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TOTAL 911

ULTRA RARE PORSCHE 911 BOOK

REVEALING THE RAREST AND BEST
PORSCHE 911s EVER MADE



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911

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FIFTH
EDITION



• 996 GT1 • 991 SPEEDSTER • 997 GT2 • 964 RS

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ULTRA RARE PORSCHE 911 BOOK

When it comes to making low-production specials, there are few better automotive manufacturers than Porsche – particularly when it comes to its legendary 911. Though there are now more than 1 million 911s gracing our planet, over its 64-year lifespan (and counting), Porsche has sought to create numerous variations of its darling sports car that are extra special.

Whether it's a track-ready RS or a bespoke, limited-edition model, these cars are particularly coveted by the enthusiast who seeks that extra dose of exclusivity from their 911.

As the 911's stock has soared since its 50th birthday celebrations in 2013, these rarest of models have skyrocketed in price as collectors realise their value as key milestones in Porsche motoring history. But what models are the rarest, and, most importantly, how do they drive?

This book will count down the rarest 911s Porsche has ever created, presented through test drives and even ultimate guides to not only put you behind the wheel of one of these low-numbers specials but, if your pocket allows, help you to acquire your own slice of Porsche motoring legend for real.

┌ FUTURE ─┐
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ULTRA RARE PORSCHE 911

BOOK

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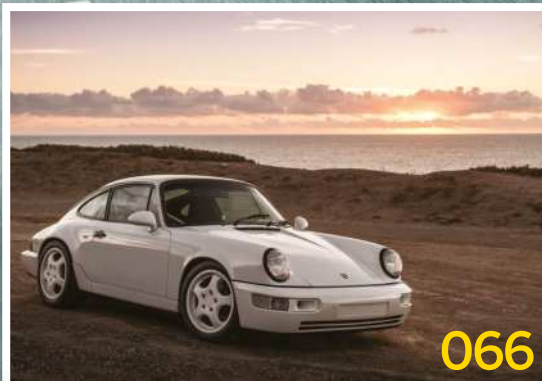
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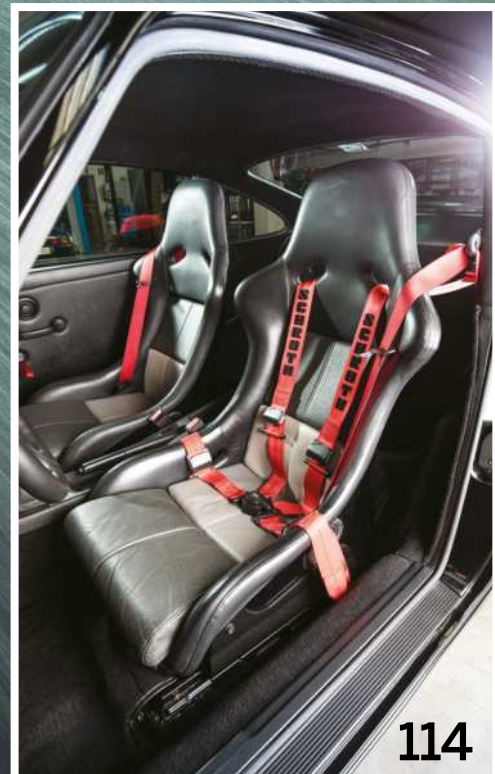
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— 991 SPEEDSTER —

THE FIRST DRIVE

The new 991 has revived Porsche's rich Speedster heritage. Total 911 drives it alongside its predecessors to find out if tradition has indeed been upheld

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



Ultra Rare Porsche 911

"I took a 911 Cabriolet off the line and drove it to my hot-rod shop," admits Preuninger. That car became a mix-up of Gen I GT3 and that Cabriolet. The result of the GT boss' work was first shown to a select group of customers as far back as 2014 alongside the 911 R concept, which the Speedster shares a lot of DNA with. This new Speedster is a GT department model, a car which, if you take Speedsters at their most elemental, it always should have been.

Even so, Preuninger admits: "We didn't focus on every last gram and we're not concerned about lap times." While that might be true, a kerbweight of 1,465kg is just 52kg more than a manual GT3. The Speedster, like the R, is exclusively manual, with no PDK being offered, saving 17kg in weight and pleasing the driving purists among us. There are the same 911 R carbon-fibre front wings, the underbody at the rear being R-derived, while PCCB is standard too.

Those early customers who saw it liked the idea of a properly raw Speedster, doing without any roof, but Preuninger and his team denied them that, fitting a hood, in part to ensure that owners actually use them rather than park them away with delivery miles in collections. And the 1,948 Porsche will build? That's the year when the first Speedster was built.

Opening the low, neat roof is simple enough – a button unlatches the hood at the top of the lower windscreen and unclips the buttresses which then spring up from the large clamshell. The clamshell lock is released too, and the huge carbon-fibre panel – the largest Porsche has ever made, and weighing just 10kg – lifts out and back on struts, the hood simply pushed into its stowage area underneath. Pop down the cover and the Speedster is open, as it should be, the slightly steeper rake and lowering of the screen, as well as that rear, fundamentally changing the look of the 911. It's very reminiscent of original 356 Speedsters, losing the sometimes-uncomfortable, heavy-looking rear of later 911 Speedster models. There's also a hint of Carrera GT in its proportions, particularly that rear three-quarter view.



The black stone guards on the flanks fore of the rear wheels were a late – and necessary – addition, admits Preuninger, breaking the visual length while harking back to the G-series models. You don't have to have them, and if you're after an even more retro style then there's the Heritage Pack plus a numbered, customised Porsche Design timepiece, as is the norm these days.

Forget those, though. Preuninger leans in, says to press Auto Blip and the exhaust button and go and drive it. I argue I'll do the footwork myself and leave the Auto Blip off, Preuninger laughing and saying: "It's better than you," before adding, "and me..." Humbled, I'll see if he's right as I head quickly out in search of some of the best mountain roads Sardinia has to offer.

Now familiar with the surrounds of a 992, getting back into a 991 is a bit of a shock. It's a welcome one, however, the five actual roundels in front of me; the simpler, less dominant screen mid-dash – if optioned it's a no-cost choice to remove it, as well as the climate control. It looks and feels wonderfully analogue in comparison, shockingly so, though uncomplicated and easy at the same time. The six-speed manual transmission has, unsurprisingly, had



BELOW 991's windscreen is shorter and more steeply raked, in true Porsche Speedster fashion





A GT3/R mashup means this is by far the most dynamic open 911 ever produced for the road



a little bit of work done to it, the shift tweaked to gain even greater precision and speed, making this anachronism even more appealing.

It's attached to a development of the naturally aspirated 4.0-litre engine in the GT3 and GT3 RS. Here it's got 510hp, a 10hp gain over the GT3 thanks to a number of revisions. They include new individual throttle valves and higher pressure fuel injection, all that allowing it to pass those strict emissions regulations that see every powertrain engineer I've met in the past couple of years look utterly broken. There are a pair of particulate filters on the pipework, as is now necessary, though in true GT department style they've been added with no compromises.

Every other application of such a filter sees the addition of weight, but here the GT department have actually removed 10kg from the system by adopting thinner gauge materials and applying a new welding technique. There are electric motors in there, too, these opening the exhaust flaps by degrees rather than the fully open or closed of conventional systems and allowing it to pass ever more stringent noise regulations. ☺



991 Speedster: Heritage Pack

There's no Weissach Pack for this GT department special; instead the Heritage Design Package harks back to the original 356 Speedsters so loved by racers in the 1950s. It costs £15,302 for UK buyers and adds white 'spears' rising from the white front bumper, white Porsche scripting on the flanks, and a number circle which can be optioned with any two-number combo of your choosing via Tequipment. It also adds gold Speedster badges, a historical Porsche crest badge on the bonnet, as well as the wheel centre caps. Black-painted calipers, rather than the usual yellow, for the PCCB complete the look. It is exclusively offered with GT silver paintwork, and an indoor car cover in 'Heritage Design', is also included.

The interior is less overt, using a mix of Cognac leather on the seats and steering wheel top marking, the wheel centre getting a historic Porsche crest. The bucket seats have their backs painted in GT silver, as are some interior trim strips, with other highlights including black anodised stainless steel sill guards, classic Porsche embossed crests on the seat headrests, and gold Speedster badges in the cabin.

If you like the sound of the interior but aren't sold on the outward looks you can, at no discount, delete the more flamboyant exterior elements of the package, those white-painted elements and spears, as well as the number circles and Porsche scripting on the flanks, while still retaining the gold badges and black-painted calipers. If you're sold on GT silver that Heritage Design Pack interior compliments it beautifully, while the subtler look outside also works particularly well.



Model **911 Speedster**

Year **2019**

Engine

Capacity 3,996cc

Compression 13.3:1
ratio

Maximum power 510hp @ 8,400rpm

Maximum torque 470Nm @ 6,250rpm

Transmission Six-speed manual

Suspension

Front Spring strut suspension (MacPherson type, Porsche-optimised); some chassis mounts with ball joints; steel springs with 25mm lowering; PASM electronic-controlled dampers with two manually selectable programmes

Rear Lightweight multi-link suspension with wheels independently suspended on five suspension arms; steel springs with 25mm lowering; PASM electronic-controlled dampers with two manually selectable programmes

Wheels & tyres

Front 9x20-inch; 245/35/ZR20

Rear 12x20-inch; 305/30/ZR20

Dimensions

Length 4,562mm

Width 1,852mm

Weight 1,465kg

Performance

0-62mph 4.0 seconds

Top speed 192mph



Those flaps are instrumental in perhaps the most obvious change to the engine's character. It generates a more cultured sound, more Italian operatic than chaotic German oompah in its tones. That is a result of a combination of the differing resonances from the thinner materials used in the structure of the exhaust, as well as the slight dampening effect you get with the hood situated over the engine. There's no difference in the way it chases up to its 9,000rpm redline, though, the unbridled enthusiasm for revs and keenness of response completely undamaged by its requirement to pass ever more stringent emissions tests. And what an engine.

The cabin is draughty, deliberately so. If you want an open 911 without any buffeting then buy a 992 Cabriolet. In the Speedster that openness is part of the experience, adding even more to the visceral engagement and creating a more immersive, exciting driving experience that far from compromises it, but instead enhances and beguiles. There's more of a sense of focus. It would be wrong to describe it as rawness; here it's more of a single-mindedness that's elevated even over its GT3, R and RS relations. With the engine howling behind, that oh-so-precise gearbox working so crisply, the Speedster is utterly bewitching to drive, and shockingly capable.

That's perhaps not surprising given it's essentially a GT3/R mash-up, with rear-wheel steering, active engine mounts, a mechanical limited-slip differential with torque vectoring and GT3 suspension adapted to the differing character of an open car. It rides with a taut authority and incredible control, it shocking just how composed and capable it all is. There's no trace of shake, no obvious loss of ability thanks to the loss of a stiffening roof above. The steering is just as well-weighted, quick and faithful in turn-in, the rear as playful or as planted as you'd like and expect from a GT department car. The Speedster only betrays its



open status by the rush of the wind and the greater and richer sensations that come with it.

Driving it into any of the villages that punctuate the sensational, testing mountain roads leaves you tingling with adrenaline after being wowed by its unerring agility, sensation, feel and performance on the roads leading to it. With it open you can better hear, and even smell how hard it's been working. The Speedster is a more elemental drive, and relays a heightened driving experience because of what should otherwise be considered compromises.

As such it's as fitting a send off as the 991 could have. Inevitably, though, and tainting its magnificence is the real end-of-era feel it brings. Even if we know the eventual 992 GT3 will use this wonderful engine and gearbox, the creeping certainty of modernity elsewhere will undoubtedly change the character of the GT cars that follow. It's been well worth waiting for, this Speedster. It's just a crying shame that Porsche is only building 1,948 of them. **911**

Total 911 verdict

There were some who thought the Speedster would be a nice money-making opportunity for a limited-build model, but to call it that is to do it an enormous disservice. It's a properly developed GT car which transcends current ever-stricter emissions and noise regulations to provide as exciting and involving a 911 driving experience as you could possibly ask for. Sensational in every sense, the Speedster is an incredible car.

LIKES

- **Pretty much everything: astonishing engine, gearbox, chassis and looks**

DISLIKES

- **Limited-number build, price, slight muting of the flat six's aural character**

Only 1,590 made

RENNSPORT ROYALTY

The original 911 RS has always been regarded as Porsche royalty, with this regal Rennsport proving good enough for a king...

Written by **Josh Barnett** Photography by **Phil Steinhardt**



King Juan Carlos I, the man bequeathed with the Spanish throne by the infamous General Francisco Franco, is an unabashed enthusiast of all things with an engine. You may have spotted the now former King of Spain at his native Formula One Grand Prix over the years, mingling on the grid with the drivers and presenting trophies on the podium. As well as his well-publicised interest in motorsport, Juan Carlos Alfonso Víctor María de Borbón y Borbón-Dos Sicilias (to give him his full name) is also known to be an avid motorcycle rider and, during the 1970s and 1980s, would apparently evade his security detail at the Palacio de la Zarzuela with alarming regularity in order to ride out into the hills north of Madrid incognito.

Rumour has it on one particular trip in the Spanish back lanes, King Juan Carlos happened across another biker at the side of the road. Disguised under his helmet, the King of Spain asked the man what the problem was? His fellow motorcyclist had run out

of petrol, in the middle of nowhere (and in the days before mobile phones). Juan Carlos, still hiding his identity behind his visor, was more than willing to help out, ferrying the stricken rider to a local petrol station and back. It was only before he left back for the palace that King Juan Carlos briefly removed his crash helmet, revealing the true identity of the mysterious Good Samaritan that this man had previously been riding pillion with.

Now, there is more than a hint of 'urban legend' about this particular anecdote; there has never been any official confirmation from the Spanish Royal Family, after all. Despite this, Juan Carlos' motorcycling exploits were a well-known secret so it may well be true. However, I personally prefer to imagine the popular King of Spain not on an MV Augusta in the Madrid hills but at the wheel of a Porsche 911.

My vision is not outside the realms of possibility, for Juan Carlos was known to be a fan of Stuttgart's finest. During the 1970s, the King owned probably the most iconic Neunelfer of them all, a 911 Carrera

2.7 RS. The car showcased on these pages is believed to be the very Rennsport owned by the motor-mad royal. Delivered to West Germany in May 1973, the King's second series 'Touring' specification 911 Carrera RS was finished in the particularly unusual Glacier blue hue, one of just 16 2.7-litre Rennsports painted in this stunning colour. It seems remarkable, humbling even, that chassis no.1231 was likely in Juan Carlos' possession at the time of his ascension to the Spanish throne, following the death of General Franco in November 1975.

The original Carrera RS is a car of huge historical importance for Porsche and this particular example's history transcends even that. King Juan Carlos I was a man who helped unify and democratise Spain, so that he drove a Porsche 911 Carrera RS is entirely appropriate: Porsche has always been regarded as a less elitist sports car manufacturer, yet the Carrera RS retains the majesty befitting such a regal owner.

Chassis no.1231 remained registered in the sunny Spanish climes until 2002 when the royal ↻



Model	Carrera 2.7 RS Touring
Year	1973
Engine	
Capacity	2,687cc
Compression ratio	8.5:1
Maximum power	210bhp @ 6,300rpm
Maximum torque	255Nm @ 5,100rpm
Transmission	915-type five-speed manual
Suspension	
Front	MacPherson strut; telescopic damper; torsion bar; anti-roll bar
Rear	Trailing arm; telescopic damper; torsion bar; anti-roll bar
Wheels & tyres	
Front	6x15-inch Fuchs; 185/70/R15 tyres
Rear	7x15-inch Fuchs; 215/60/R15 tyres
Brakes	
Front	282mm internally vented discs
Rear	290mm internally vented discs
Dimensions	
Length	4,163mm
Width	1,610mm
Weight	1,075kg
Performance	
0-62mph	5.8 secs
Top speed	152mph





Rennsport resurfaced in Madrid. Owned by Jose Ignacio Aguilar, the 2.7 RS had not lived an easy life outside of the palace walls. Like many Carrera RSs at that time, no.1231 had fallen into disrepair. The gorgeous Glasurblau paint had been covered with a red finish, fading badly in the sunlight, while the iconic Fuchs wheels were replaced with ATS 'cookie cutters'. Heresy! Thankfully, a saviour for no.1231 appeared, intent on putting this regal RS back on its rightful throne. Bought by Dr Thomas Scholtz, the ex-King Juan Carlos car was exported back to its German homeland, arriving in Frankfurt for a painstaking restoration.

Over the course of the next two years, the 2.7 RS was stripped right back to a bare bodyshell before being meticulously rebuilt. While it may be common practice now (given the importance of proper restorations), photos were taken every step of the way through the process, creating an extensive history file for chassis no.1231. With the work complete, the regal Rennsport was issued with a Historic Technical Passport (HTP) by the FIA in September 2004, declaring it of a suitable period specification for competition in classic events around the world. Dr Scholtz had no plans to turn this particular RS into a garage ornament. Instead, no.1231 was used as Porsche originally intended, driven in numerous classic rallies, among which the Monte Carlo Historic and Eifel Classic events catch my eye in the history file.

To help keep the mechanical side of things in fine fettle during the 2.7 RSs adventurous exploits, between 2006 and 2009, Porsche Classic were entrusted with the car's maintenance and preparation.

Back at its birthplace in Zuffenhausen, no.1231 was treated to an engine rebuild with a replacement casing at the factory. The flat six's identity was retained with Porsche stamping the 'AT' code after the engine number to signify the use of a new casing. By now though, 2.7 RS values had started on their stratospheric rise, the market moving towards today's desire for originality.

Scholtz therefore decided to stop rallying King Juan Carlos' old Rennsport 911, entrusting the car to Classic911 in Frankfurt, tasked with a full respray

“The first Rennsport turned the 911 into an immortal entity and immediately cemented the ‘Carrera RS’ moniker into the stuff of legend”

and returning no.1231 to its original, road-going M472 specification. That was in 2013, however, sitting outside its current residence at Maxted-Page (overseers of many a 2.7 RS sale), the restoration might as well have been yesterday. Today, chassis no.1231 looks every bit the royal Rennsport it once was. The Glacier blue panel work shimmers in the low winter sun with a deep lustre. It's simply hard not to be in awe in its presence. I feel like I should talk in hushed, reverential tones when within just a few paces of its legendary silhouette: after all, this is the very 2.7 RS that once ferried around a king.

Even without this particular Rennsport's illustrious backstory, I feel slightly starstruck. In two and a half years at **Total 911**, this is (finally) the first time that I'm about to get behind the wheel of this Zuffenhausen icon, the car that turned the 911 into an immortal entity and immediately cemented the 'Carrera RS' moniker into the stuff of legend. The pages of this magazine have rightly told the story of the Porsche 911 Carrera 2.7 RS many times before yet it has been nearly 12 months since we last touched upon the tale and every time I revisit the details, something new

always seems to catch my eye.

We all know that the Carrera RS was born out of Porsche's desire for the 911 to perform better on track. For 1972, the FIA's Group 5 rules were changed, effectively outlawing the dominant 5.0-litre 917s. Porsche took this as an opportunity to focus on the 911's racing exploits. However, the incumbent 2.5-litre STs and S-Rs (racing developments of the 911 2.4S) were outclassed by homologation specials from Ford and BMW. Ernst Fuhrmann was not impressed.

So, in the spring of 1972, after plans to create a six or eight-cylinder version of the mid-engined 914 were cancelled due to the prohibitive costs involved, Wolfgang Berger was put in charge of the project, the young engineer having been the one who realised Porsche needed to exploit the rulebook like its competitors. The 911 needed to be wider, lighter and more powerful; the formula for what would become the 2.7 Carrera had been set.

Remarkably though, Porsche was already working on a 2.7-litre 911S, intended to replace the 2,341cc cars offered for sale in 1972. Zuffenhausen's competition



hadn't just strengthened on the track; the marketing department wanted better headline figures for the road cars, too. A 210bhp Neunelfer – bereft of any rear wing, but with widened arches – was pretty much a certainty, with dealers informed, pricing confirmed and adverts already designed and printed by the end of spring that year. Like the current 911S, there was even going to be a Targa version.

Then, the news from the CSI (the forerunner of the Fédération Internationale de l'Automobile) came in from Porsche motorsport stalwart, Huschke von Hanstein. 500 identical road cars needed to be built, however there was no such confirmation from the governing body that they needed to be sold. Porsche could, therefore, make a lightweight version of the planned 2.7S that would then be retrofitted with more luxuries after homologation. Despite this, the marketing department were not convinced the numbers stacked up, claiming that, if past experience was anything to go by, “We can hardly expect to sell more than 80 of them to active, private drivers. The rest of the cars... would have to be sold to private customers. Considering the extremely spartan equipment... we do not believe we can effectively market the car.” As history has since shown us, how wrong they were. Thankfully for the good of what turned out to be the entirety of the 911 Rennsport legacy, Fuhrmann put his foot down.

To him, racing success was imperative, so the lightweight 2.7S – with a new ducktail rear wing, developed by Tilman Brodbeck – was green-lighted. A new name was needed for this special 911 though, with Porsche deciding to introduce the ‘Carrera’ moniker, made famous on 356 racers during the 1950s, into the 911 bloodline. The Carrera RS was born. The retrofit comfort options proved more popular than anyone

could imagine. Of the 1,590 2.7 RSs produced, 1,308 (the ex-King Juan Carlos car among that number) were ordered with the M472 option box ticked.

Inside, it's immediately obvious why the Touring specification was so popular. Although in this case the car was originally fitted with standard seats, the new Recaro S style sports seats now fitted provide just the right amount of support and, as Lee Maxted-Page points out, “they just look and feel right inside a 2.7 RS.” The classic cross-centred steering wheel has a thicker grip than normal though, and hints at the extra sporting purpose, something confirmed as the 911/83 flat six thrums into life. On paper, the Carrera 2.7 RS Touring should behave in a similar fashion to the 1974 911 Carrera MFI. At their heart, both cars use the same 210bhp, 2,687cc flat six and even their claimed weights of 1,075kg are identical – though I find that hard to believe given the later 911's impact bumpers. However, on the road this famous Rennsport feels and sounds more raucous.

The 911's mighty 2.7-litre flat six engine enjoys plenty of low-end torque, pulling impressively from about 2,000rpm. Yet it's a lively flat six, in the best Porsche traditions, willing to be revved all the way to its heady 7,200rpm redline. Better still, the engine note comes alive from around 4,000rpm, with that first



little kick before the Porsche's idiosyncratic air-cooled tone comes to the fore with a second burst of noise just after 6,000rpm. The more I keep my foot in, the more this beautiful Rennsport seems to reward me.

Maybe it's the psychological effect of the Rennsport decal on the decklid but, where the 1974 Carrera felt like the perfect classic car for touring, the 2.7 RS invites you to grab it by the scruff of the neck. Unlike later RSs though, the 2.7-litre original is relatively relaxed in terms of springing and damping, inspiring confidence through each turn. At road speeds, the car's attitude is undeniably one that favours understeer but the messages sent to my fingertips through that delightfully thick-rimmed steering wheel are crystal clear, allowing me to revel in the beautiful bobbing sensation from the front-end – a feeling only a classic 911 can achieve. It never feels like it wants to bite me; it's immediately clear why this was a successful platform for the 2.8 RSR.

The way chassis no.1231 drives fully justifies what must have been a substantial amount spent on its restoration. As classic Porsche 911s go, it feels wholly representative of what driving a new 2.7 Carrera RS must have been like. The brakes, while requiring a hefty dose of my right foot, feel sharp and the 915 gearbox is among the best I have ever driven, with no qualms to be found when seeking to enter any of the five forward gears.

It is a shame then, that so many of these cars are now locked away in garages and seldom enjoyed. Granted their monster value now means they cannot be used as daily drivers, but the fact the sight of a 2.7RS is such a rarity is also sad. However, while my time behind its wheel has been brief, this regal RS has shown that Porsche's original Rennsport delivers a driving experience undeniably fit for a king. **911**

Only 1,563 made



THE FORGOTTEN TURBO

There are plenty of 996 and 997 Turbos on the market for your £40,000 currently, but for the connoisseur there's another, often-overlooked option, as Total 911 investigates...

Written by **Glen Smale** Photography by **Steve Hall**

Few could have feasibly predicted it beforehand, but 2015 has undoubtedly been the year of the 996. Historic stories of the generation being unloved are plentiful, though after values of the 996 GT3 RS and both GT3 generations rocketed north in 2014, enthusiasts this year turned to the Turbo as the last bastion of affordable Mezger-engined thrills. As such, these too have seen values increase: what was a £25,000 supercar is now pushing £40,000 for a clean example, which places the humble 996 Turbo directly onto the heels of its younger 997 Turbo brethren.

While the 996 Turbo has appreciated, values of the Gen1 997 Turbo have remained strong. Boasting an extra 60bhp and more modern aesthetics, the 997 makes for an attractive option to those courting the famed Turbo experience, even though its forecast as an immediate investment isn't quite as rosy – for now.

The Turbo market has been squeezed as a consequence, though the upshot is there are currently plenty of options available to a buyer with around £40,000 to spend. But while flames of the 996 v 997 Turbo debate continue to be fanned by respective owners, there is an oft-ignored yet particularly special car available for similar money: the 996 Turbo S.

Boasting a production run of just over 1,500 units, the 996 Turbo S came at the very end of the 996 production cycle in 2005, just before the start of 997 Turbo production, and was given the full-house treatment of options.

The 996 Turbo S is powered by a 3.6-litre twin turbocharged engine with double overhead camshafts operating four valves per cylinder and dry sump lubrication, just like its 996 Turbo counterpart. The engine is fitted with VarioCam Plus, a further development of the familiar VarioCam system, which changes both the intake camshaft timing (by as much as 25°) as well as the intake valve lift. Fitted with bigger turbos as part of the X50 Powerkit – standard on the Turbo S – power was boosted to 450bhp and the car's top speed broke through that magic 300km/h barrier, boasting a maximum of 190mph (307km/h) and placing it firmly in supercar territory.

