with hydraulic assistance) through the RS 4.0 steering wheel is direct and has a degree of the feel you would want in a track-orientated car, which is not to say it mercilessly transmits every detail of Buckinghamshire’s neglected blacktop through the rim. Even more ➔



Thanks

Thanks to Champneys spa resort in Wigginton Bottom, Tring, for the use of their premises during the GT2 FS photoshoot. For more information on Champneys and their luxury health resorts, visit the website: www.champneys.com.

Despite having over 600bhp, the GT2 FS is surprisingly smooth at low speeds

“A striking feature is its relative docility below 3,000rpm”



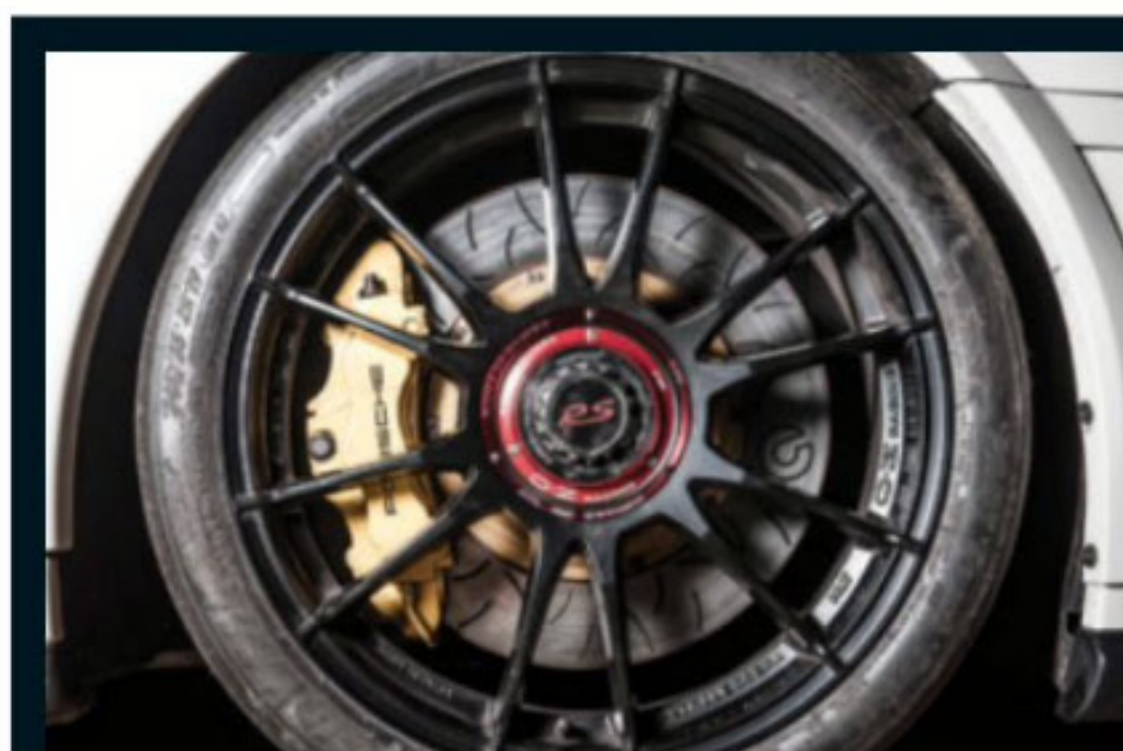


The RS kit conversion and lowered ride height suits the Fearnspart GT2 well

surprising is the ride quality offered by the Ohlins struts, which have a combination of solid and bushed attachments to the chassis.

Suspension design has progressed since the uncompromising ride of the 964 RS, and this GT2 FS manages to insulate driver and passenger from all but the worst potholes while keeping the tyres on the road. The other striking feature of the FS is its relative docility: off boost, ie below 3,000rpm, it offers remarkable performance and a throttle setting which makes it easy to maintain the low speeds we are reduced to by tractors and other local traffic. When serious acceleration is demanded, the wave of power builds massively and propels the FS forward like a proverbial rocket. On these sometimes ridiculously bumpy roads, you can feel the Ohlins battling to keep the rear wheels in contact with the road – only a fool would try full acceleration with traction control switched off if these surfaces were wet. With such enormous torque, even the racing limited-slip differential cannot defy the laws of physics.

Another comparison with the previous generation is the arrival of the boost: despite being greater than the 996's, its take up – though huge and almost instantaneous – seems noticeably more modulated than the previous generation.



GT2 FS SPEC PART II

BRAKES & SUSPENSION

Front ceramic discs replaced with custom-made Brembo steels; rear ceramic discs replaced with standard GT3RS 4.0 steels; Ohlins three-way adjustable custom suspension with helper springs; various joints and arms replaced with Porsche Motorsport 'Cup' items; hubs converted from standard 5 bolt to GT3RS 4.0 centre-locks all round; GT3RS 4.0 Plastic centre caps; 9x19-inch front OZ Ultraleggera HLT lightweight centre-lock wheels with Michelin Cup 245/35 tyres; 12x19-inch rear OZ Ultraleggera HLT lightweight centre-lock wheels with Michelin Cup 325/30 tyres. Wheels and tyres fitted at Blackboots 01494 797820.