The Turbo S was given Porsche's ceramic brakes with tell-tale yellow calipers, beefing up the car's stopping performance. Porsche stated at the time of launch that the ventilated and drilled ceramic discs would last for an astonishing 186,000 miles. These ceramic brake discs were made of carbon fibre fused with silicon carbide, and being 50 per cent lighter than the steel discs, significantly reduced unsprung mass and thereby improved the car's handling. The 996 Turbo S was also fitted with the latest Bosch ABS 5.7 anti-lock braking system.

Well equipped it may have been at launch, but for the 2005 model year, Porsche was already offering models from the new 997 generation. This might have seemed like an odd mix of products, but as Kish Hirani, owner of our feature Turbo S commented, this worked in favour of some buyers: "Fortunately, this is

Ultra Rare Porsche 911



one reason I could afford the Turbo S because it was the outgoing model, as Porsche had already moved to the 997. Because Porsche wanted to sell these Turbos as the last 996 model, they threw everything into the Turbo S.” The Turbo S was available in either Coupe or Cabriolet form – in fact, the open version was produced in far greater numbers (963 units) than the closed car (600 units). Selling for around £100,000 when new, the 996 Turbo S took an awful hit in the market in the years that followed, dropping down to as little as £30,000 by 2012. Now, wedged between the many 996 and 997 Turbos on the market, how does a 996 Turbo S fare from a driver’s point of view ten years from launch?

Climbing into the cockpit, it’s easy to notice that the interior (near identical to that of the Turbo) is built with lavishness in mind. Swathes of leather abound and the standard Turbo seats are superbly comfortable, with adequate lateral support on the seat squab, keeping its occupant firmly in place in those tight corners. The dashboard and centre

console is a work of art, exuding a neat combination of contemporary style with a simplicity that has been lost on later iterations. It is not over-complicated with a fussy setup of buttons and switches, but is well laid out and attractive.

Facing the driver is a three-spoke Sports steering wheel and white-faced five-dial setup with red needles with the large, centrally mounted tachometer bearing the “Turbo S” script. Just in case the occupants are in any further doubt as to their surroundings, the “Turbo S” script also appears on the gear lever’s vertical shaft and on the lower panel of the centre console, as well as on the tread plates when entering the car.

Outside, a Turbo appearance again reigns supreme, the S sharing three larger air intakes on the front from its lesser-powered brethren, while located on either side of the car in the fenders just ahead of the rear wheels is a generous-sized air intake, which feeds air to the twin intercoolers. At the rear, three horizontal air slits that allow hot air to escape from the rear brakes are integrated into the lower valence.



The engine decklid is fitted with a two-part spoiler, with the lower fixed section acting as a Gurney lip, while the upper section is raised automatically at speeds in excess of 75mph. Sharing a 1,830mm widebody of the Turbo, only a discreet 'Turbo S' badge mounted on the rear of the engine decklid will give other drivers any clue as to what has just comfortably outpaced them.

An immediate giveaway as to the car's model designation can be seen when viewing the car side on, as inside those hollow five-spoke alloy wheels you'll find the yellow calipers housing Porsche Ceramic Composite brakes. As mentioned earlier, these highly durable drilled and vented discs expertly help bring all 1,590 kilograms of the Turbo S to a halt in seconds.

The Turbo S's exhaust note is, like the Turbo, muted but noticeable, a trademark of twin turbochargers feeding a lot of noise back into the engine, aided by soundproofing of a cabin with exquisite refinement. Push on, and all of the Turbo S's 450hp is keenly felt. We've experienced GT2 RSs

and modern Turbos before, but the rush of this ten-year-old Turbo S still makes for an incredibly exciting experience. With the gas pedal pinned to the floor, the driver will be thrown back in his seat almost instantly, and the accelerative force just keeps on coming (peak torque of 620Nm is available between 3,500rpm and 4,500rpm) as the scenery outside becomes a hazy blur. Turbocharged sensations from within the cabin are only heightened by the absence of any great noise, save for the 'whoosh' of those spooling twin turbochargers, as the 996 Turbo S charges up to a simply ludicrous realm of speed.

That top speed we speak of is just 9mph short of the magic double ton, an incredible feat for such a well-appointed sports car made more than a decade ago. Owner of the particular example, Kish, has previously chased those big figures in seeking confirmation of the car's performance, having taken his car down to Dunsfold Aerodrome for a V-Max top speed where he was able to test his car to the limit in complete safety on the one-mile-long runway. He

recalls to us, "It was an incredibly rainy day but I had a couple of runs, and I think the maximum I got to before running out of runway was 165mph. I'm sure I could have gone faster if it hadn't been raining and more grip was available, but that is when you are pleased that these ceramic brakes really do work."

Despite its incredible performance and somewhat firm suspension, the 996 Turbo S can still be effortlessly docile around town, just like the 996 and 997 Turbos that share its price range. Sleek in style, with its huge performance largely masked behind discreet 911 coachwork, the 996 Turbo S is a model that clearly has the power and performance of several supercars many times its value. Though this can be said of the 996 and 997 Turbos, what they lack is the exclusivity of the 996 Turbo S and its ultra-lavish specification straight out of the box. For just £40,000 (more if you find a good example), the 996 Turbo S is a superb and exceptionally fast Porsche grand tourer for a true arbiter of taste – the biggest problem a buyer will likely have is finding one. **911**



“The Turbo S has an enviable spec over the 996 Turbo including a Powerkit and ceramic brakes”

Turbo S timeline

● 930 S

Power hike over 930: 30bhp

Thanks to the success of the 935 race car, Porsche enjoyed a captive audience who wanted the same 'flat nose' look. It featured a lower streamlined nose with pop-up lights and aggressive rear fender air inlets. 948 units were produced.

● 964 Turbo S

Power hike over 964 Turbo: 61bhp

Turbo S Lightweight featured side air inlets ahead of the rear wheels, a flatter rear spoiler and a weight saving of 180kg, all contributing to a 0-62mph of 4.6 seconds, nearly a half second quicker than the standard Turbo.

● 993 Turbo S

Power hike over Turbo: 42bhp

The 993 Turbo S was the last to be completed by Porsche Exclusive. Now with a 4WD setup, power was lifted to 450bhp by fitting two larger turbos, a modified control unit and an additional oil cooler. Only 345 cars were made.

● 996 Turbo S

Power hike over Turbo: 30bhp

To cope with the extra performance, the Turbo S was fitted with PCCB, Metallic paint, Xenon headlights, BOSE audio system, Porsche Communication Management system, full leather trim and 18-inch alloys were fitted as standard.

● 997 Turbo S

Power hike over Turbo: 30bhp

Fitted with Porsche's latest seven-speed PDK gearbox, the Turbo S returned the same fuel consumption as the regular Turbo model, but acceleration from 0-62mph was now a blistering 3.3 seconds with a top speed of 195mph.

● 991 Turbo S

Power hike over Turbo: 40bhp

Once again, 3.8-litre twin-turbo engine was modified to produce an astonishing 560hp. Top speed crept up to 197mph, while the 62mph dash was achieved in just 3.1 seconds.

Only 1,500 made

997.2 GT3 RS



When the GT3 appeared in 1999, there was no RS version. This turned out to be as much a question of timing as anything else, but it did leave enthusiasts wondering whether the original lightweight concept had disappeared with the demise of air cooling. However, the original 996 GT3 was built to Euro 2 emissions levels only, so all production had to be registered (for European markets) before January 2001, and is also why the model was not offered in the USA, where EPA requirements were ahead of Euro norms. Given the major development programme at Weissach with the Cayenne and the next Boxster/911 generation in the pipeline, it would be three years before Porsche was ready with an updated GT3. The strength of demand for this model, as well as its predecessor, convinced Porsche that even with the 997 launch only a year away, there was a market for a more obviously track-orientated 996 GT3, which in the hallowed Porsche tradition was duly called the RS.

In the days of air cooling, RS denoted a significantly lightened car. The original RS 2.7 was homologated at 975kg when the production 2.4S weighed 1,080-1,100kg. The 1991 RS 964, that exemplar of weight saving, was 140kg lighter than the 964 C2. But in the 21st Century, the need to meet crash requirements meant that taking weight out of a car's structure became more difficult. There was initially disbelief when Porsche revealed

that the first 996 GT3 was 30kg heavier than the base Carrera until it was understood that the GT3 used the more substantial Carrera 4 bodyshell, which had greater torsional rigidity. Only the wholesale use of exotic materials such as carbon fibre could reduce its weight significantly, as McLaren's F1 demonstrated, but this was not practical in a production car selling at roughly a sixth of the price of the boutique-volume F1. Nevertheless, by introducing an RS derivative, Porsche was able to show that the GT3 could be lightened.

The 996 GT3 RS was revealed at Frankfurt in 2003. Besides having the GT3's optional Clubsport cabin – a half roll cage, lighter racing seats and simplified door trim – a further 50kg was saved over the stock GT3 thanks to a bonnet, rear wing, mirror housings and rear window in polycarbonate. Enhancing the new RS's credentials further, Weissach fitted a stiffer, lower suspension and the engine was modified with the Cup car's intake and exhaust ports. Reportedly, this added 20bhp, but Porsche still homologated the GT3 RS at the 381bhp of the standard car. A blue or red RS flash harking back to the 2.7 distinguished the GT3 RS. Still something of an experiment, only 300 were built, none of which were sent to North America, where the 'base' GT3 had only just been launched.

When the 997 GT3 was presented in 2006, the RS was not far behind. Once again at its heart was Porsche's superb 3.6 'Mezger' engine, now rated at 415bhp. But if this represented only a marginal increase

over the 996 GT3 RS, the real development was in the chassis. The first GT3 was a product of a philosophy that favoured circuit handling qualities over the road user, which was why people bought GT3s. Their unyielding suspension always made both the earlier and later 996 GT3s something of a compromise for road driving though and the RS, which sat 30mm lower with firmer springs, dampers and bushing, was considered simply too hardcore to drive far off the smooth bitumen of the track.

The 997 GT3 RS would overcome this compromise thanks to the fitting of PASM, which offered the choice of normal and sports damper settings. If such sophistication suggested that RS ethos was being compromised, this was outweighed by the new RS's improvement in ride quality and usability, despite having firmer springs and dampers than the standard car. To justify a price increase of around 20 per cent over the stock GT3, such upgrades were important. Again, the RS showed a weight saving of 20kg over the GT3 thanks to the same polycarbonate body panels as its predecessor and fitting of a single mass flywheel; the cabin again was based on the GT3 Clubsport specification, including carbon fibre bucket seats.

The other major advance over the 996 GT3 RS was in aerodynamics. Weissach was aware of the tendency of the front 996 to lift at high speeds, and the body of the 997 RS showed the results of the research that had gone into correcting this. The rear wing was derived

Revered as much for its reputation as it is for its performance and dynamics, the 997 GT3 RS is the ultimate expression of the road-racing automobile

Written by **Kieron Fennelly** Photography by **Phil Steinhardt**



from the GT3 Cup cars and together with the new front valance made the 997 more stable as it approached its maximum velocity.

A change in FIA GT competition rules meant that from 2008, maximum capacity rose from 3.6 litres – the engine size which Porsche had homologated for the 997 GT3 – to 4.0 litres, and Weissach took advantage by developing a 4.0-litre race engine. Rather than install this in the road-going RS, however, Porsche introduced it in two stages. The Gen2 997 GT3 RS 3.8 appeared in 2010. Visually, it incorporated the final round of changes to the 997 – the new front and rear lights; a racing-inspired, aluminium leg-suspended rear wing with ‘3.8’ embossed on each side distinguishing it from its predecessor, as did its centre-lock wheels.

The additional 200cc brought 15bhp and 25Nm, and contributed more to ease of driving than increased performance figures, but the main advance with the Gen2 was once again in suspension and aerodynamics. The PASM was augmented by stability management which could be brought in with or without traction control or turned off altogether, a system said to be particularly reassuring on wet surfaces. The RS also featured the first application of Porsche’s Active Engine Mounts. The revised front and rear bodywork, again derived from the previous season’s racing, more than doubled downforce, so Porsche claimed. Certainly, when he tried this RS for Total 911, journalist Ian Kuah, who has followed every development of the GT3 and

before that of its RSR forebears, noted its relative stability at 300kph.

With two generations of the 997 GT3 RS in five years and the 991 due for launch in 2011, the second 3.8 should have been the swansong of the 997 RS – but Porsche had other ideas. The 4.0-litre engine had not been offered initially for reasons of cost: with the bore at maximum, capacity was increased by raising the stroke to 80.4. This required a bespoke crankshaft and other reworking of the engine. Weissach also revised the suspension with components in aluminium and new spring and damper rates; externally the 4.0 featured the GT2’s polycarbonate front wings and bonnet and carbon fibre bumpers.

The ‘dive planes’ enhanced downforce by 15 per cent, and the 4.0 clearly had an unimpeachable competition heritage. The result was an RS weighing 1,360kg and a power-to-weight ratio of 365bhp/tonne compared with the 3.8’s 329bhp/tonne. Yet the outcome was as far from an undriveable, fire-breathing monster as could be imagined. Project manager Andreas Preuninger says he proved this to his satisfaction by commuting in the 4.0: “It is astonishingly usable and the engine is bulletproof.” With this final batch of GT3 production, Porsche wanted to sign off with a flourish and make this pure racing technology and “god-like engine,” as Preuninger put it, available on the street.

Of course Porsche was hardly going to sell the 4.0 at a loss. However, even priced with a premium of

around 25 per cent over the GT3 RS 3.8, the announced production run of 600 units sold out in a matter of weeks. By comparison, a decade ago Porsche struggled to reach its target of 1,500 Carrera GTs, stopping at production of 1,200 cars.

The brilliance of the 997.2 GT3 RS is in the way it brought the dynamic qualities and the finesse of a track car to the road. As the model developed, it became ever better at this, squaring the circle of providing ever-greater performance with more forgiving handling and everyday driveability and comfort. On the track, the Porsche’s larger-engined and mid-engined competitors may have proved quicker in recent seasons, but none of them can build a homologation road car that is more than a token gesture to its track sister. The GT3 RS, however, is not just the benchmark sports car; it is quite unique. **911**



Only 1,437 made

BIGGER_{IS} BETTER

After 15 years of tweaking the 3.3-litre engine in the forced-induction 911, the 3.6-litre 964 proved to be a welcome addition to the evolution of the Turbo story...

Written by **Glen Smale** Photography by **Ali Cusick**



The 3.6 Turbo's huge road presence was cemented by a 20mm chassis drop and 10-inch wide Speedlines at the rear



The evolution of the Porsche 911 Turbo is the stuff of automotive folklore. Now 40 years old, Porsche's fetish with forced induction has resulted in nearly 20 Turbo and Turbo S variants leaving the factory at Zuffenhausen during that time.

Porsche, of course, introduced the first 930 Turbo back in 1974 for the 1975 model year, then powered by a 2,994cc flat-six engine. In 1978 the Turbo was granted its first major revision in being fitted with a 3,299cc engine, which the model would retain for the next 15 years right up until 1993. During that time, power on these Turbo 911s would creep up incrementally from 260bhp to 330bhp. Up until 1988 though, the Turbo had been

driven through a four-speed gearbox and it was only in 1989 that it received a five-speed unit, which accounted for some of the models' increase in top speed.

Referring to the old 930 Turbo model, Thomas Schmitz, specialist in rare Porsche models and accompanying me on test, quips: "There is a common joke in Germany that if you drive a four-speed Turbo you don't need a throttle pedal; you can just have a switch, because it is either power on or power off. It is either everything or nothing!"

The introduction of the 964 Carrera 4 in 1989 brought with it a new 3.6-litre engine, but unfortunately the turbocharged unit was not ready for the new Turbo model at launch. It was a little more than a year before the 964 Turbo arrived in February 1991, and contrary to expectation it was fitted with the old 3.3-litre engine from the 930. However, power was up on its predecessor thanks to a larger turbocharger, a new injection system and revised electronic engine management. Those 964 Turbo models produced from 1991 onwards are referred to as 'Turbo 2' models, despite being powered by the same basic 3.3-litre engine. Notwithstanding the press department's efforts to convince the media that the new 3.3-litre 964 Turbo was more powerful and represented a great stride forward over the Turbo 1, in reality the much heavier body negated any real advantage in performance.

Then, at the Geneva Motor Show in March 1992, the 381bhp 964 Turbo S was unveiled, now sporting air inlet vents in the rear fenders ahead of the wheels – a feature that would become a hallmark of all future 911 Turbos. On top of the increase in power, the

Turbo S was also stripped of around 170 kilograms of weight, and these days the coveted 964 is affectionately named as the 964 Turbo S Leichtbau.

However, at the Paris Motor Show in autumn of the same year, Porsche introduced its third and final iteration of the 964 Turbo, now featuring a 3.6-litre engine. In reality, this model was only going to be made for just one year, as the 964 was to be replaced by the all-new 993 series at the following year's Frankfurt Motor Show. This almost guaranteed that the 3.6 would become a sought-after model in time, with only 1,437 units being produced during that year.

An additional three millimetres on the bore and two millimetres on the stroke resulted in an increase in capacity of 300cc. Combined with the Turbo-optimised cylinders, pistons and crank train, and an increase in the compression ratio from 7.0 to 7.5:1, the Turbo 3.6's power was boosted to 360bhp. Torque was increased significantly to 520Nm at 4,200rpm, up from 450Nm at 4,500rpm in the earlier, 3.3-litre 964 Turbo, but importantly this range was available from as low as 2,400rpm right up to 5,500rpm.

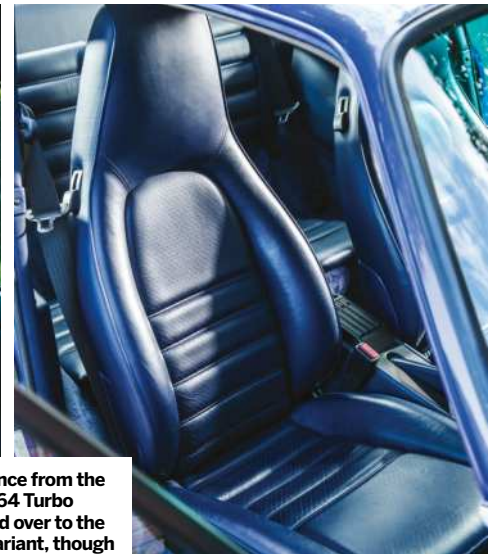
Gone were the days of waiting for the needle to crawl round the tacho before the sudden kick of inertia. The turbocharger with primary and bypass catalytic converter and intercooler system was taken over, unchanged, from the 3.3-litre. In a move to reduce internal and external noise levels, the engine and gearbox were mounted on hydro-mounts, which combined the acoustic isolation function of a conventional rubber mount with balanced damping performance. These mounts ensured effective vibration isolation of the drive unit from the chassis. ➔

964 Turbo production

Year	Engine	Body	Detail	Production
1991	3.3	Coupe		2,840
1992	3.3	Coupe		1,023
1993	3.3	Cabriolet		8*
	3.3	Coupe	Turbo S	86
	3.6	Coupe		590
1994	3.6	Coupe		847
	3.6	Coupe	Slantnose	76

*Only eight 964 Turbo Cabriolet models exist, these being built by the Porsche Exclusive department.





The opulence from the 3.3-litre 964 Turbo was carried over to the 3.6-litre variant, though the carbon-rimmed steering wheel here has in fact been sourced from a 993 Turbo S



Previously the reserve of the limited edition Turbo S, the three-piece Speedline aluminium 18-inch wheels made a fitting addition to the 3.6, clad with much wider 225/40 front and 265/35 rear rubber. Visible through the wheels were the same red four-pot brake calipers and ventilated/drilled discs back and front as used on the Turbo S. Moreover, the chassis of the 3.6 Turbo is 20mm lower than the earlier 3.3 model, and with the spring rates 12 per cent firmer, this reduced pitching, lift under acceleration and roll in cornering.

The body of the Turbo 3.6 was noticeably wider than the standard 964 by 25mm in order to accommodate the bigger tyres and increased track. The wider fenders and large rear spoiler gave the car a meaningful and powerful presence, while a smooth underbody ensured an efficient aero, and accordingly the coefficient of drag, 0.35, was down slightly on its predecessor.

On-board comfort included air-conditioning, a computer with turbo boost indicator, electric seat adjustment, leather upholstery, headlamp washer, an alarm, airbag for driver and passenger, and either a radio/cassette player or radio/CD player. Lavish in specification, the Porsche press kit called it “what a sports car should be”.

Standing in front of the 964 3.6 Turbo at German Sports Cars, owner Thomas Schmitz is bullish about the Porsche's need to readdress the earlier 964 Turbo: “With the 3.6 Turbo, the engine capacity was increased, the wheels were changed from 17-inch to 18-inch split rims, and the brake size was increased. But that was how it should have been from the beginning because the Turbo 2 964 model, the early 3.3-litre, was a bit

disappointing with high fuel consumption. It was heavy and ultimately slower than the last version of the G-model 930 Turbo.”

Even when walking around the 964 3.6 Turbo, it's immediately clear that it was made to perform. It oozes charm and character: the lowered suspension and ultra-wide stance, together with the muscular wheel arches, large tea tray spoiler, and extra wide rubber on those iconic 18-inch Speedline wheels just give the car unsurpassed presence. The window surrounds and door handles are finished in matt black, and Cup design exterior mirrors combine to give the Turbo 3.6 a sporty look from the outset. But does the business of performance match its superior aesthetics?

Although this particular example has covered around 62,000 kilometres, it is totally original in all aspects aside from the steering wheel, which is a half carbon wheel taken from a later 993 Turbo S. Climbing inside the car, the electrically adjustable seats are comfortable and provide ample lateral support, with a luxurious feel given from the rich leather trim. The car fires up instantly on the turn of the key, and while the interior and dashboard is simple by today's standards, the engine is as eager to stretch its legs today as it was when it was new.

At 21 years old, the 964 3.6 Turbo shows no signs of its age, as it soon gets into its stride, delivering an intoxicating burble from behind the rear seats. Heading for the open road gave us the opportunity to stir those 360 horses, with only a hint of turbo lag discernible on the squeeze of the loud pedal before power floods in. The noise from the flat six becomes more intense as

the revs quickly rise, but there is no sense of straining from the motor. The Turbo just accelerates smoothly, purposefully, and with frankly frightening pace. Schmitz explains, “Whoever tells you there is simply no turbo lag is a liar. There is a turbo lag, which is a characteristic of the single turbo cars, but it's minimal”. Learning to drive this car smoothly is therefore not a difficult task, and as you change up through the gears you quickly learn how to anticipate and adapt your throttle response to suit each change.

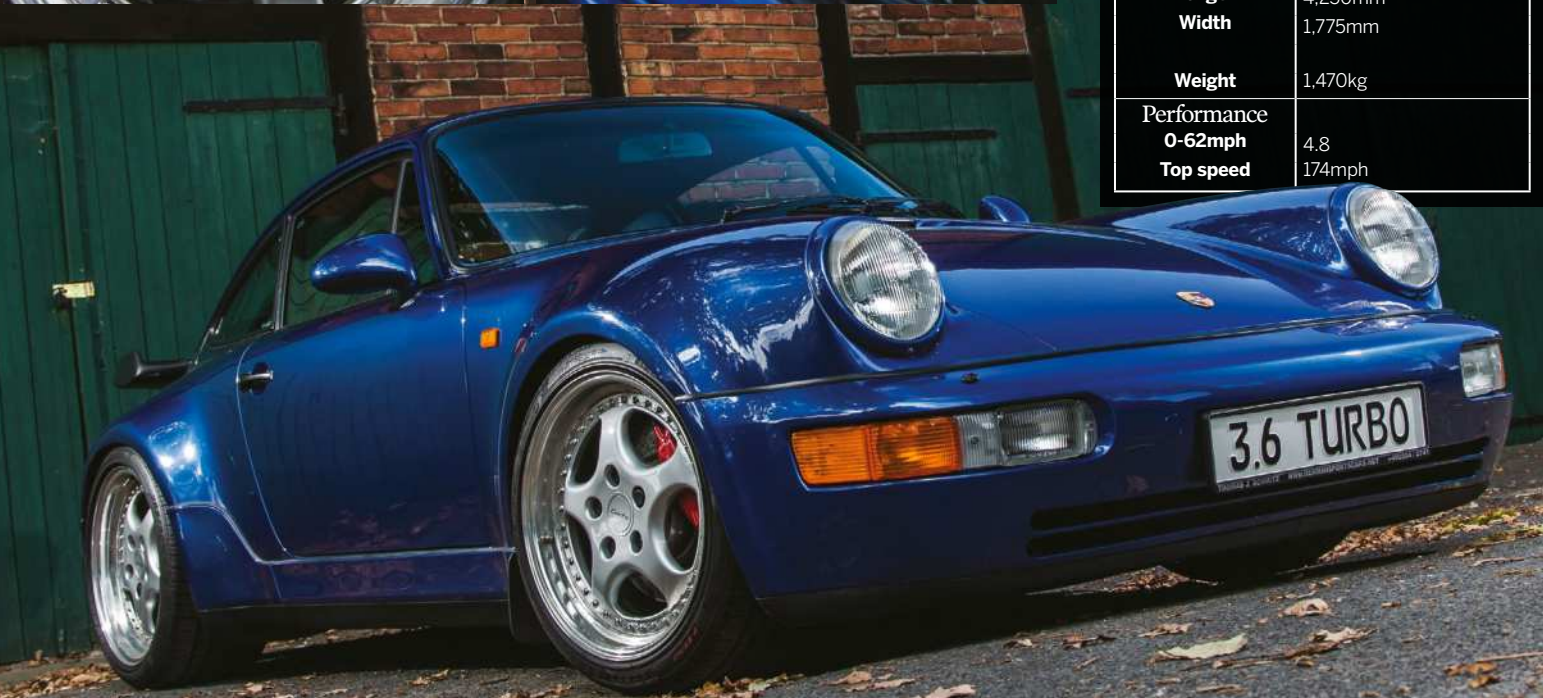
The overwhelming impression given by this car is that of being thoroughly civilised, predictable and smooth in its behaviour. It is a world away from the earlier Turbo models. The test drive was over all too quickly, and as we parked up, I was tempted to stay seated for a little longer, just to savour some more of that potent Nineties magic. This car had aroused in me the desire for the open road once again, a mountainous twisty route interspersed with fast, short straights to once feel that push in your back as the turbo spins up, delivering that unmistakable rush of pace. My dream was interrupted by the comments of Thomas from outside the car. “That was great, wasn't it?” he enthused.

All good things have to come to an end though, and in a way the 964 Turbo 3.6 represented the end of an era, being the last of the mono-turbo 911s with rear-wheel drive. The 964 3.6 Turbo represents a marked improvement over the 3.3-litre variant in terms of performance – and its sophistication in delivering that performance. Twinned with that presence on the road, the last forced-induction 964 makes for a formidable Turbo experience. **91**



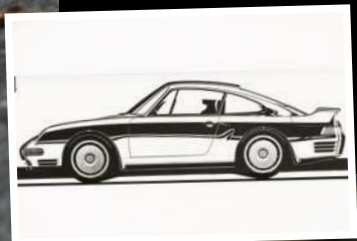
Porsche executed numerous tweaks to the engine aside from its obvious increase in capacity, also carrying over the braking system from the 3.3-litre 964 Turbo S

Model	964 Turbo 3.6
Year	1993
Engine Capacity	3,600cc
Compression ratio	7.5:1
Maximum power	360bhp @ 5,500rpm
Maximum torque	520Nm @ 4,200rpm
Transmission	Five-speed manual
Suspension	
Front	Independent suspension by transverse links; single coil spring; antiroll bar; twin-tube gas-pressure shocks
Rear	Independent suspension by semi-trailing arms; single coil spring; antiroll bar; twin-tube gas-pressure shocks
Wheels & tyres	
Front	8x18-inch Speedlines; 225/40ZR18
Rear	10x18-inch Speedlines; 265/35ZR18
Dimensions	
Length	4,250mm
Width	1,775mm
Weight	1,470kg
Performance	
0-62mph	4.8
Top speed	174mph



The story of project 965

In some circles, the 964 Turbo is often mistakenly referred to as the 965. Much of the confusion here derives from the 959, the 1988 supercar priced at DM420,000, which was the preserve of the superstars and elite sportsmen and women of the time. Porsche, however, wanted to explore the possibilities of making this technological masterpiece more affordable, and so work commenced on a smaller, cheaper model.



The internal production code 965 thus refers to a stillborn experimental 911 that was produced in the mid to late Eighties and fitted with

a rear-mounted V8 engine. There is no shortage of one-offs where various people over the years have tried to shoehorn a V8 into the back of a 911, but it so changes the character of the car as to render it a completely different beast.

This experimental 911/965 that the factory engineers toyed with was fitted with a V8 supplied by Audi, and as such, was a water-cooled engine. As a result, the experimental vehicle had to be heavily disguised when it was tested on public roads, hence the matt dark grey paint finish on the road-going experimental version. Based at the Porsche Museum, manager of Porsche's Historical Archives, Dieter Landenberger, explained that the intention was never to bring the experimental 965 V8-engined car to a production stage, but it was an interesting and valuable exercise that taught the company much.

Many different engines were tested in this experimental vehicle, but the one that resides in the car today is the Audi V8 unit. The 965 is one of Porsche's secret experimental cars and can be seen on display in the Porsche Museum.



The 965 was a shelved V8-engined experiment and not a 964 Turbo code

Only 1,287 made



996 GT2

THE NEW BEGINNING

With no racing pedigree, the 996 era marked a fresh start for the GT2. Despite this, the Widowmaker lost none of its hardcore DNA, as Total 911 found out...

Written by **Josh Barnett** Photography by **Malcolm Griffiths**

Like the renowned 2.7 RS, the Porsche 993 GT2 was a homologation special: a racer for the road built so Weissach could go racing on the track. As is well documented from when we drove two 993 GT2s in issue 121 of Total 911, it was envisaged that the original GT2 would take the fight to the then-dominant McLaren F1 (an outright winner at Le Mans in 1995). That plan proved to be a step too far for Porsche's rear-engined sports car, necessitating the frankly bonkers mid-engined GT1 racer that would eventually take Weissach's 16th Le Mans victory in 1998, the same year the 911 road car

range would make the move to water-cooling.

By the turn of the 21st century, the 911s at the top of the motorsport tree were no longer turbocharged. The GT3 era had dawned; the GT2 was dead. The naturally aspirated Mezger engine was now the Porsche powerplant with sporting pretensions. There was no need for Porsche to launch a 996 GT2, but in 2001 Weissach did just that. "Thank goodness" is all I can say to that.

The 996 generation of 911 was certainly not the prettiest. However, the 996 GT2 is easily the best-looking neunelfer that rolled out of Stuttgart

between 1998 and 2004. Where the 993 was all tacked-on arches and huge wing, the 996 GT2 is a much subtler affair – especially in Basalt black – yet it doesn't lose any of its menacing appeal. From the twin radiator exit louvres and imposing rear-arch intercooler feeds to the fixed rear wing and gaping vents in the deep 'air dam' front bumper, the GT2's styling shows it means business. Along with the use of the Turbo's wide body shell – something neither the 996 GT3 nor GT3 RS benefitted from – the GT2 is certainly not found wanting when it comes to imposing itself visually.



“If Porsche needed a reminder of what a turbocharged 911 should sound like, it need look no further than the 996 GT2”

The effect is compounded when the owner of this superb 11,000-mile example, Maurice O'Connor, twists the key in the ignition barrel for the first time. The 3.6-litre twin-turbocharged flat six (itself a derivative of Hans Mezger's famed design) booms into life. Like the aesthetics, it's not loud, but it still packs enough of a punch that my pulse starts to rise.

The last time I drove a 996 GT2, a combination of worn tyres, a leaden right foot and heavy rain caused an arse-clenchingly exciting ride down a diesel-soaked motorway entry ramp for myself and Editor Lee. Armed this time with a car in much finer fettle – as well as a glorious spring day in the Chilterns – I'm feeling much more confident as I clamber into the leather-and-carbon-clad Comfort-spec cockpit. Not that confidence is the perfect partner when driving a GT2. Despite many people's protestations, including Porsche's, the GT2 didn't earn its 'Widowmaker' moniker without reason. Thus, respect is the order of the day as I try to make myself comfortable in the 996's surroundings.

As the first water-cooled 911, it is easy to think the 996 marked a huge revolution in all areas, but in reality, the GT2's driving position is very classic. The three-spoke wheel sits low (almost on my knees) and I have to tuck my legs up under the short dashboard, manoeuvring my body into something that resembled my favoured piloting posture.

Selecting first with the deliciously short throw of the six-speed gear lever, the limited-slip differential

chatters away as I ease in the clutch. A few moments later the chuck-chuck-chuck of the diff has faded away, replaced by the gnashing melody of the flat six whirring around at 1,500 to 2,000rpm. At these speeds, the GT2 is no harder to drive than its Turbo cousin, with the boost levels from the twin KKK24 turbochargers only just starting to register on the digital gauge.

A large prod of the stiff throttle pedal, though, and there's only an instant's warning of forced-induction maelstrom that I've just unleashed. Over my shoulder, I can hear the turbos greedily start pumping air apace before, suddenly, the boost gauge starts spitting out numbers faster than it can compute: 0.3 bar, 0.5 bar, 0.6 bar, 0.7 bar. That final figure shows up as the central rev counter sweeps effortlessly past 3,500rpm.

This tsunami of air and fuel, charging into each of the six cylinders, propels my spine into the padding of the seat as my internal organs start to follow a similarly rearward trajectory. The GT2 is noticeably squatting on its gargantuan 315/30/R18-shod haunches; short of something straight out of NASA, surely there is nothing that could keep up with me right now? I keep my foot planted, only to find the boost rockets higher – to 0.9 bar – as the crankshaft spins past 5,000rpm. Combined with extra assistance from the VarioCam Plus system, the GT2 gets a second wind, showing a turn of pace that would make the Millennium Falcon blush.

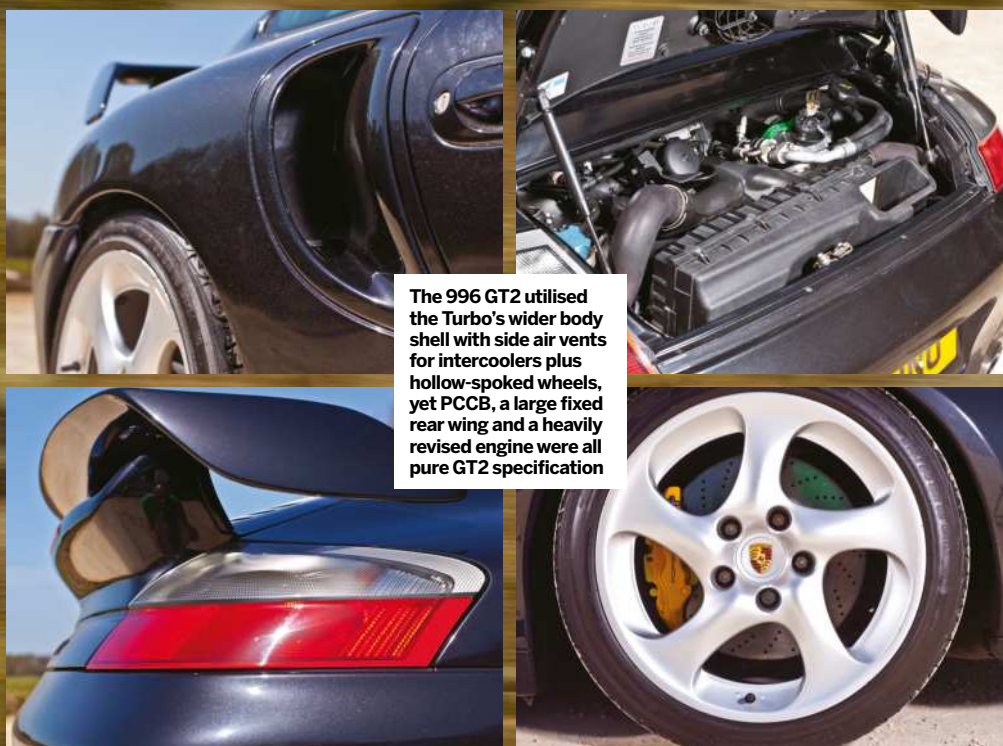
Warp drive engaged, I snick through the gate, barely slowed by the slightly notchy movement. My velocity

is rapidly increasing and although I've only just jumped into third gear; I need to watch my speed. Thankfully, the 996 GT2 was the first 911 to get the then-new carbon ceramic brakes, developed in partnership with Italian masters Brembo. Despite coming from the start of the PCCB development curve, the 350-millimetre discs, chomped by six-pot pistons at the front and four at the rear, remain impressive 14 years after their introduction via the GT2.

Blipping back into second gear, the flat six emits that glorious Mezger machine-gun rattle on the overrun, only this time it is backed up by the slight whoosh of wastegates creating a forced-induction choir beyond the back axle. While it's still short of a GT3 or RS in terms of sheer volume, the aural delights of the GT2 are more keenly heard than in a 996 Turbo, despite the duo sharing a broadly similar exhaust design. Where the cossetting cockpit of the Turbo helps to muffle almost all of the rasping soundtrack, the GT2's stripped-back interior, bereft of rear seats, helps the flat six's symphony to permeate throughout the cabin. If Porsche needed any reminder of what a turbocharged 911 should sound like, it need look no further than the 996 GT2.

Of course, for all its ability in a straight line, a Porsche 911 wearing the now-fabled 'GT' badge needs to be able to handle itself when the tarmac turns twisty. With nearly a ton and a half of mass to throw around, propelled by a peaky twin-turbo motor, and all fed to the rear wheels sans any form of driver aids, I'll admit I'm reticent.

The more I use them, the more I love the brakes. More so than any other 911 I've driven, the middle pedal acts more like a pressure pad than a lever. It feels like it's been taken straight out of a racing car. Rather than push the pedal further into the bulkhead, I simply have to just apply more force through my foot, allowing me to almost perfectly modulate my braking. ➔



The 996 GT2 utilised the Turbo's wider body shell with side air vents for intercoolers plus hollow-spoked wheels, yet PCCB, a large fixed rear wing and a heavily revised engine were all pure GT2 specification

Model	996 GT2
Year	2001-2003
Engine	
Capacity	3,600cc
Compression ratio	9.4:1
Maximum power	462bhp @ 5,700rpm
Maximum torque	620Nm @ 3,500-4,500rpm
Transmission	Six speed manual, rear-wheel drive
Suspension	
Front	Independent; MacPherson strut; coil springs; anti-roll bar
Rear	Independent; multi-link with telescopic dampers; coil springs; anti-roll bar
Wheels & tyres	
Front	8x18-inch alloys; 235/40/R18 tyres
Rear	12x18-inch alloys; 315/30/R18 tyres
Dimensions	
Length	4,450mm
Width	1,830mm
Weight	1,440kg
Performance	
0-62mph	4.1 secs
Top speed	196mph



The water-cooled GT2 in competition

While the Porsche 993 GT2 enjoyed a successful international motorsport career – including class victories at the 24 Hours of Le Mans in 1996 and 1997 – the 996 version was never intended for official competition use. However, while Weissach never chose to slap a number on the water-cooled GT2's door, a prominent Californian 911 enthusiast did just that in the Pikes Peak International Hill Climb.

Jeff Zwart – a name that may be familiar to many of you – entered a near-standard 996 GT2 in the 2002 running of the famous 'Race to the Clouds'. Over the 12.42-mile

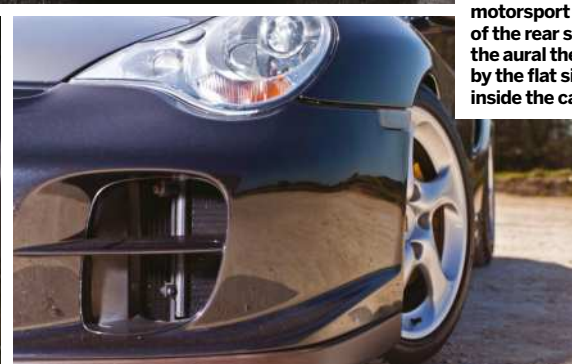
course (of which only a mile was tarmacked) Zwart clocked a time of 12 minutes and 48.3 seconds, tackling 156 corners and gaining an incredible 4,720 feet in altitude. At an average speed of just under 60 miles per hour on a predominantly gravel course, Zwart's time gave him victory in the High Performance Showroom Stock class.

Convinced of the GT2's turbocharged potential, Zwart returned to Pikes Peak in 2010, this time in a 997 GT2 RS (right), clocking a new 2WD Time Attack course record of 11 minutes and 31.1 seconds on the now smooth-surfaced hill climb.





In Comfort guise the 996 GT2's cockpit remains very well appointed, with carbon trim adding a motorsport feel. Removal of the rear seats means the aural theatre provided by the flat six penetrates inside the cabin more





“The first water-cooled GT2 has proved modern turbocharged 911s don’t have to be characterless continent crushers”

Over the bumps and cambers, the GT2 hunts around excitedly, its nose following every pitch and trough in the blacktop’s braking zone. It’s no different to a 996 GT3, but the aggressive geometry setup – especially the castor angle – combined with the wide front tyres means it’s time to get my elbows out, wrestling the car over the undulations as the ABS just starts to chatter back through the pedal. The lack of compliance isn’t helped by the fact that Porsche replaced many of the suspension bushes with rose joints on the 996 GT2. The spherical bearings add plenty of directness into the steering compared to a standard 996 Turbo, but the race-car character they also provide makes for a busy experience on the public roads.

The purist within me would call it involving, though, especially as the heavy, feelsome steering, combined with the wide front tyres – which put more rubber on the road than the rears of a 930 3.3 – and perfectly balanced brakes allow me to push the GT2 into my favourite left-hand hairpin at a frankly ludicrous pace. A 1,440-kilogram car shouldn’t be this eager to hunker itself down into a turn. Another piece of miracle working by the squad at Weissach. The adjustable

anti-roll bars are doing an excellent job at keeping the car level through the turns, maximising the huge mechanical grip the GT cars’ team has engineered into the chassis.

My extra entry speed allows me to stop the engine from going completely off boost. With 0.2 bar on the gauge, I’ve got the confidence to feed the throttle in firmly. Turbos whirling, flat six snarling, the GT2 squats onto its haunches again, firing me down a short chute toward a looming 90-degree right. Considering I’ve got enough torque to slow the rotation of the Earth, the traction is hugely impressive, especially as the rear suspension feels particularly stiff, almost skipping over the ruts in the road. It’s a world away from my snaking entry to a wet M25 a few years ago. This GT2 feels eminently controllable – not that I want to get complacent.

While some do claim the 996 GT2 is lag-free, it still takes a few moments to wind up and, through this particular right-hand corner, I let the revs drop too low. Rather than plant the loud pedal, I choose to gently feed the throttle back in, rather than push my luck. After all, my ‘runoff area’ is littered with trees, ever the mortal

enemy of a car that has become known, of course, as the Widowmaker.

The whole experience reminds me of driving a 930 3.3, another rear-wheel-drive, forced-induction 911. The GT2’s reputation often precedes it, but from behind the wheel, it is more controllable than the stats on a piece of paper suggest. The 930 suffered from a similar rap thanks to its long gear ratios and epic turbo lag, but with a bit of common sense, both of these turbocharged titans can make incredibly swift, incredibly hair-raising progress through the countryside.

Where the 930 was designed to also act as an Autobahn cruiser, the 996 GT2’s thoroughbred status is evident. The springing and damping means I step out at the end of my test feeling like I’ve gone a few rounds with Mike Tyson. While I admit my lifestyle has been particularly sedentary recently, the clutch pedal has left my left leg aching and my shoulders feel a little bit worse for wear after a day of tirelessly working the wheel. Yet, I don’t really think this is to the detriment of the 996 GT2. Sure, it would be better on a smooth, purpose-built track where its legs could really be stretched, but even though it wasn’t built with motorsport in mind, the first water-cooled GT2 has proved to me that modern turbocharged 911s don’t have to be characterless continent crushers.

It may have been one of the first 21st-century 911s, but the 996 GT2 is a truly old-school driving experience wrapped up in a modern, reliable package. By the turn of the 997, though, the 911 GT2 moniker had evolved further still... **911**

Only 1,242 made



997 GT2

THE LAST WIDOWMAKER

Nobody knew it at the time but 2009 would see the final 911 GT2 roll off the production line – so how does it compare eight years on?

Written by **Lee Sibley** Photography by **Phil Steinhardt**

The words provoke an awkward shuffle in my seat. “This road is the most dangerous in the UK according to the Road Safety Foundation,” I’m told as I shoot along the A285, a fast yet twisty route from Petworth to Chichester. It’s not the thought of the ill-fated road that’s caused my buttocks to clench though. Despite tackling the sweeping bends while carrying good speed, it’s the vehicle I’m in that’s the source of mild worry.

The 997 GT2 is the last in a long line of fearsome turbocharged Porsche 911s, served according to the usual GT2 recipe of big power garnished with minimal traction assistance. It’s a 911 that only the bravest of drivers dare pilot at the best of times, let alone on what my passenger has declared a road that’s a magnet for trouble. I Best keep my wits about me as I suss out this potent Porsche, then.

Launched in 2007 as successor to the 996, the 997 GT2 is seemingly the last of its kind, throwing a mighty

530 horses of brutal forced-induction power at the road via the rear wheels only. Mediators in this 911-shaped fracas are the six-speed G97/88 gearbox as found in the GT3 (albeit with different ratios), along with lenient stability and traction controls, both of which can be turned off separately or altogether.

As scintillating as it is terrifying, the very remit of the GT2 is decidedly against anything Porsche currently offers in the 991 generation, where all GT models use





993 GT2: Where the Widowmaker story began

As we discovered in our Clubsport and Evo test drives in issue 121, the first 911 GT2 was spawned as a homologated race car based on the 993 Turbo, but with substantial revisions that included rear-drive only, riveted plastic arch extensions housing wider rubber, and heavily revised aero at the front and rear. Developed with the help of Jurgen Barth and Roland Kussmaul, just 173 examples were built (100 were needed for FIA homologation for the then-new GT2 race class). This means the 993 GT2 is substantially rarer than the water-cooled 996 and 997 generations of the famous Widowmaker, which had 1,200 examples built apiece.

993 GT2 race cars were ready for the start of the 1994 season, though as we previously reported, 21 road cars were available – badged ‘911 GT’ – by April 1995 and boasted a whopping 430 horsepower. Prices of the 993 GT2 are currently sitting around the £750,000 mark.



admittedly magnificent PDK semi-automatic gearbox and active rear-wheel steering, while all-wheel drive is bestowed upon any blown variant. Such huge engineering revisions to the chassis and drivetrain of new GT models makes the 997 GT2 feel like a comparable classic already – and it's not yet a decade old, don't forget.

1,242 997 GT2s were built from 2007 to 2009, each costing £131,000. Despite a £30,000 levy over the Gen1 997 Turbo, the fire-breathing GT2 lured wallets from the pockets of many who found appeal in a 911 boasting elements of both Turbo and GT3 in its DNA.

The GT3 cues are obvious from the outset. While the feel of the soft Alcantara-lined steering wheel does justice to invoke visual connotations of its naturally aspirated GT sister, substance of the mechanicals between it and the wheels is provided by the time the first apex has been aimed at. The car's steering is exquisitely weighted and makes for a glorious ode to the merits of mechanical power assistance. The throw of the Alcantara-lined gear shifter is wonderfully short and direct (if a little clunky) between gates, and the ratios are superbly engineered to allow for more time on the gas despite the instant power surge. This is particularly satisfying as the clutch pedal is without doubt the heaviest I've ever had to push in a modern 911.

The ride is firm yet forgiving with PASM disabled (despite utilising motorsport-derived engine mounts stiffer than that of the Turbo), but enable it and the difference is startling. Riding over mere incremental imperfections on the road's surface now induces a

harsh, crashy sensation that at times provides an unwelcome bodily experience, tugging sharply at body fat I didn't even know I had prior to my test drive. Rolling tyre noise is noticeably loud thanks to the sheer girth and profile of the Michelin Pilot Sport Cup tyres (measuring a meaty 325mm at the rear), yet this is a small caveat for their sheer ability to dig hard into the asphalt and provide tremendous – and much-needed – grip to the GT2, once they have a bit of heat in them. The hallmarks of a fabulous 911 GT car are clearly evident then, yet I'm surprised to learn just how tame the GT2 can actually be. Certainly, there's no sign of a Widowmaker tag just yet.

However, everything changes with a dab of the throttle. There is a second or so where nothing happens, then all hell lets loose as the twin turbochargers kick in, thumping oodles of compressed air into the GT2's Mezger heart on intake. The 997 is catapulted forward with venomous pace and the steering lightens as the load of the car is thrown to the rear. Despite this, the back of the GT2 proves fidgety, and you can feel the differential wrestling to mitigate the sheer torque on offer under boost (which, incidentally, is higher than that of the Turbo). Bizarrely, it's not a situation that proves worrying though: Porsche have expertly dialled in a good blend of leeway in traction to offer flare and pizzazz to the 997 GT2 driving style without compromising its ability to stay clear of ditches or tyre walls. Despite my confidence in them, I'd be mad to turn the traction and stability controls off on a public road though... ➔



From top left: ram air scoops return to the 997 GT2; revised turbocharged flat six gives a mighty 1.4-bar boost; exit vents help relieve pressure at the rear; PCCBs are much needed to halt the GT2's frenetic pace

Model Year	997 GT2 2007-2009
Engine	
Capacity	3,600cc
Compression ratio	9.0:1
Maximum power	530hp @ 6,500rpm
Maximum torque	680Nm @ 2,200-4,500rpm
Any modifications	Quicksilver titanium exhaust; factory aftermarket bolt-in rollcage
Transmission	Six speed manual, rear-wheel drive
Suspension	
Front	MacPherson struts; coil springs & dampers; anti-roll bar; PASM
Rear	Multi-link; coil springs & dampers; anti-roll bar; PASM
Wheels &tyres	
Front	8.5x19-inch alloys; 235/35/ZR19 tyres
Rear	12x19-inch alloys; 325/30/ZR19 tyres
Length	4,469mm
Width	1,852mm
Weight	1,440kg
Performance	
0-62mph	3.7 secs
Top speed	204mph

“Many found appeal in a 911 boasting elements of both Turbo and GT3 in its DNA”



The fastest 911s

1 997 GT2 RS
(205mph)



2 997 GT2
(204mph)



3 991 Turbo S
(197mph)



4 996 GT2
(196mph)



4 991 GT3
(196mph)



6 997 Turbo
(195mph)



“The 997 GT2 is a brute that demands a bullish operating style from the driver”

Then there's the noise. If the gut-punch of acceleration or dancing rear end doesn't captivate you, I guarantee the concert of sounds overriding your ears will. This particular example is fitted with a titanium Quicksilver exhaust, which neatly amplifies the resonance offered by the factory item (which is also titanium), but this is a mere backing track to the spooling and hissing of the delightfully loud VTG twin turbochargers. There's also a beautiful induction noise to be had, largely thanks to those ram air scoops on the fixed rear wing and exposed panel filters beneath as they attempt to suck the entire atmosphere into the Porsche's flat six. Even at idle, the GT2 is more settled than a GT3, and those titanium tailpipes emit a deep, bassy note that's far more evocative than the vocals of any other forced induction 911 I've heard.

Typical of any Porsche GT car, the 997 GT2 is a brute that demands a bullish operating style from the driver. There is a sedate side to this sports car for sure, which makes it relatively tractable as a day-to-day 911, but press it hard in its intended environment of a track or fast road and you'll find that it'll respond in kind to offer a simply thrilling experience at the wheel. You simply won't want to park it up again.