For more information on Fearnspart and their GT2 tuning packs, call 01327 856993.

Fearnspart and Lee were wise in their decision not to interfere overtly with the cockpit, and Lee has succeeded in maintaining the GT2's relative refinement. The flat six is certainly vocal when solicited, and the Cup differential makes interesting squishing sounds to let you know when it is doing its stuff, but otherwise noise and vibration levels are surprisingly acceptable. We suspect that the only reproach that could be made of the FS is the high-speed tyre roar – a characteristic of all 997s.

At once docile yet quite capable of the brutal performance that 630bhp moving 1,260kg is expected to exhibit, the 997 GT2 FS appears to fill its owner's ambitions: it is indeed an ultra-fast track weapon that performs reliably and undemandingly at normal traffic speeds with almost the comfort of the base 911. Although the project has pushed the performance of the GT2 further still, it has also succeeded in taming a car that has in the past been coined a 'Widowmaker'. Rest assured, in the wrong hands it will still do damage, but this GT2 FS adds a refinement to the raw nature of a factory GT2. We salute this accomplishment and look forward to driving the FS again to see how far Fearnspart has pulled off Lee's next challenge of upping the capacity for more power, without compromising the GT2's easy-going temperament. **911**

Data file

Definitive facts and figures for every 997 model

Welcome to the **Total 911** data file, the definitive verdict to assist you in the world of 911s. All data here has been compiled, where possible, from Porsche's own figures. The cars are organised in rows according to release date beginning with the very first model, the 901 in 1963, right up to today's latest 991. Many models were available in Coupe, Targa and Cabriolet forms, with the option of automatic transmission. Data here has been provided from the Coupe variants unless stated.

Ratings: ★★★★★

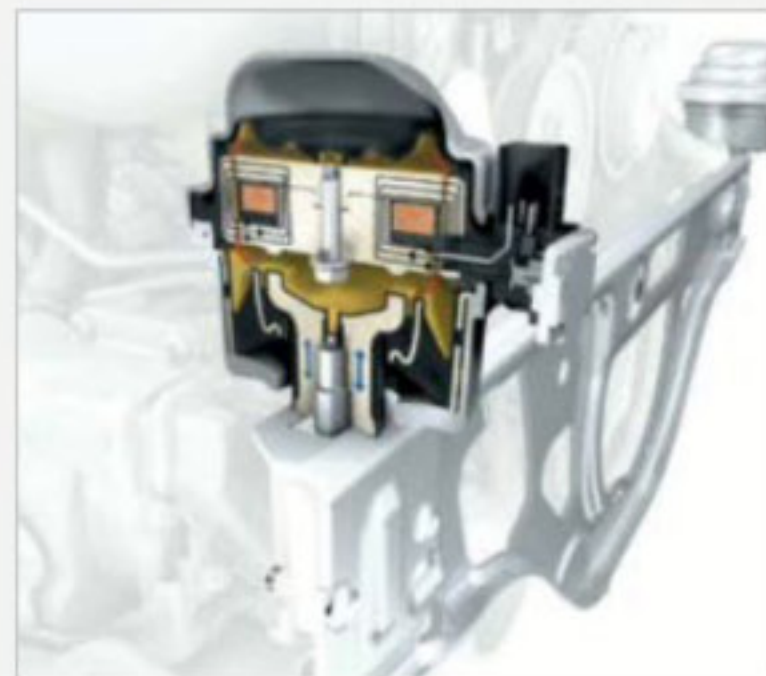
Each model is rated according to performance, handling, appearance and desirability. Do you agree? Tell us your thoughts: editorial@total911.com.

- ULTRA RARE** You'll be lucky to see one on the road.
- GREAT VALUE** Provides a generous dose of 911 for your money.
- INTRO 911** An ideal first 911 – affordable and largely trouble-free.

911 technology explained

PADM

Porsche Active Drivetrain Mounts (PADM) made their debut on the Gen2 997 GT3. **Total 911** explains how this system works



The Porsche 911 was designed to be driven "on an African safari or at Le Mans, to the theatre or through New York City traffic," according to Ferry Porsche. However, unlike building a racing car, the construction process on a road car is full of compromises, with one such concession being the balance between stiffness and comfort. Make a road car too stiff, and the ride will become harsh and unforgiving. Conversely, if the ride is too soft then the handling response will be decreased.

While he conceded that "there is no such thing as the perfect car," Ferry pushed his company to do "everything in our power to approach this ideal." In 2010, Porsche was able to satisfy this demand with two rear mounts that stiffened at high rpm to provide responsive handling, before turning more flexible at low engine speeds, providing better comfort during normal driving.