It may have lost a degree of that sheer rawness in comparison to its 993 and 996 siblings, but the 997 GT2 is nevertheless a Porsche that demands your full

attention and respect at all times. While there's less lag from the turbochargers than before, peak torque arrives at just 2,200rpm and is seemingly unrelenting for the majority of the journey round the tachometer to its redline at 6,800rpm. Boost builds at a startlingly quick rate too, so you have to be clever with pedal applications to not get caught with too much of it at the wrong time – a predicament that will almost certainly send the car spinning at a rate so fast that you'll simply have no time to catch it.

In terms of comparative performance, if the 993 is an outright hooligan of overwhelming magnitude and the 996 a devilishly deviant assailant, the 997 is the reformed associate, capable of outright annihilation but providing maturity and accomplishment where necessary to the GT2 package. For me, it's the perfect balance and perhaps the best of the entire lineup. That it is likely to be the last era of GT2 to leave the factory for the foreseeable future only makes this particular 911 even more special than it was at launch.

What's the ownership experience with the GT2 like? Custodian of this example, Paul, uses it as a weekend toy, ensuring its sensational performance is put to good use by attending many of the increasingly popular VMAX 200 events. Paul tells me quite frankly that he's had the car at 201mph and said it still had more to give, and I believe him. Paul promptly recalls one of his more

memorable duels at VMAX against a GT2 RS, where he claims there was nothing between the two cars until well after the 150mph mark, when the RS started to pull away. Nevertheless, for a GT car that currently costs around the same as a top-spec 991.2 Turbo S, that really does represent a staggeringly good Porsche performance package.

As I hand the GT2 back, I realise my drive in this special 997 shouldn't just be about celebrating a chapter of Porsche's ever-illustrious past. Far more purposeful than that, it also provides me with a great deal of confidence about the future.

You see, despite this being a time when the 911 has predominantly switched to turbocharging, I am no longer worried. After all, the 997 GT2 is a timely reminder of what Porsche can do with a forced-induction 911, and that the company is adept – and have been for some time – at building sensational turbocharged models for us to enjoy. Absolutely, recent iterations of 911 Turbo have sacrificed a degree of involvement for a human being in the push for an invincible supercar experience, but the GT2 shows just what's possible with the setup – and thankfully, Porsche know exactly how to achieve it.

As for the future of the 997 GT2? Well, not surprisingly values of these are going up and still have room to climb, as we told you in issue 126. This is for good reason: even on the back of what we've seen from the expansive 991-generation thus far, the 997 GT2 is still one of the very best 911s ever built for sheer driver involvement and astonishing performance. It really is *that good*. **911**



Though rear seats remain elusive, the 997 cabin is far more refined than the 996, with PASM, traction control, stability control and Sport Chrono technology now at the mercy of the driver. Bolt-in roll cage is an optional extra



Only 1,106 made

997.1 GT3 RS

Just in case the standard GT3 wasn't quite enough, Porsche added the fabled Rennsport tag to this special 911. When it comes to buying one, Total 911 is on hand to advise

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



Model	997.1 GT3 RS
Year	2006-2007
Engine	
Capacity	3,600cc
Compression ratio	12.0:1
Maximum power	415bhp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
Transmission	Six-speed manual, rear-wheel drive
Suspension	
Front	MacPherson struts with coil springs and anti-roll bar
Rear	Multi-link with telescopic dampers; coil springs; anti-roll bar
Wheels & tyres	
Front	8.5x19-inch; 235/35/R19
Rear	12x19-inch; 305/30/R19
Dimensions	
Length	4,460mm
Width	1,808mm
Weight	1,375kg
Performance	
0-62mph	4.2 secs
Top speed	194mph

THE SECOND-GEN 997 RENNSPORT

Given the desirability of the car you see here, it's no real surprise that the second-generation 997 range would include a GT3 RS. It was no mild refresh though, as the new model would receive some substantial changes, not least of which was a 3.8-litre motor that sat on active engine mounts. With power and torque both increased – to 450hp and 430Nm respectively – the 0-62mph time was cut by 0.2 seconds to 4.0 seconds dead, and both response and mid-range shove were boosted. VarioCam Plus and a higher 8,500rpm redline also featured. Further revisions included gorgeous new centre-lock wheels and suspension that featured stiffer spring rates and tweaks to the anti-roll bars. Externally, the new model boasted various subtle changes, including redesigned air intakes, and there was a new aero package to improve downforce. 1,500 examples were produced before the 997 disappeared in 2012.



You have to head back a little over a decade, to 2004 in fact, to find the first GT3 to benefit from the legendary RS suffix. Then, it was attached to the rump of the 996 with around 680 lucky buyers getting to experience the delights of a 381bhp flat six allied to a useful weight reduction.

It would hardly come as a surprise, then, when Porsche announced that the 997 GT3 would also get the Rennsport treatment, although this time both models would arrive together in August 2006. 996 buyers had to wait five years or so for the same development. Even with an eye-watering £94,280 price tag, this new generation would prove immediately popular, so much so that 1,106

examples would leave the production line before the Gen2 version arrived three years later. Like the 996 incarnation, the first 997 GT3 RS was all about weight saving. The first-generation GT3 RS featured the wider rear bodyshell of the Carrera 4 and Porsche shaved a healthy 20kg off the weight of the Gen1 GT3.

The diet was assisted by using carbon fibre for the adjustable rear wing and engine cover, and plastic instead of glass for the rear screen (saving almost 3kg) and, given the cost, it's worth ensuring parts are undamaged on the example you're looking at. At a gulp-inducing £5,900 for the rear wing, the need for care is obvious. The ten year anti-corrosion warranty means that rust shouldn't be a concern, but it's worth checking whether a previous owner has added

paint protection film to the front end as the nose is susceptible to stone chips. If not, ask whether there has been any paint rectification work to the panels and bumper.

Far more important, though, is whether an RS has seen action on the track and while soaring values make it a little less likely today, that wasn't always the case. Aside from the fact that pounding over kerbs can prematurely age the bodyshell – listen out for unusual creaks – there's the risk that trips through the gravel trap has resulted in damage to the underside panelling. A specialist will check for this, of course, but otherwise it's worth a thorough examination of the undertrays and front splitter for grazing. And it goes without saying that you need to be sure of the car's history, looking for any evidence of ↻

PARTS PRICE CHECK

• Front bumper	£4,458.70
• Rear wing blade (carbon)	£5,921.53
• Exhaust system (exc. Cats)	£5,712.16
• Front damper	£480.60
• Brake disc set (steel)	£1,179.24
• Front wheel	£1,835.57

Prices are inclusive of VAT and come courtesy of Paragon Porsche



The 997.1 GT3 RS standard specification included 350mm steel discs clamped by six piston monoblock aluminium calipers at the front, and four piston items at the rear. Customary front bonnet vents and carbon rear wing aids downforce



997.1 RS VALUES

As mentioned, prices for the RS have slowed recently, marking an end to a period of strong growth for the model. That's not to say they aren't going to rise in the future, of course (as they almost certainly will), but it's likely to be slower this time around. Left-hand-drive examples are worth a little less than the values quoted here.

• Project	£140,000
• Good	£150,000+
• Concours	£190,000



WATER-COOLED RS TIMELINE

2004

The 996 GT3 is the first water-cooled Neunelfer to get the RS treatment. The 3.6-litre engine produces 381bhp, enough to despatch the 0-62mph sprint in just 4.4 seconds. 682 produced

2006

Porsche follow up with the 997 GT3 RS, with essentially the same engine as the 996. Power is raised to 415bhp though, and a weight-saving regime saves 20kg. 1,106 produced

2009

It's the turn of the Gen 2 997, this time the RS getting a larger 3.8-litre engine with 450bhp that cuts the 0-62mph time to just 4.0 seconds. Aero tweaks and dynamic engine mounts feature. 1,500 produced

2010

A sure-fire future classic arrives in the shape of the 997 GT3 RS 4.0. Boasting a stunning 500bhp, it's the quickest RS yet. 600 produced

2010

It's the 997 GT2 that gets the RS treatment. There's 620bhp from the 3.6-litre engine, a 205mph top speed, and plenty of tasty carbon fibre bits. 500 produced

2015

Huge road presence marks out the RS in 991 GT3 form. Substantially lighter than Turbo variants, the 4.0-litre engine makes 500bhp. 42 sold in the UK last year



“An over-rev check is an important indicator of past use and especially vital on track-focused 911s”

major accident repair. It's also worth mentioning that the RS was available in some pretty extrovert colours, so you might want to consider whether you'd be happier with black or silver rather than the Orange or Viper green! That said, it seems buyers are happy to pay a small premium for their RS to stand out.

It certainly looked the part, then, but it's what was hidden beneath that composite engine cover that really captured the imagination. A revised version of the unit found in the 996 GT3, the 3.6-litre engine produced 415bhp at 7,600rpm and 405Nm of torque at 5,500rpm, and could safely rev to a stratospheric 8,400rpm. Featuring VarioCam variable inlet valve timing, titanium connecting

rods, and a revised dry sump lubrication system, it shoved the RS from 0-62mph in 4.2 seconds and on to 194mph. The good news for buyers is a depth of engineering that rendered it bulletproof in the eyes of most specialists, although it pays to undertake some careful checks before taking the plunge. Oil and filter changes were at 12,000 miles, and while particularly careful owners may well have shortened the interval, you certainly don't want to find any gaps in the service history. And, while regular maintenance is slightly higher than for the GT3, it's not by a great deal, so budget around £370 and £800 for a minor and major check respectively at a specialists such as RPM Technik.

More crucial, though, is an over-rev check, something that a reputable specialist will already have done. It's an important indicator of past use – and especially vital on track-focused 911s – as you'll want to know how often the motor has nudged that lofty redline. A cylinder leakage test will provide further reassurance that nothing serious is awry within the flat six. Otherwise, it's just a case of examining the unit for any signs of oil leaks from the cam chain covers and between the engine and transmission, the latter indicating a weeping Rear Main Seal; expect to pay around £1,100 to have this rectified at a specialist such as Parr Motorsports.

The RS used a single mass flywheel, so that's one less thing to worry about, but expect to reach around 30,000 miles before the clutch requires replacement, an engine-out job that will cost in the region of £1,300. A noticeably high biting point is a sign that renewal isn't far away, so haggle accordingly. The six-speed transmission is strong, though, benefitting from beefier internals and an



Lightweight carbon-shelled seats in flame retardant fabric came as standard and saved around 10kg compared to the GT3 items. Despite having a track-focused interior, luxury Alcantara covered the surfaces and steering wheel

additional oil cooler, and it would take particularly ham-fisted track use to cause any issues. Likewise for the limited-slip differential, although an obstructive gearshift or any odd noises from either unit would need further investigation as replacement is extremely costly.

You certainly shouldn't have any problems hauling the RS down from speed, though, thanks to the impressively powerful brakes. The standard specification was 350mm steel discs clamped by six piston monoblock aluminium calipers at the front and four piston items at the rear, and they are more than adequate for road use. Any problems are likely to be a result of overheating, so examine the discs for any sign of cracks appearing around the cross-drilling. A replacement set costs around £1,200 but a previous owner may have gone down the aftermarket route for replacements, so check what's fitted. The alternative option was the PCCB carbon items, identified by yellow calipers. While they might have saved a substantial amount in unsprung



BUYING TIPS

With the earliest examples barely seven years old, it's reasonable to expect that any car you find should be in good shape, both bodily and mechanically. There are no guarantees, of course, so tread carefully, but strong build quality ensures that this is one of the easier 911s to inspect.

- **History:** A track-focused nature means that extra care is needed. Diligence is crucial to ensure you're not looking at a tired or crashed trackday warrior.
- **Bodywork:** Corrosion isn't a concern, so spend time examining the panels for any sign of previous repair or replacement. Ensure there's no damage to the RS-specific carbon fibre parts, and look for evidence of damage to the undertrays, which points to circuit-offs.
- **Engines:** If it's been religiously maintained, there's little to worry about. Check for oil leaks and make sure you see the results of a recent over-rev check.
- **Transmission:** The gearbox is tough and shouldn't be suffering from weak synchromesh unless abused. More likely is clutch wear, so check the history to see if it's already been done as it's not a cheap job.
- **Brakes/suspension:** Hard use will take its toll on the brakes, so be sure to check their condition carefully; extensive cracking around the cross-drillings indicate a hard life and imminent replacement. Adjustable suspension may have been fiddled with, so an alignment check is advisable.
- **Interiors:** Aside from being sure you can live with the Clubsport arrangement, the interior wears well. Just look for scuffed trim and overly-smooth Alcantara.

weight – they were around 50 per cent lighter according to Porsche – replacing them costs in excess of £10,000. As we've said before in these guides, think long and hard about whether you really need them.

Suspension-wise, Porsche Active Suspension Management (PASM) was standard and the RS benefitted from a five-millimetre increase in wheelbase and the fitment of split rear wishbones to allow greater camber adjustability. Owners could also make changes to the ride height, toe angle, and anti-roll bar settings, but inexperienced tinkering could have resulted in a less than optimum setup. Any doubts about how the car feels on the road, or evidence of uneven tyre wear, points to the need for a specialist alignment check; RPM Technik charges £264 for this, so it's an inexpensive way of ensuring all is well. There are no issues with the hydraulically-assisted steering, but do check the condition of the 19-inch wheels. Refurbishment isn't too pricey, but replacing them is around £1,800 for a front one.

Head inside and you're left in no doubt about where this 911 was intended to spend time. The RS came with the Clubsport package as standard, which bought a roll cage in the rear, fire extinguisher prep, a six-point harness, and wiring for a battery master switch. Also standard were a pair of lightweight, carbon-shelled seats that

saved around 10kg compared to the GT3 items and they were covered in flame-retardant fabric. It's a pretty hardcore arrangement for regular use, so you'll want to be sure you can live with it before committing. Despite the track-focused specification, there was luxury on offer, too, with plenty of Alcantara covering the surfaces and steering wheel (which got a straight ahead marker at the top of the rim). Significant wear isn't very common but it's worth checking that a clumsy previous owner hasn't scuffed the seat or door cards. Porsche didn't skimp on the standard kit with the RS, and there was a lengthy options list to dip into, so make sure you establish the specification of the example you're looking at, although everything should work. Also, ensure the air-conditioning is blowing cold as corrosion could attack the nose-mounted condensers, although the system could be deleted entirely which saved a further 20kg.

Ultimately, the 997 generation is renowned for its usable, reliable nature and the GT3 RS does nothing to dispel that view. Yes, it was designed for the ultimate in thrills on road or track but the quality of its construction means there's little to worry about if you're considering buying one today. Find one that has been maintained regardless of cost and it'll prove an immensely rewarding experience. **911**

SPECIALIST VIEW

"Any 911 with an RS badge is highly sought after, and the same definitely applies to the 997.1 GT3 RS. They've got a strong following, which is to be expected given their ability and the fact that they are reliable, too. Prices have settled a bit of late, which given their meteoric rise in the past three years is no surprise. Ultimately, an RS like this one will still represent a really good purchase as a machine to get in and enjoy, as well as its investment potential."

Greig Daly,
RPM Technik





**OWNING A
997.1 GT3 RS**

- **Price new:** £94,280
- **Total numbers sold:** 1,106
- **Service intervals:** One-year/12,000 miles
- **Service costs minor:** £368.49
- **Service costs major:** £798.64
(Figures are courtesy of RPM Technik)



993 RS

The RS makes for a sensational driving experience, but what do you need to look at when entering the market for one?

Written by **Lee Sibley**
Photography by **Phil Steinhardt**

This is it: the final curtain call of the air-cooled Rennsport, the zenith of road-going, race-bred precision of the truly classic 'RS' moniker before it switched to a water-cooled 'Mezger' powerplant.

The 993 RS has long been revered by purists, but today it has achieved halo status as a lightweight racer devoid of significant driver aids by modern standards. This is reflected in market values: upon release in 1995, a 993 RS in comfort specification would have set you back ££68,495. More than 20 years on, that same model has now comfortably eclipsed the £250,000 mark.

Records show that 1,104 993 RS models were built by Porsche for worldwide markets, of which 227 were the even lighter Clubsport variants (recognisable thanks to a larger and taller rear spoiler). 38 993 RSs were sold in the UK (26 in 1995 and 12 in 1996), although there has been much coalescence of the cars since, and multiple left-hand-drive cars are currently on the market here.

So: revered, rare and raw. These are the alliterated adjectives crashing through my mind as I stand before this particular left-hand-drive example ahead of its road test as part of our bookazine dedicated to rare 911s.

Walking around the RS, I'm struck by just how small it appears in comparison to the 991 Turbo I'd arrived in. Appearing to hug the floor thanks to its factory-lowered suspension (30mm at the front and 40mm at the rear), the figure of the RS is accentuated by aggressive yet oh-so smooth lines flowing from the front corner spoilers to that purposeful flat tail over the decklid.

The three-piece wheels encapsulating huge 'Big Red' brake calipers all round are a pertinent nod to the car's sporting credentials, yet thanks to the Midnight blue paintwork, there's a deep mystique emanating from this particular 993. It's almost chilling: for a moment, I feel like the RS is assessing me as I stare and assess it in turn, provoking me into posing my own self-damning question: "are you worthy, Lee?" Unperturbed, I open the left-hand door and climb inside to find out what lies beneath its taciturn persona.

Settling into position, the Sports seats provide a brilliant grasp of my body, hugging me tight around my sides – and they're comfortable, too. I gaze in the internal rear-view mirror to see the 'Carrera RS' script stitched into the carpet in place of the rear-seat backrests, before taking in the rest of the interior. I notice the original owner of this example had electric windows fitted, and air conditioning is present too (both were optional extras), though the cabin otherwise feels fairly sparse in keeping with the purity of any Rennsport's DNA.

Firing the RS up, the bigger 3.8-litre engine (an increase in cylinder bores from 100mm to 102mm over standard 3.6-litre engines) barks into life and emits a deep growl as it quickly settles to idle.

The clutch is surprisingly weightless under my foot (in stark comparison to the last RS I drove, a 997.2 GT3 RS), and I easily find the biting point before slowly moving the 993 from standstill and out onto the open road. ➔



Ultra Rare Porsche 911



Beginning my journey by attempting to traverse through the busy streets of north London, the RS wastes little time in transcending the message that these are far from its ideal operating conditions. Traffic is slow, so I'm having to constantly flit between first and second gears, which proves difficult while the gearbox oil warms up. Each shift is clunky, so I have to blip the throttle before each change – up and down – for a more seamless selection of gear.

Shortly after, a long residential street littered with sleeping policemen highlights the firm ride of the RS, as each harrowing hump attempts to throw my body skywards. The RS's characteristically unforgiving damping forces me to scan the road ahead before darting the car around the plethora of potholes and blemishes

in the road, and not long after I find myself having to wrestle the steering wheel on shoddy 'B' roads, as the front wheels simply want to follow the uneven contours of the road.

I quickly learn that the RS appreciates only very minute adjustments in gas pedal application too, as simply lifting off from the pedal (a style I'd got used to

in driving the PDK-equipped 991 Turbo en route) sends the 993 lurching uncomfortably along the road. Instead, easing off the gas pedal millimetre by millimetre is best in traffic, and I shortly reacquaint with a smooth ride.

In fact, it takes a good 30 minutes for me to truly get to grips with the sheer purity of the 993 RS, and I soon realise that the car needs to effectively be bullied to get the most out of it. I learn that you must be distinctly proactive in your driving style here, not merely reactive.

On the country roads of Hertfordshire, the 993 RS has my hair on end. Its precision at the nose when cornering is almost unlike any other 911 I've driven. It allows you to carry good speed on turn-in while remaining very stable, darting inside to cover the exact sliver of tarmac intended by the driver.

The 100 kilograms of saved weight is keenly felt in the RS, too – it feels featherlight compared to the 993 Turbo S I'd driven earlier in the year, and lighter than the Carrera. This, when twinned with the abundance of low-down torque available from the larger 3.8-litre engine thanks to its VarioRam fuel-induction technology, makes the RS exciting to drive at all times. It just wants to travel, and I'm more than happy to

oblige as I squeeze the accelerator for immediate, rapid propulsion forwards.

Scrubbing speed is just as entertaining as the RS's accelerative and cornering abilities: the brakes feel somewhat draconian by today's standards, though purists will love the sensation of really having to stamp on the floor-mounted middle pedal to get the pads to bite. It's perfectly in keeping with the 993's required driving style.

The afternoon duly whizzes by in an adrenaline-filled blur of curving country roads as I dance the 300bhp of flat six around Hertfordshire before returning back to base in north London. Grasping the door pull and clambering out of the car, I wipe a layer of sweat from my forehead before turning to gaze at the 993 once more.

I stand gobsmacked by how raw and pure the 993 RS is to drive, yet it's nowhere near as agricultural as a 2.7 RS. It still feels so fast too, and yet I know on these roads that I've got nowhere near the limits of the car. The 993 RS is one of the most rewarding Porsches I've ever driven, though if you're in the market for one, you'll need some of our quick buying tips overleaf. ➡





Model	993 RS
Year	1995-96
Engine Capacity	3,746cc
Compression ratio	11.5:1
Maximum power	300bhp@6000rpm
Maximum torque	355Nm@5400rpm
Transmission	Six-speed manual, rear-wheel drive
Suspension Front	MacPherson strut; coil springs; antiroll bar
Rear	Multi-link with telescopic dampers; coil springs; antiroll bar
Wheels & tyres Front	8x18-inch; 225/40/ZR18
Rear	10x18-inch; 265/35/ZR18
Dimensions Length	4,245mm
Width	1,735mm
Weight	1,279kg
Performance 0-62mph	5.0 secs
Top speed	172mph



Engine and running gear



The air-cooled unit is fundamentally strong, but that tempting performance means an unimpeachable service history is a must. Being completely oil-tight is rare, although minor leaks from rocker and timing chain covers are an easy fix. Anything more serious – such as tired crankshaft oil seals – should be approached with caution, as repairs can easily head into the realms of a complete rebuild costing five figures, so get it inspected if you have even the slightest doubt. The RS was the first model to get VarioRam, and there should be no hesitation or flat-spots in the rev range if it's working properly.

Gearbox issues are rare unless it's been abused, but crunching synchromesh should ring alarm bells, as should signs of a clutch being past its best. The limited-slip differential is robust in normal use, but clonks or whines will need further investigation. Genuine brake discs are £700 a set, so check for wear and corrosion, and watch for sticking pads in the 'Big Red' calipers caused by corrosion between alloy calipers and steel inserts. Suspension bushes and strut mounts are the usual wear points – check they're not perished on low-mileage collector's items – while fluid leaks from the steering hydraulics aren't uncommon. The standard split-rim Speedline wheels cost around £1,200 each, so be wary of damage.

Bodywork

At this rarefied level, expect perfect bodywork, although you'll need to check for the bugbears that affect many 993s. Corrosion around the front and rear screens is an issue – it's a screen-out job to fix properly – as is the dreaded 993 windscreen creak, which can be exacerbated by the stiffer RS setup, and clumsy screen

replacement may have allowed rot to set in. Clicking door check straps are a common niggle, and proper repairs cost around £500 per side, so it's worth checking that they haven't been bodged. Also, make sure that the rear bumpers are securely attached, as the mountings can rot. Despite their values, an RS will likely have seen action on the track, so you will need to watch for signs of previous accident repair, especially around the rear quarter panels, as they are tricky to replace, and check for dings in the lightweight panels. That ground-hugging front spoiler is susceptible to scrapes too, and a replacement bumper/spoiler costs £1,500 before fitting.



Interior



Condition is everything, so it needs careful checking. The weight-saving regime means that many examples lack much in the way of luxury kit, although it could be added as an option. Make sure you know the correct specification of the car you're looking at, and check that all electrical items are working properly, including the air conditioning if fitted, although theoretically a lighter wiring loom and less gadgets should mean fewer issues. Originality is a key factor for many, so be wary of aftermarket modifications, especially those for track work – they don't suit everyone and can affect values. The heavily sculpted seats can pick up scuffs, and if you fancy the even more spartan Clubsport, it's worth trying before taking the plunge. The roll cage and harnesses look terrific, but you might be better off with less of a race-track refugee if you plan on any sort of regular use.

Price range

Project car: £150,000
Daily driver: £180,000
Weekend thrills: £200,000
Concours: £250,000+



“At this
rarefied level,
expect perfect
bodywork”

Maintenance

Minor service: £358

Major service: £900

Tyres: Front £189.62;
Rear £288.20

(Prices courtesy of Paragon Porsche
and include VAT)

Your £250,000+ 911: The other candidates



2.4 S 1971-73

The further increase in capacity over the 2.2 was designed to enhance general driveability and, by decreasing specific output, reduce exhaust emissions. The 2.4 S was the first 911 to have a front lip or spoiler, and with only 20bhp fewer, the 2.4 S had almost matched the performance of the legendary 2.7 that was based on it. As such, this model has become the second most sought-after early 911, and values now exceed £150,000. Potential buyers need to be vigilant that the S is not in fact a rather more common T being passed off as an S. Check your engine codes – don't just look at the fan shroud!

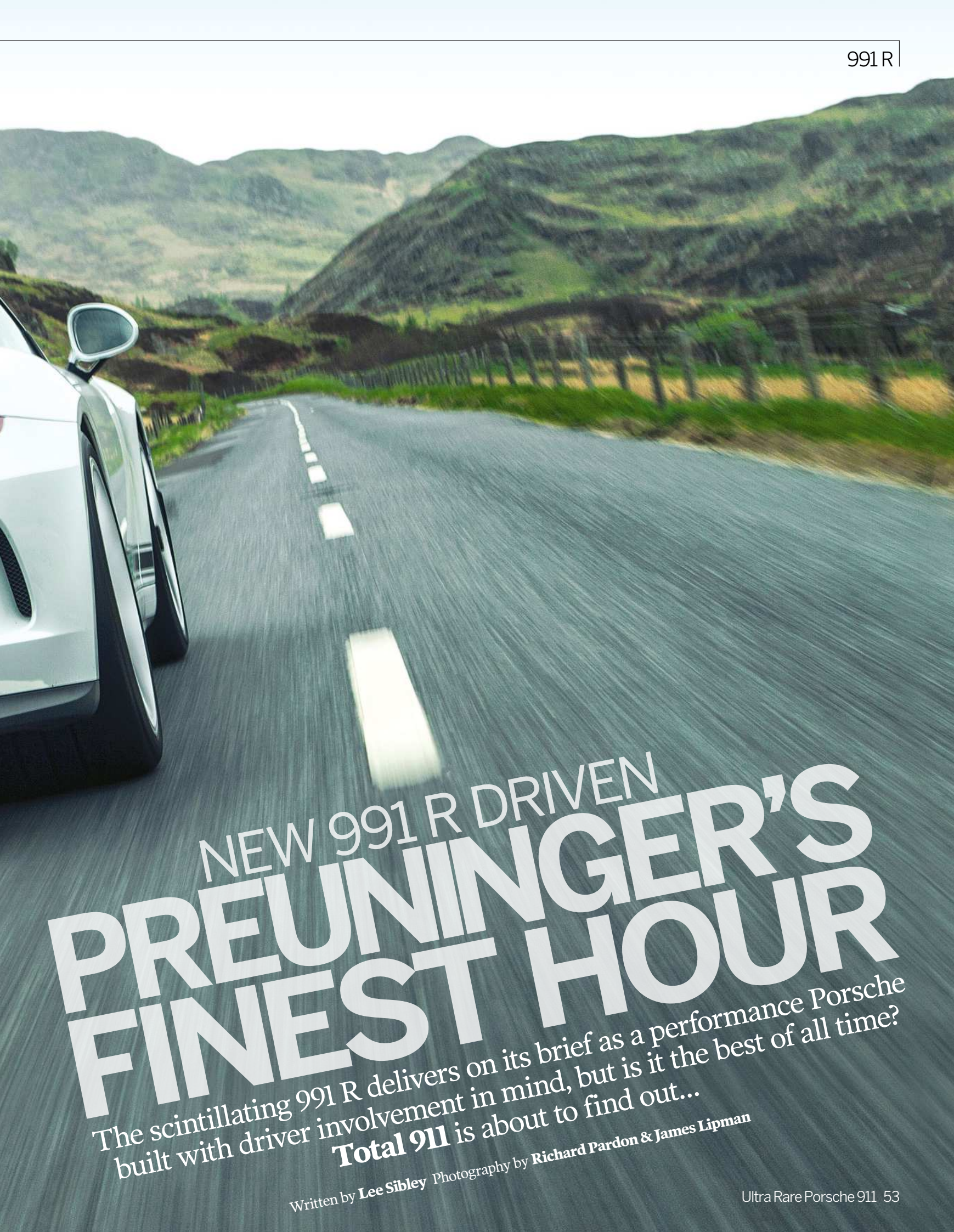


997 GT2 RS 2010-11

The 996 GT2 was built as a flagship model – a completely uncompromised rear-drive, manual-transmission Turbo 911 with no electronic safeguards. Having made its point, Porsche subtly reined in its wild child with the 997 version, which sported not only catchfence electronics, but also a more yielding ride setup. A lightened Motorsport department RS version became the 911 range-topper in 2010 with a claimed 620bhp. Harder riding and more demanding, the GT2 RS has much of the uncompromising 996 GT3 RS, with vastly more power and torque. Buyers should consider the practicalities of such a 911, which is as demanding on the track as it is on the street. A collector's dream.

Only 991 made





NEW 991 R DRIVEN
**PREUNINGER'S
FINEST HOUR**

The scintillating 991 R delivers on its brief as a performance Porsche built with driver involvement in mind, but is it the best of all time? **Total 911** is about to find out...

Written by **Lee Sibley** Photography by **Richard Pardon & James Lipman**

Ultra Rare Porsche 911

The 9A1 Rennsport flat six fills the cabin with a howling crescendo of noise as the 991 dashes at an astonishing rate along the asphalt. My right foot buried into the floor, I glance down to see the tachometer needle thrash round towards the redline as the car's crank spins wildly. Approximately 200 yards dead ahead, three pylon-mounted arrow signs point left as the road duly sweeps round and out of sight. Action is required to prepare the car for the upcoming corner, and quickly.

Then something strange happens. After scrubbing some speed with a dab of the brake pedal, convention in a 991 GT car dictates that a mere pull of the left PDK paddle on the steering wheel is all that's needed to change down a gear, a smooth-yet largely excitement-free action for the driver to implement pre-turn in. But then this is far from a conventional 991 GT. It may have the 500hp, 4.0-litre engine of the latest 911 Rennsport, but this is no mere 991 GT3 RS either: equipped with a manual gearbox, this is the GT3 RS's fiery sibling, the 991 R – and it's outrageously brilliant.

We unveiled the rebirth of Porsche's 'R' moniker to you back in issue 138 and now, three weeks ahead of the car's official first drive for journalists around the globe, we're treated to two golden hours at the wheel of a German-plated yet right-hand-drive example on twisty, deserted roads from Scotland's Pitlochry to the Isle Of Skye.

Porsche's new manual six-speeder has given me more to do before that fast-approaching corner though, so I'm coerced into dabbing the brake pedal with the toes of my right foot, shortly before my right heel prods down and right to blip the throttle. Meanwhile, my left foot kicks that all-important third pedal, decoupling the clutch for a split second as I push the shifter across its gate to engage second gear from third, keeping the car in check as it makes the turn.

The practice of heel-and-toe is a classic if well-versed routine to a driver, yet in a 991-generation GT car, the technique is as welcome as it is refreshing, the sensation transformational in providing another stratum of entertainment at the wheel. The return of a third pedal to the footwell of a 'Preuninger 911' is, after all, a victory for the avid peddler. Great as the 991 GT3 and GT3 RS are at lopping chunks from lap times, the caveat ultimately is a detachment between car and driver in terms of involvement. Porschephiles not intent on clinical circuit driving demanded a more traditionally oriented performance 911 and, as is pleasing to see, Andreas Preuninger's Weissach team has listened carefully.

The manual gearbox now found in the 991 R has six ratios, doing away with that overly long seventh gear resplendent across the rest of the 991 lineage. Taking away that final top-right shift on the H-pattern gearbox removes with it a fogginess across the gate that previously dogged higher gear changes, leaving in its wake only a slick, fluid movement for R owners to revel in. The carbon-wrapped shifter itself is shorter, too, and enjoys noticeably less travel between gears, assisting a wonderfully direct, positive throw – the sort that is sure to inspire confidence in a driver intent ☺



Manual gearbox forms a glorious partnership with the Rennsport 9A1 flat six. Slightly reduced redline doesn't detract from the R's hair-raising experience either





Model	991 R
Year	2016
Engine	
Capacity	3,996cc
Compression ratio	13.2:1
Maximum power	500bhp @ 8,250rpm
Maximum torque	460Nm @ 6,250rpm
Transmission	Six-speed manual
Suspension	
Front	Independent; MacPherson strut; coilover dampers; anti-roll bar
Rear	Independent; multi-link; coilover dampers; anti-roll bar
Wheels & tyres	
Front	9x20-inch centre-locks; 245/35/ZR20
Rear	12x20-inch centre-locks; 305/30/ZR20
Dimensions	
Length	4,532mm
Width	1,852mm
Weight	1,370kg
Performance	
0-62mph	3.8 secs
Top speed	201 mph

“The R’s levels of involvement are positively intoxicating”



on hustling this frenetic Neunelfer through every twist and turn.

Just as important as the throw of this new manual shifter is the weight of the clutch pedal accompanying it, and Preuninger's squad has got it spot on again. The pedal has a good weight to it but isn't as overbearing as those found on the 997 GT2 and GT3s of old, its resistance more indicative of entirely palatable seven-speed manual 991s or the six-speed Cayman GT4.

Blessed with incrementally longer ratios only through gears two, three and four over the 991 seven-speeder, a swift swap of cogs remains a regular occurrence here among Scotland's windy roads, and the R's driving experience is all the better for it. At last hailing a proper return to form for the 911 with manual shift, the R's gearbox is scintillating to navigate and proves to be the perfect complement to that firecracker Rennsport flat six powering this lightweight special.

Speaking of which, the 9A1 power plant has had some tweaks while transitioning from RS to R specification, though these are comparatively minor to those bestowed upon the transmission. This latest rendition makes use of the same bore and stroke as the RS (at 102.0mm and 81.5mm respectively), giving

the same displacement of 3,996cc, and it even boasts identical peak power and torque outputs at the same RPM. However, the 4.0-litre flat six has an increased compression ratio in the R, up from the Rennsport's already heady 12.9:1 to an astonishing 13.2:1. The proviso to this is a slightly lower redline than the RS at 8,500rpm instead of 8,800rpm, but despite this the R is not found wanting for top end fanfare.

In terms of the *character* of performance on offer, the R's 9A1 is on paper much like that of its Rennsport sister, offering lightning quick response to throttle inputs and plenty of torque even south of 3,000rpm. Yet somehow, from a driver's perspective, the R just *feels* that little bit quicker than the current RS from corner to corner, this sensation no doubt the upshot of the R simply giving the driver more to do between each turn. Either way, it's far more rewarding to pilot the R than the RS: despite a clinical deficit in comparison to PDK, this marrying of a manual gearbox to a Rennsport flat six fire breather is god-like in its product, offering the driver a scintillating, sensational experience for every second spent at its wheel.

And then there's the sounds a driver experiences at the wheel of the 991 R. Oh, those beautiful sounds.

The very crux of the R's coarse nature is perhaps best delivered here as a concert of acoustics and resonance attainable from all around the car. On start-up a perpetual clacking from the optional lightweight flywheel is detectable from the transmission tunnel, though this admittedly is slightly more muted than other recent GT3 and Rennsport variants.

Out on the road, the chief concert is provided, of course, by that howling flat six: while its resonant volume is obviously heightened thanks to the removal of significant amounts of sound deadening and swapping of glass rear windows for plexiglass items, this commitment to a thread-bare cabin reveals a slightly more mechanical engine tone than what is found from inside the cosseted 991 RS. Delightful in its ability to easily penetrate the 991's bulkhead and fill the driver's eardrums under every application of throttle, the aural sensations of piloting this car makes you feel as alive as the hard-working engine behind you.

That said, the mark of any good 911 is in its chassis and handling setup, and even on paper the 991 R's credentials are nothing short of impressive: that pulsating Rennsport engine is carried in a GT3 body, whose wheelbase of 1,551mm (front) and 1,555mm (rear)



991 R:

the verdict ★★★★★

Positives

- **Manual gearbox** – Pin-sharp and with a fluidity the seven-speed can only dream of, this six-speed is a return to form for a 911 with stick shift.
- **Chassis** – Confidence-inspiring to the maximum, the chassis is key to the 991 R's lively character and responds well to inputs from the driver.
- **Well-judged factory spec** – Porsche has struck a great balance between fashioning the new 991 R with modern technology and ensuring the car keeps those all-important

Negatives

- **Automatic blip function** – In a car that otherwise gives everything back to its driver, the automatic blip function in Sport mode is an unwelcome gimmick.
- **The 9A1 engine is still hidden** – Surely the new 911 R would save even more weight if that detestable 991 engine cover was ripped out and disposed of once and for all?
- **No PTS option for UK cars** – Total 911 understands Porsche GB has vetoed requests from UK 991 R buyers to choose a Paint To Sample hue. International customers have no such infringements.

is narrower than that found on the 991 Rennsport. There's no fixed rear wing on the R, which instead utilises an active panel that raises to a steeper angle than what is usually found on a Carrera Coupe. Even before you press the PASM switch on the R's centre console, damping is firm in line with the 991 RS, keeping the car in splendid contact with the contours of the road surface. In fact, the car's hold right through corners is predictably excellent, with minimal body roll, as a mixture of rear axle steering and a hard-working mechanical diff helps to feed the R through turns. This despite us often carrying speeds that would simply end in tears with a 997. Any excess velocity is scrubbed effectively by the huge 410mm (front) and 390mm (rear) PCCB discs, which even on the road can be a welcome intervention against the ferocious speeds the 991 R is effortlessly capable of.

Steering is fast with great feel, relaying a healthy dose of vibrations and twitches through to the wheel from the road – so impressive is this relaying of information, it feels unlike any electrically-assisted system Porsche has used on a 911 before. The car tracks well too, hunting for cambers in the road but without the dogged ruthlessness of more track-focused

performance Porsches of old. The R's steering is simply perfect for its prime environment of the public road.

It takes little time to conclude Porsche's new R is the best 991-generation 911 yet, but comparisons with the last manually-oriented lightweight in the shape of the 997 RS 4.0 are inevitable. To that end, it is the 991 R's directional changes that are most impressive among Scotland's twisting asphalt. Aided by a natural balance the 991-generation enjoys over the 997, this new car's deftness at its nose and surefootedness through a turn is far more beguiling. Yes, rear axle steering in the R's armour means it's not as traditionally pure as the RS 4.0's steer, but such are the punitive real-world inputs of the technology that a driver will struggle to sense it in action, let alone find it overbearing. There can be no doubt then that the 991 R now dismisses the chassis and handling credentials of the 997 GT3 RS 4.0 as antiquated.

That's not to say the 991 R is infinitely balanced, though. Its back end is twitchy as the car struggles to make do without those aerodynamic aids of the 991 RS, and it's relatively easy to break traction should a driver's inputs be too imprudent. That, however, brings with it a flair that any good sports car should possess

as a basic requirement, and it's a vital ingredient that helps make this 911 so appealing: sure, it doesn't require the same respect at the wheel that, say, a GT2 demands, but there's no question the R needs an astute driver at its helm to get the best out of it, and safely.

So, where does this leave us? Even from launch, the idea of an RS engine with a GT3 footprint in fastidiously lightweight specification had us speculating this could be the perfect modern-day Porsche. In reality, the car is so much more than that. The R is a very special car indeed, and a driver can't help but get caught up in the moment of piloting it – its levels of involvement are positively intoxicating. I'm wary the 991 RS may have suffered from temporary rough justice in comparison here but, really, there's no comparison necessary. If lap times are the crux of your motoring life then the RS is untouchable.

However, a 911 has always been about its character, its soul, and so in the 991 R, Andreas Preuninger and his team have delivered a fitting return for a performance Porsche with a manual gearbox, and with it the best ever driver's Porsche 911. My biggest hope is that the other 990 examples will be driven in much the same way as Weissach originally intended. **911**

Only 936 made

SPEEDSTER

The 964 Speedster marked a return to Porsche's original, lightweight design of the 356

Written by **Lee Sibley & Josh Barnett**
Photography by **Daniel Pullen**



Speedster: undoubtedly the nine coolest letters in the Porsche lexicon. One mention of this legendary Zuffenhausen moniker brings to mind images of the glamour of the Hollywood scene in the Fifties. First appearing in pre-A 356 form in 1954, the Speedster became intrinsically linked with American car culture and Porsche's formative years. However, the iconic status garnered by the original car meant that the Porsche Speedster sub-brand soon transcended its early US-based roots.

Over three decades after the last production 356A Speedster shell rolled out of Stuttgart's Karosseriewerk Reutter, the alternative open-top Porsche was reborn on the 911 Carrera 3.2 platform. Zuffenhausen's board had recognised that the company's heritage needed to be celebrated and ever since, the Speedster has become a limited edition addition to the 911 range.

While it may have been intended for the American market, the decision to reimagine the Speedster

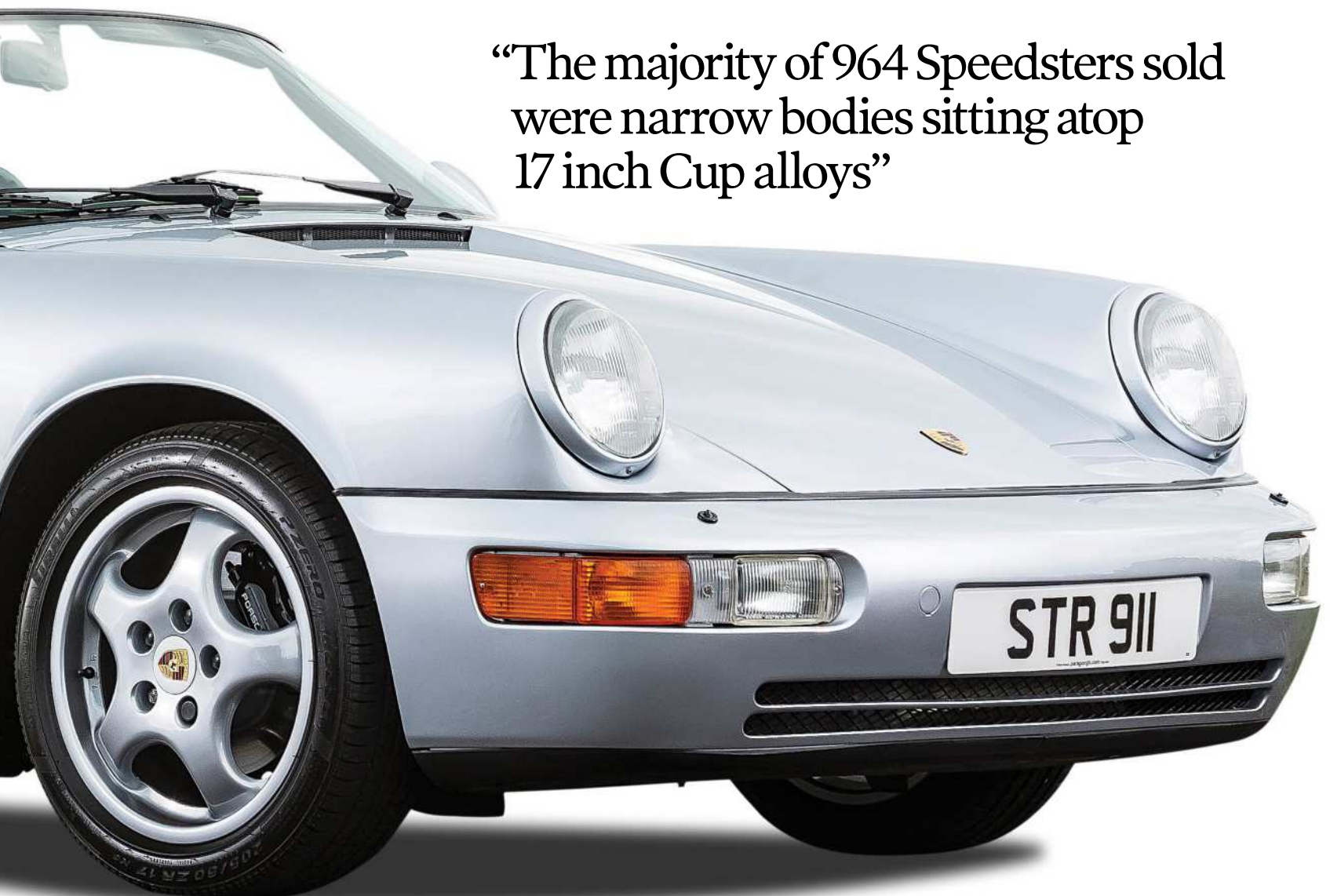
aesthetic on certain generations of 911 has seen Stuttgart create some of the most sought after cars in the company's history. During the Porsche 911's formative years, however, the Speedster's legend appeared to have been largely forgotten by the Zuffenhausen elite as engineers set about creating the Targa and, later on, Cabriolet body styles, providing ample open-top choice for Porsche buyers. The Speedster's absence was not helped either by Stuttgart's financial struggles during the late Seventies and early Eighties; a special edition car would surely have been the straw that broke the camel's back.

However, Porsche brought out its first 911 Speedster in 1989, to critical acclaim. Backed by what turned out to be strong sales of the first Speedster in 911 guise, Porsche were buoyed into producing another variant just four years later under the 964 programme. Based on the rear-driven Carrera 2, the 964 Speedster featured, like its predecessor, no rear bench and a manually-operated hood that folded neatly under a

double-bubble glass fibre panel behind the seats. The hood, much like the raked windscreen, was borrowed from the earlier 3.2 Speedster and simply fitted to the 964's newer coachwork. Limited specification once again was the order of the day – manually operated exterior mirrors were housed in the later 'teardrop' covers, with RS-style door cards and a choice of Recaro buckets or Sports seats.

The majority of 964 Speedsters sold were narrow bodies sitting atop 17 inch Cup alloys – usually colour coded to match the hue of the body work – with just nine wide body cars known to be in existence. A right-hand drive 964 Speedster, such as the Polar silver example on our road test, is also a rarity, as only 14 were built to this specification. However, a 964 Speedster of any iteration is considered a rare find today as just over 900 examples were eventually built (the actual number is 936), with Porsche blaming tough economic conditions at the time for its relative sales flop. ➡

“The majority of 964 Speedsters sold were narrow bodies sitting atop 17 inch Cup alloys”



“The 964 boasts a beautiful, organic Speedster experience”

Personally speaking, we consider the 964 to be the least prettiest of Porsche's Speedster quartet. Usurped by its wider-bodied company, the 964 purveys a very different look to the broad, squat visuals associated with a traditional Speedster. Its ride height looks almost unnaturally high, though this is a flaw that befalls every example of this second-generation 911 Speedster.

At the wheel of the 964 the sensations are very different, though. The last 36 months has witnessed the ascending reputation of the 964 as a desirable modern classic and this Speedster is no different.



While not matching the sporting finesse of a fixed-roof equivalent, the 964 boasts a beautiful blend of organic Speedster experience mated to improved handling that the comparatively antiquated G-series just can't match. ABS-assisted brakes for the first time provide ample stopping power when called upon, while there's little fuss to be made from operating the improved heater controls (which, if you're at the mercy of the UK's interchangeable climate, you certainly will need to get acquainted with quickly).

The 964's powertrain is equally impressive. It's M64 engine produces a zesty 250bhp that's entirely usable on public roads, delivered to the rear wheels via a G50 gearbox that boasts an effortlessly crisp throw (and shorter than that of the 3.2). Backed by the improved agility of a reworked chassis, the 964 here is a contender for 'most enjoyable drive' as our four Speedsters continue to snake through twisting B-roads among the rolling Sussex countryside. In fact, it doesn't take long to surmise that it's a great shame so few 964 Speedsters saw the light of day. Those 936 examples that did get built were far short of the 3,000 that Zuffenhausen were rumoured to have predicted. The 911 Speedster was duly put to bed – and many thought for good. **911**



Model	964 Speedster
Year	1993-94
Engine	
Capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250bhp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
Transmission	Six-speed manual
Suspension	
Front	Lower wishbones and MacPherson struts with combined coil springs and dampers; anti-roll bar
Rear	Semi-trailing arms with combined coil springs and dampers; anti-roll bar
Wheels & tyres	
Front	7x17-inch Fuchs alloys; 205/50/ZR17 tyres
Rear	9x17-inch Fuchs alloys; 255/40/ZR17 tyres
Brakes	
Front	320mm vented discs
Rear	299mm vented discs
Dimensions	
Length	4,250mm
Width	1,652mm
Weight	1,340kg
Performance	
0-62mph	5.5 seconds
Top speed	161mph





Only 911 made

PORSCHE

— A CELEBRATION —

Written by **Lee Sibley** Photography by **Alisdair Cusick**





The Porsche 911 has been on some journey: A monumental half-century of production has seen more than one million models leave through the front doors at Zuffenhausen and Weissach and delivered all over the globe, with the race cars leaving the latter accounting for over 30,000 race victories – and counting, as our columnists and Porsche racing drivers Nick Tandy, Ben Barker and Josh Webster will tell you.

Among the plethora of racing disciplines that the 911 has conquered – as documented in our feature back in issue 107 – Ferry Porsche's darling sports car has

enjoyed a throng of special variations coming to market along the way, with a host of models propelled into the halcyon realms of popularity soon after. Just cast your mind back over stellar flat-six sports cars like the 911S, Carrera RS and the early 911 Turbo, to name but a few. On top of that, there have been myriad special editions to whet the appetites of even the most eloquent Porsche connoisseurs. Think the 911 Speedster, 930 LE, 930 SE, 997 GT3 RS 4.0, 997 Sport Classic – the list is endless.

And yet, with such a decorated tapestry lavishing this sportscar's history, Porsche has kept to task in marking this peerless 50th anniversary of production in the best way possible: with a new 911. Much like 

Ultra Rare Porsche 911

the 30th anniversary in 1993 and the 40th in 2003, Zuffenhausen has produced a special edition of the current 911 to celebrate another decade of existence.

And so to our photoshoot with the first anniversary 911, 2,000 feet above sea level in the heart of the Lake District. The temperature has dipped below freezing and the relentless Northern gales are hammering at the otherwise picturesque landscape. However, just miles from our rendezvous at the mountain-top Hartside Café just outside Alston, the clouds cleared and the snow thinned, and we were left with spectacular views of the Lake District for miles around. By the time I first set eyes on the anniversary-edition 964 awaiting our arrival at the café, I was adamant that the sun had even come out, too. We were in for a good day.

I began by sizing up the 964. Introduced at the Geneva Motor Show in March 1993, just 911 examples of the 30 Jahre edition were built, although interestingly

none were set for the USA. Afforded some striking visuals by Porsche, the model was based on the four-wheel-drive Carrera 4, but had the imposing wide arches of the 964 Turbo. The 964 anniversary models were predominantly delivered in a choice between Viola metallic – as seen here – Polar silver or Amethyst, although a handful were finished in Guards red or Metallic black. Of the 911 examples, just 41 right-hand-drive variants came here to the UK.



To compliment the wide body, the 964 anniversaries were superbly finished with 9x17-inch Cup alloys sitting perfectly inside the extended ‘Turbo’ arches.