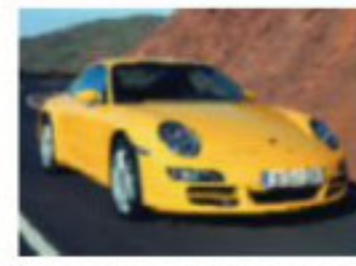
To achieve this duality, the Porsche Active Drivetrain Mounts are filled with magnetorheological fluid containing

microscopic iron particles. Each mount contains two chambers, with a circular slot that allows the fluid to pass between the top and bottom chambers. At the centre is a doughnut-shaped electromagnet, which is used to control the fluid's viscosity.

At low engine speeds, the fluid flows freely to provide a more comfortable driving experience. However, the voltage that reaches the electromagnetic is controlled by the ECU, with the map based predominantly on engine speed. As the engine rpm increases, so does the electromagnet's voltage, creating a stronger magnetic field. This increases the chains of aligned iron particles, decreasing the fluid's viscosity. Eventually, these chains render the mount solid.

While this decreases ride quality, it also increases stiffness at the rear end of the car, providing improved responsiveness when cornering. PADM is part of the Sport Chrono package, letting the driver activate the system using the Sport Plus button.

997 Carrera 2004-08



Fully revised 911 with 993-influenced bodywork and a new interior. The 3.6-litre engine was like the 996, but refined for more power. Additionally, twin exhaust tailpipes were coupled with rear-wheel drive via six-speed Tiptronic transmission.

Capacity: 3,596cc
Compression ratio: 11.8:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x10J, 265/40ZR18
Length: 4,427mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 5.0 sec
Top speed: 177mph

RATING:
★★★★★

997 Carrera S 2004-08



As per the 997 Carrera, but with the more powerful 3.8-litre engine and PASM. 19-inch wheels came as standard, with larger 330mm ventilated discs. It had Quad exhaust tailpipes, and was available as rear-wheel-drive only.

Capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 355bhp @ 6,800rpm
Maximum torque: 400Nm @ 4,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 19x8J, 235/35 / ZR19; Rear: 19x11J, 295/30 / ZR19
Length: 4,427mm
Width: 1,808mm
Weight: 1,495kg
0-62mph: 4.7 sec
Top speed: 182mph

RATING:
★★★★★

997 GT3 2006-07



Track-focused car based on narrow-bodied Carrera and with reworked 996 GT3 engine. PASM was standard, but reworked to suit the sporting traits. Revs to 8,400rpm, 200rpm higher than 996 GT3. VarioCam was used on the 997 GT3 to improve torque.

Capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
Brakes: Front: 380mm discs; Rear: 340mm discs
Wheels & tyres: Front: 19x8.5J, 235/35ZR19; Rear: 19x12J, 305/30ZR19
Length: 4,445mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 4.3sec
Top speed: 192mph

RATING:
★★★★★

997 GT3 RS 2006-07



The RS was similar to GT3, but with the inclusion of the wider rear bodyshell of the Carrera S. 20kg of weight was saved from the original model thanks to carbon fibre engine cover and rear wing and plastic rear window, not to mention the relatively lightweight interior.

Capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
Brakes: Front: 380mm discs; Rear: 340mm discs
Wheels & tyres: Front: 19x8.5J, 235/35ZR19; Rear: 19x12J, 305/30ZR19
Length: 4,445mm
Width: 1,852mm
Weight: 1,375kg
0-62mph: 4.2 sec
Top speed: 187mph

RATING:
★★★★★

ULTRA RARE MODEL

2008-2012 Gen2 997 C4S

The bodywork was as per the Carrera 4, but with the larger 3.8-litre engine. Utilised the 997 Turbo's four-wheel-drive, and Porsche Traction Management. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.

Capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 385bhp @ 6,500rpm
Maximum torque: 420Nm @ 4,400rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 19x8J, 235/30ZR19; Rear: 19x11J, 295/30ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,555kg
0-62mph: 4.7 sec
Top speed: 185mph

RATING:
★★★★★



997 Sport Classic 2010



Based on a 3.8-litre, rear wheel-drive Carrera S, but with 44mm wider rear arches. Several instances of retro styling including iconic ducktail spoiler and large Fuchs wheels. Only 250 examples have been sold worldwide.

Capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408bhp @ 7,300rpm
Maximum torque: 420Nm @ 4,200 - 5,600rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 19x8.5J, 235; Rear: 19x11J, 305
Length: 4,435mm
Width: 1,852mm
Weight: 1,425kg
0-62mph: 4.1sec
Top speed: 194mph

RATING:
★★★★★

997 C2 GTS 2010-



Features the C4's wider rear body and is powered by the 3.8-litre Carrera S engine with a powerkit producing 25bhp extra. The GTS is laden with Porsche options, including PASM, sports exhaust and centre-locking alloys.

Capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 402bhp @ 7,300rpm
Maximum torque: 420Nm @ 4,200 - 5,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x19, 235/35/19 Rear: 11x19, 305/30/19
Length: 4,435mm
Width: 1,852mm
Weight: 1,420kg
0-60mph: 4.6 sec
Top speed: 190mph

RATING:
★★★★★