It made for some viewing. Sitting atop the still bitterly cold mountain, I was absolutely smitten by the presence of the wide-bodied 964. It’s a sensation that its owner, Michael Moore, can remember well, having first laid his eyes on a 964 anniversary model while on holiday in Fuerteventura, part of the Canary islands.

“The 911 belonged to the hotel manager. I didn’t know what it was,” he admits, “but I knew I had to have one for myself. I went home and did some research on the car, realised just how special it really was, and then began my hunt for one in earnest.” That search would take three years, but finally this intrinsic Porsche enthusiast had the keys to a genuine special edition 964.

“I eventually found this one in Jersey in April 2010. It took a bit of effort to get it home – I had to pay tax on it too, even though it was originally supplied by Porsche GB,” Michael says – and he’s certainly had a great deal of fun with the car during his four years of ownership. The 911 has regularly been abroad, culminating in a rally with other 964 anniversary owners to the Museum at Porscheplatz last year to mark the 20th anniversary of the 30 Jahre Jubi model’s existence.

The 964 Anniversary model is a testament to Porsche’s commitment to honouring the 911’s longevity.

Model Year	964 anniversary (1993-94)	
Engine Capacity	3,600cc	
Compression ratio	10.3:1	
Maximum power	250bhp @ 6,100rpm	
Maximum torque	310Nm @ 4,800rpm	
Transmission	Five-speed manual	
Suspension		
Front	Independent; lower wishbones; Macpherson struts; H&R ‘green’ springs -20mm; antiroll bar	
Rear	Independent; Macpherson struts; H&R ‘green’ springs -20mm; antiroll bar	
Wheels & tyres		
Front	7x17-inch Cup alloys; 205/50/ZR17 tyres	
Rear	9x17-inch Cup alloys; 255/40/ZR17 tyres	
Dimensions		
Length	4,250mm	
Width	1,775mm	
Weight	1,470kg	
Performance		
0-62mph	5.7 secs	
Top speed	162mph	



It has its merits as a limited-edition Porsche, as certified by the display of its unique serial number, shown by a plaque in the rear window.

The 964 is very quiet on full chat, although the sound at approximately 5,000 revs is very mechanical, alluring exclusively to the sum of its parts. It's very cosy inside the 964 too – quintessential 911, even – as the lack of a centre console straddling the transmission tunnel means driver and passenger are seated much closer together. The dashboard is considerably shallower and the windscreen more upright; it almost feels like it's invading your personal space. The purple interior is classy and not tacky, with the mechanical front and rear diff locks (remember, this is the only four-wheel-drive anniversary) positioned just in front of the long-throw gear lever. From the driver's position, the steering wheel is more chunky than its usual Carrera 4 compeer, and the huge rear arches perturb much of the vision

through the side mirrors. Looking ahead, the classic front arches stride forwards towards the road like two purposeful talons of intent. It may be 20 years old, but this 964 still carries a beauty that most modern sports cars can't touch.

The Anniversary 911 sees out the day exploring the local mountain roads, eventually reducing altitude and rejoining the civilisation of some small nearby towns. Here, I conclude that this special edition justifiably marks a peerless commitment from a manufacturer to continuous precision in a sports car.

We may be next to welcome the 911's 60th birthday but thirty years on from that first 2.0-litre flat six concept at Frankfurt, the picture was still rosy, marked by that rich history of stunning 911s that Porsche is famed for in the run up to and then past this spectacular 964. What a superb, rare 911 this 30 Jahre Anniversary model is. **911**



Only 701 made

RS ON THE EDGE OF AMERICA

Written by **John Glynn** Photography by
James Lipman

The 964 RS America was built during anxious times for Porsche, when sales were in the doldrums and funds were low. But save the excuses; these cars are exciting. All you need is a sunset to chase



“Now, 964s have an emerging reputation for excitement”



Today, many enthusiasts regard the 964 line as the final flourish of the original 911 design. The styling certainly supports this argument, with the classic swooping rain gutters topping the same window profile found on the very first 901 models. This is *the* Porsche line, and Joey Bautista just loves it.

“I was not a big Porsche guy when I first came to America,” remembers Joey. “Growing up in the Philippines, the hot thing was Mercedes. When I arrived in the USA, I bought many classic Mercedes before eventually buying a short-wheelbase 600.

“Jumping from the 600 into sports cars reminded me of how heavy these Coupes and Sedans were, so I

found an old Alfa Romeo. After that came British cars, including the Lotus Cortina and MGB. Eventually, it was time for my first 911.

“The lure of lightweight, rear wheel-drive sports cars pulled me into Porsche, where I discovered some 911 hot rods. All the Porsches I’d seen up to then were standard, just as the factory had made them. That wasn’t what I was interested in, but then I spotted some Porsche 911s that had been modified by members of a well-known club called the ‘R Gruppe’.

“I caught the bug for finding out more information and started digging more into this little-known Californian collective. When it turned out that one of the founders actually lived near me, we arranged to

meet and really hit it off straight away. We’ve been close friends ever since.”

That guy was the ‘Gruppemeister: Cris Huergas. Today, the two friends are like brothers, sharing an encyclopaedic knowledge of California hot rod 911s: who’s done what, who’s owned what and what cars are coming up for sale any time soon.

“We worked on many projects together when Joey first came to the 911,” recalls Cris. “From the first one, Joey had an eye for detail that belied his new-boy status. We teamed up on two or three cars, then I was swamped with work for a while, so he did his own: a simple early car, with red stripes and details. Everyone else was using black accents on white, but Joey broke the

Specification

964 RS America
(1993)**Engine****Capacity:** 3.6 litres**Compression ratio:** 11.3:1**Maximum power:** 250bhp**Maximum torque:** 228lb ft @ 4,800rpm**Transmission:** G50/21 Euro close-ratio six-speed box with LSD, LSD repacked by Guard Transmission**Suspension****Front:** Bilstein adjustable PSS10 coilovers, Kokeln Alloy strut brace**Rear:** Bilstein adjustable PSS10 coilovers**Wheels & tyres****Front:** 8x17-inch Porsche Cup 1 wheels, Nitto NT01 225/45 ZR17 tyres**Rear:** 9x17-inch Porsche Cup 1 wheels, Nitto NT01 255/40 ZR17 tyres**Brakes****Front:** 'Big Red' 964 RS calipers, OEM Textar pads**Rear:** 'Big Red' 964 RS calipers, OEM Textar Pads**Dimensions****Length:** 4,275mm**Width:** 1,651mm**Weight:** 1,340kg**Performance****0-60mph:** 5.4 secs**Top speed:** 163mph

Further RS touches as seen in the European counterparts have been added here, including the clock delete plate and manual windows



mould and went red. When we saw how great it looked, I knew he was ready to go it alone!"

White with red is a bit of trend with Joey. When this 964 was offered for sale just a few months ago, the exterior colours of red and white caught his eye. Once the car arrived at Casa Bautista, red was off the menu.

"I spend hours a week on the internet, looking at cars in detail: how they sit and how they speak. After years of owning earlier 911s and one or two later ones, 964s caught my eye. They have such a great look, with modern technical features and that compact, curvy shape that we now love so much.

"Prices were shooting up on early 911s, but 964 values had been pretty static. This couldn't last forever: at some

stage prices were going to soar, and I wanted my choice of the right car while they were still relatively affordable.

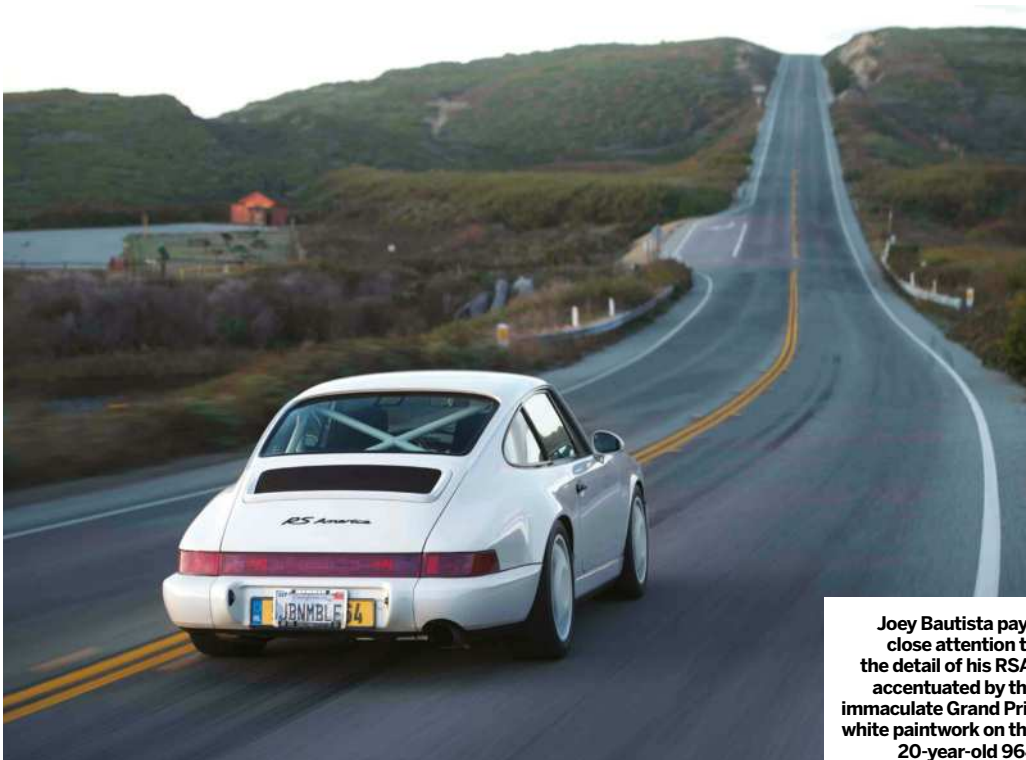
"15 years ago, no one wanted a 964: especially the earliest models with a bad name for oil leaks. Now, 964s have an emerging reputation for excitement. Well-kept examples of the standard Carrera are selling quickly, with the rarer models growing in stature. California never had the 964 RS as seen in Europe, but we did have the 964 RS America, so that was what I looked for."

Launched at the Detroit Show in January 1992, the RS America was closer to the US-spec 964 Carrera 2 than the 964 RS. While the RS engine was blueprinted, which Porsche said added 10hp, the American engine was standard at a basic 247hp. The car carried less

equipment than standard, with sports suspension and wider wheels and tyres.

As per Porsche marketing strategy, the 964 RS America was promoted with a hand on the 1973 2.7 911 Carrera RS. The press release read: "Porsche commemorates the 20th anniversary of the Porsche 911 RS with the creation of the Porsche RS America. Released in late spring of 1992 as a 1993 model, the RS America is available only in North America. The 1993 RS America captures the spirit of the original RS with its emphasis on performance."

Factory RS Americas had a fixed rear wing, similar in appearance to the Carrera 3.2. Inside were electric windows and a rear seat delete. A sunroof and air ↻



Joey Bautista pays close attention to the detail of his RSA, accentuated by the immaculate Grand Prix white paintwork on the 20-year-old 964



conditioning were optional, while the only other choices were a limited-slip differential and a radio upgrade.

Paint could also be upgraded, with a metallic option at modest cost and colour-to-sample for a little bit more.

Unlike in Europe, where less equipment in a factory Porsche usually means a higher price, the 964 RS America sold for \$53,900 (approximately £36,000) – \$10,000 less than a Carrera 2. Hardcore 911 fans were about the only people still buying Porsches in America, and the company was keen to keep them on board.

If there was disappointment at the lack of real RS-ness in the America-only version, it didn't register too loudly on the sales charts. Porsche made 701 RS Americas: 617 for the 1993 model year, and 84 more in 1994. Accounting for almost 17 per cent of 3,713 units sold in the US and Canada for 1993, the 964 RS America more than justified its existence.

Joey's car is a 1993 non-sunroof RS America Coupe with no air conditioning. The previous two owners both lived in California: Joey bought the car in 2012, with the last owner buying four years before. As seen on so many 964 RS Americas, the car is much modified from factory specification: the original classified ad from

2008 lists many RS-part additions that are still on the chassis today.

Starting in the corners, the bumpers have lightweight RS mounting struts. Cup-style brake ducts replace deleted fog lights, with an RS clock delete plate in the dashboard and relocated warning lights. The door panels are RS-style with manual windows instead of electric. Manual winders were not possible on

the original RS America, as the change required re-certifying the spec with the US authorities, something that cash-strapped Porsche was loath to do. A replacement 930 steering wheel means the air bag system is no more: the removal included fitting non-airbag kneepads in the dash.

At the rear of the car is an obvious change: the switch to a flat engine lid, with the 964's electric tail spoiler. This is much more 964 RS-like, and includes the RS rear bumper styling. The spoiler control module is modified to raise at 70mph and lower at 40mph. Under the engine cover is a carbon fibre heater bypass pipe, with the sensor and resistor in a separate box. The enhancements continue with a Fabspeed catalytic bypass and Kokeln primary exhaust silencer bypass.

The same name is found under the Getty Design fibreglass bonnet, where an immaculate aluminium strut brace by Kokeln looks down on the spartan luggage compartment. The only other modification here is a light weight Odyssey PC925 battery with Rennline alloy mounting bracket.

The cabin of a 964 is one of my favourite places, and the 964 RS is my ultimate factory Porsche. Settling into

964 RS AMERICA

The 964 RS was rejected by American authorities for failing to comply with US DOT and EPA standards (emissions and a lack of airbags). As such, Porsche built the 964 RS America based on the 1993 Carrera 2 Coupe (below). The RSA came with Carrera Cup wheels, sport suspension and the aforementioned fixed whaletail. RSs are now sold in the States today.





the Recaro Pole Position seats, I'm keen to sample this car on the road and understand the differences. We've come to the ideal place: California Highway 1 at sunset. Driving these roads is always a dream.

Skyline Drive takes us from south San Francisco to the coast. Running on these twisty canyon roads through the redwoods allows ample opportunity to sample the better breathing provided by that modified intake and exhaust. The yowl from the tailpipe is glorious, and the ride on Bilstein PSS10s strikes the perfect chord.

Still, something is nagging me: the five-speed transmission feels tightly packed, and the revs rise faster than any 964 Carrera that I've ever driven. Joey laughs, then makes me dip the clutch and pull the lever back from fifth to a very secret place. This car has a G50/21 six-speed 993 gearbox: a super-sneaky tweak that I very much approve of. The LSD was rebuilt with Guard Transmission, RS engine mounts, RS short shift rods and an RS lightweight flywheel with a GT3 clutch plate.

Stopping for a photo pause while the sun descends on the distant horizon, the all-white car feels like something straight from the Nineties, while the sunset,

soft evening breeze and sound of the surf washing over the rocks beneath us is straight out of an episode of *Miami Vice*. We pause to imagine Don Johnson sitting on the front wing, sleeves rolled up as he stares out at the ocean, contemplating life as a police poseur.

This car has slickness to spare, but substance lies beneath that smooth exterior. "The cost and hard work of suspension and transmission upgrades and making it all work together was done when I bought it," smiles Joey, "so most of my input has been cosmetic." One performance tweak Joey installed was a custom Steve Wong ECU chip to make the most of the much lighter drivetrain.

"Marco at TLG in North Hollywood went through the car for me once I'd collected it. He's quite a way from San Francisco, but I really like how TLG does business. We discussed some more power and Steve's name came up. He's got a great reputation throughout the California Porsche community, so it was a no-brainer to get a chip programmed especially for this car. Marco fitted the new chip, made sure it performed and changed a few other details here and there. I'm really pleased with how it came out."

Joey's tweaks included recolouring the seat backs and engine fan to match the red fire extinguisher. The 8-inch and 9-inch by 17 Cup 1 wheels arrived with red centres, but an all-white 964 RS-style exterior was a must for Bautista, so the wheels were repainted. The only other changes have been much soap and water.

"I'm the first to admit to my obsession with cleaning," says Joey, "but that doesn't mean my cars never get used. I was slightly reluctant to steam-clean the wheel arches, as the car had some dirt brought back from a brief stay in Ireland with the previous owner, but cleanliness won out, and they came up a treat. Now we can get them dirty again, and the only way to do that is to keep on driving."

Classic white Porsches always have a killer look in my opinion, and this smooth-styled 964 certainly is a peach. Standing here on Pacific Coast Highway at sunset, only one thing beats what's parked right in front of me, and that's the key I am holding.

Kudos to the plucky 964 RS America: perhaps you aren't a blueprinted engine and you may not have the DNA of a bona fide 911 Rennsport, but no 964 RS ever had the treat of this drive home. **911**

Only 682 made



LIGHTWEIGHT SUPERSTAR



Porsche has a peerless history of producing pared-back 911s for purity in performance. Here, Total 911 samples the first water-cooled lightweight that sticks to the Stuttgart axiom 'less is so much more'

Written by **Neill Watson** Photography by **Chris Wallbank**



Perhaps more than any other car manufacturer, Porsche has an evangelical ethos of seeking to improve performance by creating lighter editions of its sports cars in the quest for purity in performance. Particularly evident throughout the 911's entire lineage, the Porsche achievement of enhanced performance and durability with reduced weight stands above and beyond its peers.

The 2.7 RS, introduced after ten years of 911 production and well documented in recent editions of this magazine, achieved motorsport fame before becoming the holy grail of car investment legend. Later, its Carrera Rennsport successors did the same, with the water-cooled

GT3 RS creating a resurgence in Porsche Cup popularity and some giant-killing performances in GT racing. Here, we take a look at the first such water-cooled Rennsport, the 996 GT3 RS.

Of course, it was the 996 GT3 RS that brought lightweight 911s into the modern era of water cooling. The 996 GT3 RS's announcement in 2004 was spectacular, despite shaving only 20 kilograms off the weight of the lightest 996 Gen2 GT3. As we now know, Further iterations of GT3 RS followed, each shaving vital kilograms from the performance-enhanced GT3 variants on which they were based. This marks out a formidable lineage of lightweight 911s to date then, with each iteration enjoying soaring market values to boot. Some view this

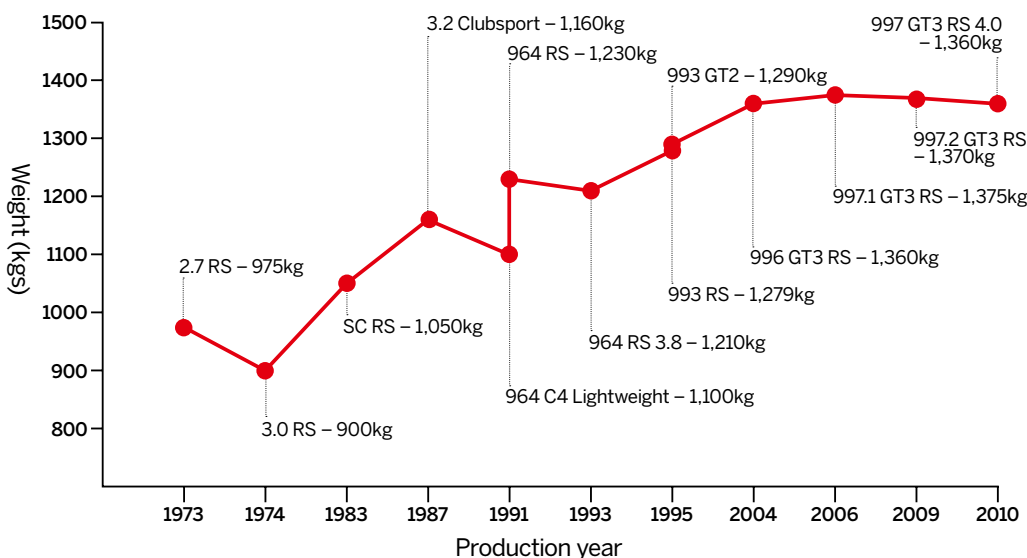
as changing forever the image of the 911 as the 'everyman super car', while to others it's an acknowledgement in wider circles that the Porsche 911 has been under-valued for many years, and is now finding its true place as a collectable car.

Turning up on the day of our shoot to the serenity of the airfield, we roll to a halt with the GT3 RS in front of us. Walking around the first GT3 RS, I'm struck by how small it is in comparison to more modern Rennsports like the 991. The GT3 RS is far more contemporary motorsport, the results of the lightweight measures being instantly apparent with that caricature of a rear wing, unpainted and revealing the carbon weave. Drum your fingers on the rear screen, and the polycarbonate shimmers and flexes. Peer inside, and you'll see replacing that usual 'lightweight' deletion of rear seats is a stout, purposeful roll cage, five-point Schroth harnesses wrapped around the cross tubes and threaded through the lightweight Recaro FIA-spec seats.

I release the boot lid and walk to the front, my fingertips clicking the catch as my arm lifts. There's a curious lack of weight to the lid, giving that unexpected feeling akin to imagining a suitcase is full of bricks but actually contains feathers. Closing the front lid, I always feel slightly nervous of pushing too hard, as if the heel of my palm might leave a dent. This is unlikely though, as the RS has a carbon composite bonnet, complete with adhesive transfer of a Porsche crest, not enamel. Yes, here's that weight-saving thing once more.

After wriggling down into the deep Recaros, I shrug the five-point harness to one side and decide to opt for the red lap and diagonal belt, as in the main we're driving the twisting Yorkshire A-road route after the airfield. The engine settles

Timeline of the lightweight 911



Model Year	996 GT3 RS 2004
Engine Capacity	3,600cc
Compression ratio	11.7:1
Maximum power	381bhp @ 7,400rpm
Maximum torque	385Nm @ 5,000rpm
Transmission	Six-speed manual
Suspension	
Front	MacPherson strut with antiroll bar
Rear	LSA multi-link; antiroll bar
Wheels & tyres	
Front	8.5x18-inch GT3 wheels; 234/40/ZR18 tyres
Rear	11x18-inch GT3 wheels; 295/30/ZR18 tyres
Dimensions	
Length	4,435mm
Width	1,770mm
Weight	1,360kg
Performance	
0-62mph	4.4 secs
Top speed	190mph



Five other lightweight superstars

5. A 'build your own' project



If you desire a lightweight Porsche 911 for the driving experience rather than its investment potential, then why not build your own? There's a wealth of information available, and if you're able to find a good G-Series Porsche 911 as a baseline, you can create a lightweight, track-focused car like this SC we featured last year. With the heavy-impact bumpers, polycarbonate windows, lightweight seats and carpets removed, this car is under 1,000 kilograms. This simple 3.0-litre 911 punches above its weight, and with Boxster front brakes and a good chassis setup, it's just the thing for a spot of giant-killing on the track.

4. 964 RS 3.6



The 964 era reintroduced the RS moniker to the road-going 911 again, with an impressive 130 kilograms pared from the original 964 Carrera 2. Like the 2.7 RS, the 964 RS was available in Touring specification or the even more hardcore Clubsport variant. With lightweight carpets, doors, boot and engine covers, the 964 RS also went for incredibly expensive magnesium alloy wheels.

3. 1974 3.0 RS



Far rarer than the 2.7 RS (just 109 were built, of which six were right-hand drive), the 1974 3.0-litre RS achieved featherlight status through the adoption of every weight-saving measure Porsche could think of at the time: think magnesium engine casings, glass fibre body panels, ultra-thin glass and the deletion of every possible option. Now intensely collectable, expect the first seven-figure sale of a 3.0-litre RS soon.

2. 997 GT3 RS 4.0



The last of the line of lightweight factory 911s. If current values are anything to go by, the halcyon 997 RS 4.0 is already well on the way to achieving the iconic status already attained by the 40-year-old 2.7 RS. Despite an increase in engine capacity to 4.0 litres with a long-stroke engine, weight was kept at 1,360 kilograms. A 500bhp powerplant places this among the pinnacle of lightweight Porsches.

1. 964 C4 Lightweight

So rare that you've probably never even heard of it, all 20 964 C4 Lightweights represent the epitome of what a reduced-weight 911 should be

Written by **Andrew Krok**



The bulk of the 964 C4 'Leichtbau' interior has been ditched in favour of racing-orientated paraphernalia

Of all Porsche's lightweight superstars to leave Weissach, none are as hardcore (or rare) as the 964 C4 Leichtbau. Meaning, quite literally, 'light build', the Leichtbau was the brainchild of Jürgen Barth, Porsche's client racing manager. He recommended building it after an American customer suggested that Porsche construct a lightweight, competition-centric variant of the standard road-going 964. Barth secured fewer than 50 orders, with only 20 being built, making this one of the rarest 911s on the road.

The Leichtbau takes its name seriously. It is essentially a stripped-out race car, featuring many motorsport bits from Porsche's 953 Paris-Dakar rally car, including a manually adjustable four-wheel-drive system that allowed the driver to adjust torque front to rear and side to side. The gearbox itself was the low-ratio five-speed from the 953 as well.

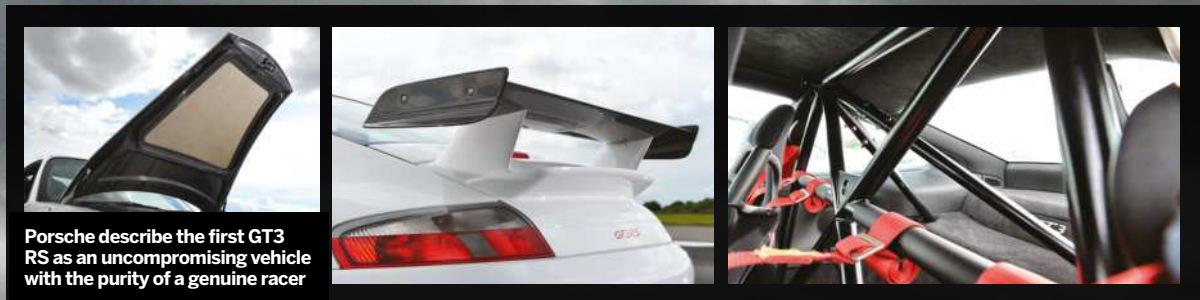
The 964 Lightweight starts off with the standard 964 narrow body, but that's where the normalcy stops. There are numerous examples of how Porsche went to serious lengths to keep the car as light as possible. The doors and boot lid are made of aluminium, the side windows Plexiglass with small, sliding openings, and the side mirrors are small and placed right up along the door panel. The whaletail is made of fibreglass, and there's zero carpeting around the interior.

The remainder of the standard interior is ditched in favour of Recaro bucket seats, a Matter roll cage, a Momo competition steering wheel and a motorsport-derived hydraulic handbrake. Both the steering and brakes lack power assist, and there are no anti-lock brakes – even more moves to reduce the curb weight. There isn't even a clock on

the dashboard; it was omitted in favour of a piece of velcro for a stopwatch.

To complement all these weight-reducing measures, Porsche fitted the Leichtbau with additional stiffening welds at the rear of the car. The brake discs and calipers came from the SC RS, and the suspension came from the 964 Carrera Cup car. Tyres are standard spec, and while the wheels may look standard too, they're actually made of magnesium to lower the 964's unsprung mass.

The end product was a 1,100 kilogram beast of a car, boasting a 350 kilogram weight drop over a standard 964 C4. This low weight, combined with the 265bhp flat six from the 964 Carrera Cup car, resulted in a power-to-weight ratio of nearly 250bhp per ton. It might be hard to find one, but it's even harder to catch one off the line!



down to that lovely GT3 idle, accompanied by that 'rattling' of the clutch and gearbox I love so much. Into first, sensations are a fairly sharp clutch action and lots of crunching of gravel as the tight limited-slip differential does its shuddering while we rpull out of a tight corner. Right away, this feels very different; extremely stiff, even more so than the 996 GT3 I drove just a few days earlier.

Very, very motorsport, the GT3 RS is every bit a racing car for the road, with this car running uprated EBC brake pads to give your thigh muscles a workout too. The lightweight treatment applied to the GT3 RS is apparent right away: second and third gears giving that seamless power delivery, with seemingly no time to return your hand to the wheel before it's time to select the next gear. The car feels as if it weighs less than 1,000 kilograms rather than 1,360. Over the bumpy Yorkshire lanes, the rear tyres spend long periods off the floor, and under braking the nose darts around like a hungry ant eater.

GT3 RS suspension could be set to Cup Car positions on the top mounts, and I'm wondering if this car is set like that. Visually, it has significant

rake when viewed from the side. For sure, the track-focused castor and camber settings mean the car needs significant attention under braking to stop it diving off the heavy camber.

All the while, that Mezger engine is filling my ears with vividly raw flat-six sounds. I'm beginning to think that the black carpets are actually just painted on the floor, such is the noise. This is actually quite hard work, while ahead the Clubsport is nodding and swaying over the undulations in a far more compliant way. I'm beginning to regret not snapping that harness on.

Out onto a smoother, faster A-road, the RS is in its element. Opening up the engine through a series of smooth bends, I pass other cars with ease. A glance in the mirror through the shimmering polycarbonate window shows an older 911 accompanying us getting smaller, and I'm now getting the full Rennsport effect, that purist feeling of being intricately connected to the car and the road. I'm trying to think of how to describe it other than 'wearing it', but while I know that sounds corny, it really is the feeling. With urban speed limits ahead, we slowly creep back to base.

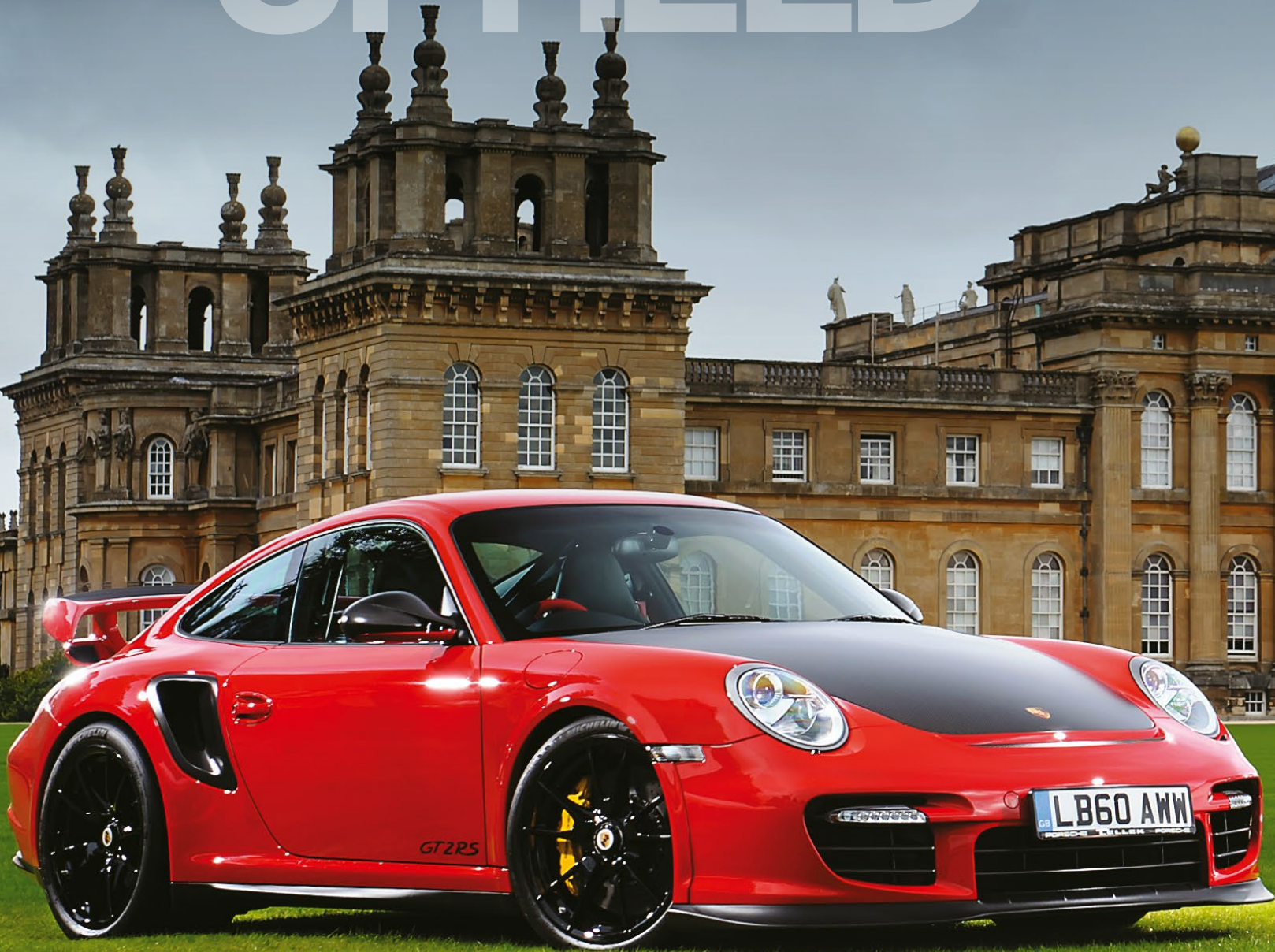
In some ways the GT3 RS feels very modern. The ethos of weight saving and attention to detail allows that tactile 'lightweight' 911 interface to shine through in a remarkably common way. The GT3 RS is just as I recall it: a motorsport hero designed to achieve homologation and GT racing victories. You wouldn't really want it as your daily driver, as it's too stiff and uncompromising for that, but as a track day car or weekend indulgence it is nothing short of fantastic. I find it sad that this car's value means it will now rarely be driven.

Indeed, the common theme here, as with other cars in this book, is value. The GT3 RS was always going to be a blue-chip value car, and never really dropped much below its original invoice price, yet as I write this, the car is valued at around £150,000. As time goes on, that figure is absolutely certain to head skywards, with only 682 ever being produced by Weissach. If you're a GT3 RS owner then, you're faced with the usual question: to drive it, or not to drive it and watch its value rocket? With such a blistering performance weapon at your disposal, for us there is only one option: get out and drive it exactly like it was built for! **911**

Only 500 made

997 GT2 RS V 997 GT3 RS 4.0

TRADITION UPHELD



Only 600 made

The GT2 RS and GT3 RS 4.0 represented the peak of 997 engineering and performance, as Total 911 investigates

Written by **Kieron Fennelly** Photography by **Steve Hall**

Of the 200,000 examples of 997-generation Porsche 911s, the majority filled all the usual segments of the range from Coupés, Cabriolets and Targa models, rear or all-wheel drive to, of course, the Turbo and Turbo S. These were the volume models, but Zuffenhausen also built smaller quantities of its GT3 and GT2 911s. For owners keen to take their GT3s to the track, there were lightened and aerodynamically more sophisticated RS versions, the final edition coming in the shape of the revered 4.0 litre RS. To mark the end of production of its turbocharged GT2, Porsche

applied much of its expensive RS methodology to a final run to create the unprecedented GT2 RS which, if nothing else, will surely take the prize as the fastest manual transmission production supercar ever built, its acceleration eclipsing even the Carrera GT. The RS 4.0 and GT2 RS, voted best of the 997 generation by **Total 911** readers, provided not just the performance benchmarks for the 997, but in their four-litre naturally aspirated and 3.6-litre turbocharged forms, represented the last and most powerful incarnations of the incomparable Mezger engine. Combined with their very limited production, this makes them not only the pinnacle ➔





of the 997 range but also by far the most valuable collectables of any water-cooled 911.

The RS tradition has its roots deep in Porsche history, the Rennsport moniker suggested by Ferry himself in 1955 for the works' new 1500 racer. Other RS racers followed, but it was not until 1973 that the RS badge appeared on a production car: this was the lightened Carrera RS 2.7 homologated for FIA Group 3. The RS badge was revived again in 1990 for the homologation model 964 and again in 1995 for its 993 successor and seemed to become a natural extension of the 911 range. But it would be nine years before another 911 RS appeared.

The switch to a water-cooled engine brought about significant manufacturing changes which meant it was no longer practical to modify cars on the Zuffenhausen production line: special production had to be undertaken at Weissach. It was also quickly

apparent that the new 996 engine would suffer oil starvation if used energetically on the track, so for competitions Porsche developed a separate RS successor, the GT3. This featured a dry sump engine, also the basis of the forthcoming 996 Turbo, which at its simplest combined the previous 964-993 crankcase with a completely new water-cooled, 24-valve head and cylinder jacket. The realities of twenty-first century crash protection and homologation norms meant that the days of shaving weight out of largely steel chassis and bodies were over, and when the 1999 GT3 was announced, it disappointed enthusiasts by being no lighter (in fact it was about 60kg heavier) than the standard second-generation Carrera 2 996. The dynamic qualities of the new GT3 and its brilliant engine however redressed any initial negative impression and the production run of 1,900 cars quickly sold out.

When Porsche resumed GT3 production in 2003 with the Mk2 it completed manufacture with around 300 lightened and more highly tuned examples, which it called the GT3 RS. This established a pattern whereby the RS would now be the track-focused version of the already competition-orientated GT3. The first GT3 RS derivative was visually distinguished by a blue or red GT3 RS flash on its sides and, in keeping with the RS tradition, around 50kg was saved thanks to a bonnet, rear wing and window in polycarbonate. A stiffer, lower suspension was fitted and the engine modified with the Cup car's intake and exhaust ports. This added about 20bhp although Porsche still homologated the GT3 RS at the 381bhp of the standard car. With circuit-biased springing and – other than ABS – no electronic catch fencing, the first GT3 RS was generally considered too extreme for the road, but it firmly re-established the Rennsport benchmark.

Nevertheless, to enhance the model's appeal, Porsche fitted PASM to endow the 997 GT3 RS with road as well as track usability; RS lightweight genetics meant that 20kg was saved over the GT3 Clubsport by using carbon fibre rear wings and a polycarbonate rear window. A single mass flywheel and short shift gearchange were also included. For the Gen2 997 GT3 RS, the engine was bored out to 3.8 litres, which enhanced torque and output to 450bhp, and under the skin there were further dynamic improvements: as well as PASM, the latest RS featured a bespoke three stage PSM which could be fully on, traction control only, or completely off, and Active Engine Mounts added to stability. The 997 GT3 RS featured a 44mm wider Turbo body and on the Gen2 the front



Above: The RS 4.0's build is a pure work of art with meticulous attention to detail in terms of performance and weight saving, making it a real Total 911 favourite

Left: Despite having power boosted to 620bhp, the turbocharged RS weighs 70kg less than the 997 GT2 components and use of the GT3's carbon fibre body parts, it weighed 70kg less than the 997 GT2

997 GT2 RS
2010



Engine
Capacity 3,600cc
Compression ratio 9.0:1
Maximum power 620hp @ 6,500rpm
Maximum torque 700Nm @ 2,500-5,500rpm
Transmission Six speed manual driving rear wheels; single mass flywheel
Suspension
Front Lower wishbones and MacPherson struts with combined coil springs & dampers; anti-roll bar
Rear Multi link with parallel wishbones; combined coil springs & dampers; anti-roll bar
Wheels & tyres
Front 9x19-inch; 245/35/ZR19
Rear 12x19-inch; 325/30/ZR19
Dimensions
Length 4,460mm
Width 1,852mm
Weight 1,370kg
Performance
0-60mph 3.5 secs
Top speed 205mph

997 GT3 RS 4.0
2011



Engine
Capacity 3,996cc
Compression ratio 12.6:1
Maximum power 500hp @ 8,250rpm
Maximum torque 460Nm @ 5,750rpm
Transmission Six speed manual driving rear wheels; single mass flywheel
Suspension
Front Lower wishbones and MacPherson struts with combined coil springs & dampers; anti-roll bar
Rear Multi-link with parallel wishbones; combined coil springs & dampers; anti-roll bar
Wheels & tyres
Front 9x19-inch centrelocks; 245/35/ZR19
Rear 12x19-inch centrelocks; 325/30/ZR19
Dimensions
Length 4,460mm
Width 1,852mm
Weight 1,360kg
Performance
0-60mph 3.9 secs
Top speed 193mph





The turbocharged GT2 RS shares many chassis components with the GT3 RS 4.0 including the use of rose joints, firming up the ride significantly



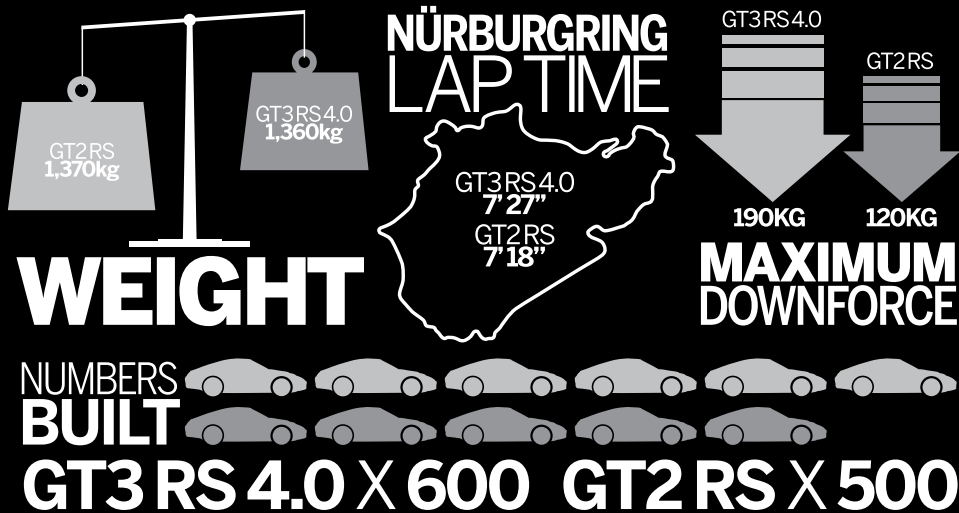
track was widened too. An optional lithium battery and 19-inch centrelocking alloys saved around 15kg over the stock second-generation 997 GT3.

With the 991 imminent, the much admired RS 3.8 appeared to be the glorious swansong of the 997 range. The 911 Rennsport had in just three models and a mere seven years evolved from a barely disguised

competition 911 that, off the track, travelled best on a trailer, to a brilliant circuit car that was also pliable and comfortable enough to drive to the 'Ring and home again afterwards. But Porsche Motorsport had other ideas: one last throw of the analogue RS dice (for it was rumoured the 991 GT3 and RS would be very different cars) involved building a road going

version of the 4.0-litre GT3 R engine for a halo run-out RS. And so the car described by Autocar as the finest Porsche ever to wear a number plate was born.

The evolution of the 2010 GT2 RS was slightly different: in the early 1990s, the FIA-inspired demise of Group C, and the Iraq war recession, combined to cause a general decline of sports car racing. Together with race organisers Stephane Ratel and Patrick Peter, Jürgen Barth, then Porsche Motorsport manager, started the BPR, a new series for GT cars. Initially Porsche campaigned a 964 RSR, but for the 1995 event, Motorsport developed a lightened, rear drive 993 Turbo. For homologation purposes, a street version was made. This was the birth of the GT2. The track GT2 had a very successful career lasting until 1999, but Porsche did not build a competition 996 GT2 to follow in its footsteps. Wendelin Wiedeking had commandeered most of the racing budget to develop the forthcoming Porsche SUV, the Cayenne. However the racing GT2 was not simply a victim of financial cuts: testing of 600bhp GT2 prototypes at the Nürburgring had shown they were simply not fast enough and Porsche tacitly acknowledged that, at this level, the 911 design was no longer competitive (significantly for US competition it developed the successful mid-engined LMP2 cars, which never raced in Europe).





Downforce on the RS 4.0 was dramatically improved over even the 3.8-litre version thanks to front dive planes and a taller rear wing. Its Mezger engine also had more low-down torque on offer



So when Porsche announced a road going, rear driven 996 GT2 for model year 2001 there was some surprise – as it was not a ‘homologation special’ – and ultimately disappointment. This is because unlike the 996 GT3 from which much of its suspension was derived, the GT2 understeered too easily and was found distinctly wanting as a driver’s car. With a dedicated rear spoiler and deeper front valance, it looked the part and packing 457bhp brooked no arguments about its stupendous acceleration and straight line speed. But its ride and behaviour fell short of the GT3’s precision and agility; it was too uncompromised a grand tourer for an asking price 20% above that of the much praised 996 Turbo. Like the 996 GT3 RS, the GT2 had no PSM and dealer Andrew Mearns of specialist Gmünd Cars remarked to Total 911 that a high proportion of them ended in the ditch. Porsche had failed to define whether its GT2 was an out and out performance car or a high performance tourer and classically it fell between two stools. “GT2 much,” opined Autocar.

The 997 GT2 was a much more balanced car and the road testers were rather more complimentary. The adjustable suspension of the 997 GT3 and traction control contributed to a much improved driving experience and the 523bhp twin turbo exhibited less lag. The folding bucket seats now allowed luggage ➡

“With the GT2 RS, Porsche had produced the most convincingly engineered analogue turbo ever”



access to the rear cabin and this detail seemed to sum up how with the 997, the GT2 had become an altogether more resolved and usable model.

Encouraged by its reception and with the knowledge that environmental politics would soon make it all but impossible to homologate and therefore manufacture this kind of supercar, Porsche conceived the GT2 RS: as Car & Driver put it, the 997 GT2 “was deemed intense enough to skip straight to the RS designation reserved for Porsche’s street-legal racers.” As with the later RS 4.0, Motorsport boss Andreas Preuninger for his part was also keen to build a “skunkworks” car to showcase the best Weissach technology before it was legislated away.

When one considers the specification of both these RSs, the admiration they generate is understandable. Take the RS 4.0: for cost reasons the four litre engine had never been offered on earlier GT3s. With the bore at maximum, Weissach raised capacity by increasing the stroke to 80.4mm, which required a bespoke crankshaft and significant engine rework. Weissach also revised the suspension from experience with the GT2 RS project, with components in aluminium and new spring and damper rates; externally the RS 4.0 featured the GT2’s polycarbonate front wings and bonnet and carbon fibre bumpers. The neat and rather vulnerable ‘dive planes’ on the sides of the front bumper enhanced downforce by 15% alone;

despite developing 121bhp/litre, the RS 4.0 was far from an undriveable, fire-breathing monster as could be imagined. Preuninger even claimed he was commuting daily in a pre-production example. When they got their hands on the RS 4.0, the magazines went into raptures over its “spectacularly good engine” and in terms of handling, Autocar gushed “nothing will engage you more this side of a Caterham or a single seater.”

The GT2 RS was the first time (with the exception of the one-off RS Turbo that Zuffenhausen built in 1976 for Herbert von Karajan) that Porsche had undertaken a proper lightweight Turbo: instead of the GT2’s Turbo chassis, it was based on strengthened

“The 4.0 RS and GT2 RS provided not just the performance benchmarks for the 997, but represented the last and most powerful incarnations of the incomparable Mezger engine”



underpinnings of the GT3 RS and, thanks to a combination of aluminium components and use of the GT3's carbon fibre body parts, it weighed 70kg less than the 997 GT2. To put this achievement in perspective, at 1,370kg, the GT2 RS is a mere 10kg heavier than the 930 of 1978-89.

The GT2 RS used the latest PASM with the specially developed stability management, which could be brought in with or without traction control, or turned off altogether: this made the most explosive production turbocharged 911 altogether more reassuring, especially on wet surfaces. The final and most dramatic iteration of the 3,600cc turbo engine saw it fitted with variable vane turbochargers

and with boost raised from 1.4 to 1.6 bar, power was enhanced by 88bhp over the earlier GT2. Road testers found the GT2 RS a revelation: the 997 GT2 had already corrected much of the 996 variant's more alarmingly wayward tendencies but in this RS incarnation, here was 600 horsepower genuinely useable on the public highway, albeit with greater circumspection than with a naturally aspirated RS.

It is generally agreed that a turbocharged 911 will never have the precision of the atmospheric 911 because of the impossibility of entirely eliminating the delay before forced induction takes effect. Nevertheless, with the GT2 RS, Porsche had produced the most convincingly engineered analogue turbo

ever to be built and it remains Porsche's fastest production 911.

The 991 watershed was seen by many as Porsche's great leap from air cooling in the 1990s. Collectors and well heeled enthusiasts had their cheque books at the ready for both RS models and each were sold out long before their respective production ended. Priced at £164,000 in the UK, the GT2 RS has appreciated steadily to around £340,000; heralded as the last manual GT3, the RS 4.0 with its genuine race engine is held in higher esteem, as shown by its value which has soared from a retail price of £128,000 to around £370,000 – proof enough that these really are the best of 997. **911**



Only 356 made



Top left: Interior was lavishly trimmed
Left: 3.8-litre engine had Powerkit

THE LAST SPEEDSTER

Porsche's 997 generation remains the last such 911 era to have a Speedster grace its model lineup. We drive this low-production, Exclusive car

Written by **Lee Sibley & Josh Barnett** Photography by **Daniel Pullen**



Ultra Rare Porsche 911

The original Porsche Speedster wasn't actually a 911 but a 356. However, the decision to reimagine the Speedster aesthetic on certain generations of 911 has seen Stuttgart create some of the most sought after cars in the company's history.

We start in 1950 when Porsche's sole US importer, Max Hoffmann, requested a special model of the 356 to appeal to the burgeoning post-war US market. A year later, Porsche presented the aluminium-bodied Type 540 to Hoffmann. Known as the America Roadster, the car was a commercial failure with only 17 sold when it was released in 1952. It's \$4,600 list price was simply too high to compete with the influx of British and American sports cars that were flooding the market.

With America still accounting for 33 per cent of all 356 sales, though, Hoffmann persisted. The result was the pre-A 356 Speedster, a cut-price, low spec sports car designed with sporting pretensions. After the demise of Glaser Karosserie, Reutter stepped forward to build the Speedster, incorporating a lower, easily removable windscreen, simple cloth roof and no side windows into the immediately iconic design.

Initially featuring a 1,488cc flat four (available in 55bhp 'Normal' and 70bhp 'Super' specifications) the pre-A Speedster was a red-hot hit, with the 200 prototypes selling out quickly in 1954. A year later, Porsche had to produce over 1,000 Speedsters to satisfy the US's insatiable demand for this simple Stuttgart sports car.

1956 saw the first major revision to the 356 platform with the release of the T1A Series cars. The Speedster saw its engine capacity increased to 1.6-litres, while the steel wheels were widened to provide better road-holding but reduced from 16 to 15 inch diameter items, a move designed to improve comfort. The low windscreen still remained (as did the idiosyncratic chrome strip running along the car's waistline), although the quarter lights seen on the pre-A models were removed. For the T2 generation of 356A released a year later, further revisions saw the tailpipes moved into the rear bumper over-riders and the bee hive brake lights replaced by teardrop items.

The 356A Speedster, like its forefather, remained a sales success thanks to its low list price but by August 1958 the model was phased out in favour of the Convertible D. A Speedster would eventually grace the 911 range with the 3.2 Carrera in 1989 then 964 in 1994.

There was to be a wait of 16 years before a new Porsche Speedster left the factory (not including the two 993 Speedsters built by Exclusive for Jerry Seinfeld and the Porsche family, of course). Built to celebrate 25 years of the Porsche Exclusive department, just 356 examples of the 997 Speedster were made, available in just two colours: real blue, or white, as seen in our pictures. The 997 remains the only water-cooled Speedster ever to roll out of Zuffenhausen, and it's not just in engine cooling where the 997 differs from those previous three generations of Speedster before it.

Whereas the blueprint for the 964 was to cut mass where possible, the 997 sacrifices weight saving in the quest for extravagance, weighing in at some 50 kilograms more than its Coupéd Carrera brethen.

The result is a long way away from Max Hoffman's famous remit for an open-top Porsche with limited specification, but the latest Speedster was built only after consultation with selected would-be buyers. As such, the 997 Speedster is lavished with added equipment including a Powerkit, PDK gearbox, PASM, PCM sat-nav and cruise control, while electrically adjustable heated Sports seats are a welcome additional convenience too. A 44-millimetre wider 'Turbo' body coupled to a front end from the 997 Sport Classic (with a deeper, vented front lip) ensures the Speedster of its exceptional presence on the road.

The last Speedster instalment may represent a considerable evolution to Porsche's open-top icon, but many original hallmarks transcended to the 997. Its iconic windscreen line is achieved thanks to a 66 millimetre-shortened item, though its rake angle is the same as that of regular Carrera contemporaries. Other classic Speedster hallmarks still evident include black stone guards ahead of the rear arches, that double-bubble rear deck over the roof stowage department (now waterproof), plus genuine Fuchs wheels resplendent in their larger, modern 19-inch form.

From inside, it's hard to ever forget you're sitting inside a very special 997. Aluminium kick plates with illuminated 'Speedster' script greet you when opening either door, with a unique build number emblazoned here and on a dashboard-mounted plaque. The rear bench is replaced with carpeting, as per the Speedster dictum, and a chequered strip running up both seats is colour-coded to the painted dashboard panel inserts. Look beyond the Sport Design wheel with paddle shifts from the driver's seat and you'll see a tachometer with more 'Speedster' script in its centre, too.

On the road, the ride is on the firm side as you may well expect, so there's little need to ever deploy the harder PASM setting for this lavish street crawler. The 997 feels every bit as heavy as its 1,540 kilogram net weight suggests, and while the Powerkit orchestrates a linear power curve with noticeably more low-down torque, this is still very much a modern-day boulevard cruiser with an array of mod cons thrown in for good measure, too.

Bizarrely, that means the 997 Speedster has reached something of a juxtaposition in terms of its image: for while it can be considered a very good special edition 997, it is also arguably the least favoured Speedster as it digresses so far from that original bloodline. However, the ace here is that these mod cons can be turned off, giving that simple Speedster adage of basic motoring – merely man and machine working together – back to you in an instant. A 911 Coupe may well be the desired choice for performance Porsche driving, but when it comes to a gentleman's drive, there is none better than the iconic Speedster – no roof needed. **911**



Model	997 Speedster
Year	2010
Engine	
Capacity	3,800cc
Compression ratio	12.5:1
Maximum power	408bhp @ 7,300rpm
Maximum torque	420Nm @ 4,400rpm
Transmission	Seven-speed PDK
Suspension	
Front	Lower wishbones and MacPherson struts with combined coil springs and dampers; anti-roll bar; PASM
Rear	Multi-link with combined coil springs and dampers; anti-roll bar; PASM
Wheels & tyres	
Front	8.5x19-inch Fuchs; 235/35/ZR19
Rear	11x19-inch Fuchs; 305/30/ZR19
Brakes	
Front	350mm discs
Rear	350mm discs
Dimensions	
Length	4,440mm
Width	1,852mm
Weight	1,540kg
Performance	
0-62mph	4.4 seconds
Top speed	190mph



Above Right: The 997's rump is pure Speedster...
Right: ...though from the front its windscreen is noticeable as being similar to a Cabriolet



“From inside, it’s hard to ever forget you’re sitting inside a very special 997”

Only 345 made

993 TURBO S



The wide body, side intake and colour-coded rear wing make for a delightful view from the driver's mirror



Intakes in the rear quarters would go on to become an iconic feature of forced-induction 911s

18-inch hollow five spokes from the 993 Turbo made it on to the Turbo S



“

PORSCHE KNEW THAT
A MORE ADVANCED
AND REFINED TURBO
MODEL WAS NEEDED

”

Porsche's release of the 993 Turbo S in 1998 was a fitting final hurrah to the last air-cooled 911: with 450bhp it was the fastest and most luxurious road going model Stuttgart had ever produced

Written by **Kieron Fennelly** Photographed by **Cherryduck Productions**

Specification

993 Turbo S

(1998)

Engine

Capacity: 3.6-litre air-cooled flat six with twin K16 turbochargers
Compression ratio: 8.0:1
Maximum power: 450bhp@ 5,750rpm
Maximum torque: 585Nm @ 4,500rpm

Transmission

Six-speed with hydraulically assisted clutch, all-wheel drive

Suspension

Front: Lower wishbones and MacPherson struts with combined coil springs & dampers; antiroll bar
Rear: Multi link with parallel wishbones; combined coil springs & dampers; antiroll bar

Wheels & tyres

Front: 8x18-inch, 225/40/18
Rear: 10x18-inch, 285/30/18

Dimensions

Length: 4,245mm
Width: 1,795mm
Weight: 1,583kg

Performance

0-60mph: 4.1s
Top speed: 186mph



Ultra Rare Porsche 911

Almost a quarter of a century after the original blown 911 Turbo, Porsche Turbos had become synonymous with outrageously aggressive styling and acceleration which, after the inevitable turbo lag, was nothing short of devastating. As early as the mid Eighties, though, Porsche knew that the competition was catching up, and that a more refined, advanced Turbo model was needed. Indeed, Zuffenhausen's intention was to have a range of three air-cooled models: the base 964 911, the 965 Turbo and the highly exclusive and expensive 959, which would showcase Porsche's state-of-the-art technology. It was planned that project number 965, which would be called the 969 model, would share some of the 959's features, such as four-wheel drive and a twin turbo-charged engine with a water-cooled cylinder head. Alas, it was not to be. The 959 would see the light of day, though

a couple of years late (and well over budget), and even today this technological tour de force turns heads like almost no other sports car. Project 965, however, came to nought. A prototype managed the requisite 300kph (186mph) at Nardo, but development difficulties with the complex engine and Porsche's increasingly limited resources (the firm would come perilously close to bankruptcy in the next few years) meant that development had to be abandoned.

So when it was launched in 1988, the 964 appeared to have no Turbo option. Certainly, Porsche gave no indication that a blown version was in the pipeline, which greatly disappointed both fans of the marque and motoring journalists alike. Perhaps in response to this, Porsche announced a 964 Turbo in 1990. This model did seem like an afterthought, as it simply used an uprated 3.3-litre single turbo engine from the 930. Eventually, the 964 inherited a blown version of the 3.6 engine.

Once again, this was the traditional single turbocharger application and rear-wheel drive – a highly entertaining but expensive anachronism. However, it was soon apparent that it was a stopgap model, as the next 911, the 993, was already in final testing and in the design studio. A sure sign that Porsche was beginning to emerge from its difficulties, the Boxster concept model would soon break cover.

The 993 proved to be the success Porsche had hoped for. With Wendelin Wiedeking, the production specialist now in charge, the 993 was slightly less expensive to produce than the 964, though you have to look hard to see the shortcuts, and in any case its engineering integrity was not affected. The first 911 to diverge significantly from the 901 template of 1963, its smoothed headlights and broad hips were a masterpiece of redesign, even though constrained by cost: its principal stylist Tony Hatter, whose work would

TURBO TIMELINE

1974

The first 911 Turbo model is revealed to the public, featuring a 3.0-litre 260bhp engine and now trademark rear spoiler.

1977

The first performance jump came in 1977 with the intercooler-equipped 300bhp 911 Turbo 3.3.

1990

Customers could now order the new 964 Turbo, featuring a further-tuned 3.3-litre engine found in the 930.

1992

The 964 Turbo was upgraded to a more powerful 3.6-litre engine.

1995

993 was the first to have a bi-Turbo engine, reducing lag. S arrived in 1998.

2001

The first water-cooled Turbo engine arrived with the 996.

2006

997 Turbo introduced with 500bhp engine. Later given facelift and mechanical update.

2009

526bhp Turbo S arrives in bodyshell of facelifted 997.

SPECIALIST VIEW

Porsche's 993 is the nearest you can get to a hand-made sports car, and so the following of the model in recent times has increased hugely. The Turbo S is the very pinnacle of that, and as Peter Morgan said, finding a good example of one can be akin to laying down like old wine: it'll only get better with age.

We've been waiting for 15 years to have one of these in. Rarity speaks volumes and with this you're guaranteed a smile a mile.

— **Anthony Pozner, Hendon Way**



Big yellow brake calipers are now symbolic of a Porsche requiring big stopping power

later feature on the 991, would become something of a hero to 911 fans. Under the 993's flowing lines, the 3.6 was thoroughly reworked with lighter reciprocating parts to produce more power and torque; an entirely new multi-link rear suspension replaced the 964's trailing arms to improve handling, eliminating at last the 911's tendency to lift off oversteer, and markedly enhancing ride quality and refinement.

The 993 Turbo, shown at 1995's Geneva Show, was further proof that Porsche's recovery was underway. Apart from a reduction in compression to 8.0:1 and single instead of twin-spark ignition, the flat six needed only detail modification to adapt to the rigours of forced induction. However, the real advance was that for the first time in production, Porsche used twin, smaller turbochargers rather than one larger unit. Each had its own intercooler, and their smaller dimensions meant they could be placed nearer the induction system. As

they spooled up (in parallel rather than sequentially as on the 959), the combined effect was to remove much of the suddenness and on/off effect of single turbo induction, making the new 993 Turbo an easier car to drive smoothly.

The other breakthrough of the 993 Turbo was, of course, its four-wheel-drive transmission, allied to a six-speed manual gearbox from the 993, but with some strengthening and revised ratios. A viscous coupling apportioned drive between front and rear axles sent 90 per cent of the torque to the latter in most circumstances. A further innovation was Porsche's Automatisches Brems Differential (ABD), a torque sensing mechanism which applied the brake to a spinning rear wheel (normally on the inside of a corner) and transferred the torque to the outer wheel. Clearly, this sophisticated 911 Turbo was now more GT than street racer, a point Porsche emphasised with its

inclusion of hydraulic assistance to the clutch pedal.

Externally, the 993 Turbo was distinguished from its brethren in Porsche's time-honoured tradition of wider rear arches and a body-coloured rear wing, which contained the intercooler. Side skirts and deeper front and rear valances lent menace, and the wheels were shod with hollow spoked (and 3kg lighter) 18-inch alloy rims, also unique to the Turbo.

With an easy 408bhp and 540Nm, yet with the most advanced emissions system of any production car of its era, the luxuriously appointed 993 Turbo seemed to offer everything imaginable. More than 6,000 buyers clearly thought so, because that was the number of 993 Turbos Porsche sold in the brief two-year span the model was on the market. And in case an owner felt his 993T lacked something, there was even a powerkit which enhanced output to a (then) staggering 430bhp if you really insisted, no doubt improving slightly on the standard 993T's 180mph top speed and 4.3 second 0-60 sprint time.

But Porsche's Exclusive department had other ideas. Under the ever-enterprising Rolf Sprenger, formerly supervisor of Werk 1, who in the Eighties turned this shop for expensive options into an extraordinarily profitable business unit, an über Turbo appeared. While the Zuffenhausen production line had already been



Ultra Rare Porsche 911

turned over to the completely new 996, which shared not a nut and bolt with its predecessor, Sprenger's group had its hands on some of the last 993 bodies and the Exclusive department would create the crowning glory of the air-cooled 911, the 993 Turbo S. The standard Turbo aerokit already gave the 993 a distinctly aggressive look, and Exclusive accentuated this by modifying the front spoiler with more air intakes.

Lateral nostrils differentiated the Turbo S's rear spoiler from its lesser Turbo brethren, now a double-deck affair which merged smoothly with the rear wings. The standard Turbo's hollow 18-inch wheels were fitted, but behind them were distinctive yellow calipers, four-piston at the rear and eight-piston at the front, and air intakes were for the first time cut into the rear wings.

Taking its cue from earlier Exclusive creations, the 3.3 SE and LE Turbos of the late Eighties, the Turbo S had twin exhaust tailpipes. The cabin was traditional 911 for the very last time, and Porsche celebrated this by making it as luxurious as possible. Besides two-tone leather seats, their colour matching the car's external paint if desired, cowhide extended to the door furniture and even the rooflining; carbon fibre inserts, a rather more exotic and expensive addition in 1998 than today, featured on the door handles, gearknob and handbrake, as well as the dashboard. The instruments were embellished with a silver finish and 'Turbo S' was embroidered on the rear carpet. Seatbelts could be yellow, black or red.

Not obvious to the naked eye were the modifications under the engine cover. Two larger turbochargers, a

remapped DME and reprofiled camshafts, effectively the optional X50 upgrade, were standard issue, and the overall effect was to raise maximum power to 450bhp and torque to 583Nm.

A 993, the very last of the air-cooled 911s, finally reached 300kph, for the Turbo S recorded 186mph and a 0-60 time of 4.1 seconds. A Tiptronic box which might have allowed even quicker step off was not offered because at this stage Porsche had not managed to develop it sufficiently to handle the abundant torque of the Turbo flat six.

Produced at the very end of the air-cooled era, the Turbo S escaped the notice of the magazine road testers, so we have to refer to their observations on the base 993 Turbo to imagine how they might have reacted to the S.



Refreshingly, in 1998 the primary function of carbon trimmings on the dashboard and steering wheel was to save weight rather than just enhance a motorsport look. The Porsche CD player and radio receiver feel very dated now, and the centre console is also rather basic by today's standards. The iconic five-pod dials didn't always come colour coded on the Turbo S

Senior Autocar staff writer Peter Robinson, who famously said in 1978 that the 911 “belonged to another era and should be put out to pasture,” described the 993 Turbo as a “street-legal 959: with 400 horsepower and 540Nm torque it is the most powerful production Porsche ever built, and all this hellfire comes from a flat six still limited to two valves per cylinder. Yet it’s F40- fast!” Paul Frère also commented that only a McLaren F1 (at five times the price) was faster. While tyre noise and a suspension setup that was harder than the 993 Carrera’s undermined the Turbo’s refinement, he and other journalists readily acknowledged that the Turbo was alone among its competitors as being a car that could be used in everyday traffic snarl-ups. Somehow, the Turbo S went one better. **911**

PORSCHE & THE SONDERWUNSCH PROGRAM

The launch of the Turbo 911 in 1975 introduced Porsche to an affluent and demanding client who often wanted to customise his Turbo. The Sonderwunsch (special wish) programme grew from this, and over 20 years, Porsche Exclusive, as it was later named, created some amazing road-going 911s, from the RS-based 3.0 Turbo to the wild, 400bhp 911 built for TAG boss Mansour Ojeh. The department also designed the Flachbau, the so-called Flatnose front which aped the then world-famous 935 racer. Over 2,000 were made, and celebrated with two top-spec and expensive Turbo models, the 330bhp

LE and the 380bhp Turbo S of 1993. Other notable productions were 14 special-build 993-bodied Turbo Cabriolets (rear-wheel drive and with a single-turbo engine) and at least one Speedster.

With the demise of air cooling in 1998, Zuffenhausen manufacturing changed completely, and so interrupting production for low-volume ‘specials’ was no longer feasible, and in any case, crash norms and homologation rules militated against such one-offs. Instead, Exclusive has become part of Porsche’s car configuration process, where the buyer plans their



desired specification. Exclusive is still responsible for some striking design ideas, like reusing old Porsche icons such as the 2010 Carrera Classic’s ducktail and Fuchs-like wheels. The special edition 997 Carrera GTS was another Exclusive inspiration.



Leather-clad roof and door pillars, as well as electrically adjustable leather seats, ensured the Turbo S was as luxurious as it was sporty

Only 340 made



SPECIALIST VIEW

"As the only true lightweight 911 of the 1980s – effectively an RS in all but name – the Clubsport is always going to be hugely desirable. That means prices are sure to accelerate, and in fact we've already seen remarkable growth in the last couple of years with values perhaps even doubling in that time. The key with a CS is to find a completely original low-mileage car, and then to keep it that way, as examples like those will always be very sought after. There's no doubt this is a very special 911."

Jonathan Franklin, Hexagon

THE 964 LIGHTWEIGHT

The 964 generation signalled the arrival of a substantially re-engineered 911, and one that had also put on weight. So finding itself with some parts left over from the 953 Paris-Dakar project, Porsche decided it would use them up by creating a rather special car, and a very light one at that. The 964 C4 'Leichtbau' was essentially a thinly disguised race car that was hand-built at Weissach under the watchful eye of motorsport supremo Jürgen Barth. Only 22 were ever made – available to just the favoured few within Porsche circles – with each shedding 350 kilograms compared to a regular C4. The panels were fashioned from exotic materials, the windows were Plexiglas, and the interior was stripped out and equipped with a roll cage, Recaro race seats, and full harnesses. Mechanical highlights included a manually adjustable four-wheel drive system, a short-ratio gearbox, and a top speed of just 125 miles per hour allayed to brutal acceleration. This was weight saving and then some.



3.2 CARRERA CLUBSPORT

Lightweight 911s are far from new and usually adopt an 'RS' moniker, but Total 911 gets under the metal of the awesome featherlight 3.2 Carrera 'Clubsport'

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

BUYING TIPS

If you're attracted by the 3.2's numerous attributes but would prefer something a little more focused, then the Clubsport will suit very nicely. The drawback is the price as it's substantially higher thanks to its rarity and desirability. That price is still climbing all the time, and while the Clubsport makes a very fine road car indeed, the question is whether you'd really want to risk it.

- **History and provenance:** Both are crucial with a model like this so enlist the services of a specialist before taking the plunge. You'll need to be certain it's exactly what it says it is.
- **Corrosion:** Any surviving CS should have been pampered so corrosion shouldn't be an issue. However, make sure you get it checked for any signs of previous repairs.
- **Engine and gearbox:** Rebuilding either will be a costly business, and while many examples are low mileage, don't just assume everything is okay. Also, look for the 'SP' on the crankcase and heads that denote a proper CS unit.
- **Running gear:** The standard nature of the suspension and brakes means any specialist can look after it, but perished bushes and sticking brakes could affect little-used examples.
- **Interior:** The pared back nature is part of its charm, but it should be in perfect condition. Patina is one thing but a cabin in need of renovation will cost plenty.



Minute weight-saving measures on the Clubsport included a stickered rear badge, the deletion of headlight washers in the front bumper plus the removal of the rear wiper

Back in issue 105, the Ultimate Guide took an in-depth look at the 3.2 Carrera, so this is just more of the same, right? Well, not exactly, as this particular incarnation, available from September 1987, took the 911 back to its lightweight roots. In fact, a buyer who chose option M637 was going to take delivery of a very special model indeed, one that the engineers at Weissach had fettled and tweaked in order to shave around 50 kilograms from the already lithe Carrera Coupe. In reality the weight saving was probably a little more than that, as Porsche is known to err on the side of understatement when it comes to making claims for its favourite sports car.

But whatever the exact number is, there is no disputing the rarity of the CS, with just 340 examples made, 53 of those coming to the UK in right-hand

drive and a further 28 heading to the United States. And while we're used to seeing more charged for less nowadays, the new model was priced at £34,389, a useful £1,187 cheaper than a standard Coupe.

There was a long list of things you didn't get on a CS, and we'll come to those later, but mechanically it didn't depart too far from the standard recipe, settling instead for some measured but important modifications that were to provide the new model with so much of its on-road character. Fundamentally, the engine was the same Bosch-injected 3,164cc unit as the Carrera, with a 95-millimetre bore and 74.4-millimetre stroke, forged pistons and a single overhead camshaft per bank operating two valves per cylinder. The compression ratio was unchanged for the new application at 10.3:1, and although Porsche claimed identical power and torque outputs – 231 horsepower and 284Nm – this

was a touch disingenuous in all likelihood. Seasoned observers reckon a figure in excess of 240 horsepower was nearer the mark, and the engine had received a raft of changes for its new installation. First off, it was blueprinted and fitted with hollow intake valves, and reprogramming of the digital motor electronics management system resulted in a rev limit raised from 6,250rpm to 6,840rpm.

It also sat on stiffer mountings, as did the transmission, and close examination of the unit would find the telltale 'SP' stamped on the crankcase and cylinder heads marking this one out as something special. Rounding things off was a lighter starter motor that was connected to a simplified wiring loom throughout, saving another vital few kilograms.

The gearbox was the same Getrag G50 item fitted to all 911s of the day, but this too had received attention

“Get up close and you would soon begin to spot the detail differences that denote the Carrera Clubsport”

Model	3.2 Carrera Clubsport
Year	1987
Engine Capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231bhp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
Transmission	Five-speed manual, rear-wheel drive, limited-slip differential
Suspension	
Front	MacPherson strut with torsion bar springs and antiroll bar
Rear	Semi-trailing arms with telescopic dampers; torsion bar springs and antiroll bar
Wheels & tyres	
Front	6x16-inch; 205/55/VR16
Rear	7x16-inch; 225/55/VR16
Dimensions	
Length	4,291mm
Width	1,650mm
Weight	1,160kg
Performance	
0-62mph	5.1sec
Top speed	152mph



with a revised linkage for shorter shifts and taller ratios for fourth and fifth gear, and it drove through the hydraulically operated clutch common to all 3.2s and a standard ZF limited-slip differential. The result of all these alterations was a top speed of 152 miles per hour, a 0-60-mile-per-hour sprint dispatched half a second quicker at 5.1 seconds, and perhaps more tellingly a 0-100-mile-per-hour time of just 13.1 seconds. The latter, for comparison, is a scant 2.7 seconds behind the figure quoted for a manual gearbox 991 Carrera, so the CS was nothing if not rapid.

Numbers aside, it was an engine that certainly revved more freely, and the evocative air-cooled bark was that little bit crisper. Controlled by a standard four-spoke wheel, the steering was still by unassisted rack and pinion while bringing things to a halt were standard Carrera brakes, the 282-millimetre front ➔



OWNING A 3.2 CLUBSPORT

- **Price new:** £34,389 (Sep 1987)
- **Total numbers sold:** 340
- **Service intervals:** 1 year/12,000 miles
- **Service costs minor:** £255.80
- **Service costs major:** £700
(Figures are courtesy of RPM Technik)

LIGHTWEIGHT TIMELINE (NON-RS)

- **1987**
Porsche takes the lighter route by introducing the 3.2 Clubsport. Shorn of luxury equipment, it officially saves 50kg, but it's probably more than that.
- **1991**
The 964 C4 'Leichtbau' takes weight saving to a whole new level. With specially constructed materials and Paris-Dakar technology, it's very quick and very rare.
- **1992**
In Turbo S form, the 964 is 180kg lighter than a regular Turbo and benefits from upgraded suspension and an additional 61bhp.
- **1995**
It's the turn of the 993 to go on a diet, the GT2 shedding 300kg compared to the Turbo. Rear-wheel drive only and dramatic bodywork complete the transformation.
- **2001**
PCCB brakes installed as standard help the rear-driven 996 GT2 to save 100kg over blown models, and it's monstrously quick as well, with top speed nigh-on 200mph.
- **2006**
The 997 had grown in size, but opting for the GT3 kept the weight down to a reasonable 1,395kg. By comparison, portlier models were getting on for 1,500kg.



"I'VE GOT ONE"



"Talking to a knowledgeable Porsche friend, I asked him, 'what in your opinion is the best Porsche you've driven?' His answer was 'the 3.2 Carrera Clubsport,' so I decided I had to get one.

I bought E744 CPC in 2010. It's the 22nd out of the 53 UK cars sold. The car is faultless in the way it handles, and the G50 gearbox is superb. The Clubsport has everything I look for in a car. It's beautiful to look at, rare, and a great driver. I'm very, very happy I own her."

Ross Ashmore



Sports seats had sturdy side bolsters but got rid of electric adjustment; rear seats were removed entirely; redline was increased by 590rpm; the passenger sun visor was removed, as was the radio unit



“It didn’t depart too far from the standard recipe, settling for some measured but important modifications”

and 290-millimetre rear ventilated discs with servo assistance more than capable of arresting progress in this new, lightened form. The suspension too was unchanged – MacPherson struts at the front and semi-trailing arms at the rear with torsion bar springs and anti-roll bars at both ends – save for the addition of Bilstein gas dampers that contributed a tauter feel to proceedings while still allowing the CS to flow over road irregularities with a suppleness that would delight

the owners of later, more track-focused offerings.

Viewed from a distance, and aside from the immediately recognisable colour scheme, there was little to distinguish it from a regular Carrera, the Fuchs wheels and whaletail rear wing shared with other models of the era. But get up close and you would soon begin to spot the detail differences that denote the CS, starting at the front where the air-dam is a plainer device that lacks the usual fog lamps, while the bumper

is notable for the absence of washer nozzles for the headlamps, both items having fallen victim to the quest for weight-saving along with the lamps for the engine and luggage bays. Head to the other end and you’d discover the rear wiper had also gone, while the engine cover sported a ‘Carrera CS’ sticker rather than a proper badge, although Porsche did retain the traditional solid crest on the luggage cover. And if you were inclined to scabble around underneath you’d also find the PVC underseal had been applied a little more sparsely than normal, if indeed at all. In fact, the car you see in these pictures is one of only seven or so examples that lack any form of extra protection, a choice that resulted in the normal ten-year anti-corrosion warranty being reduced to just two years.

Also, you can’t really talk about the CS without mentioning that colour scheme. Apart from the US models that were available in more sombre hues and



with different decals, all but a tiny number of examples were delivered in Grand Prix white with red script on the lower part of the doors and matched by wheels with India red centres and polished outer rims. Those Fuchs alloys were 16-inch items fitted with wider, lower-profile tyres than you'd find on other 3.2s and there was an alloy spare stowed in the luggage compartment.

Porsche had been no less diligent on the inside when it came to shedding the pounds. If the door felt a little lighter as you swung it open, it was because there were manual window winders in place of weighty electric motors and an absence of central locking gubbins. And they'd even gone so far as to remove the lids for the door's storage compartment. Obsessive perhaps, but that's not all though as you'd search in vain for a passenger sun visor or even coat hooks, and entertainment of the musical variety was strictly off the menu as the radio had been removed along with space

for speakers in the rear. The windscreen did retain the standard aerial elements, through, Porsche figuring the aural delights of the flat six might not have been enough for every buyer. Mind you, when you consider the sheer weight of a typical stereo system fitted in-period you can understand why it was considered a sacrifice worth making. An alarm system was fitted, but there was no air-conditioning, just a simplified manual setup that did away with the bulky automatic, thermostatically controlled arrangement found in a standard Porsche Carrera of the time.

Also gone were the rear seats, replaced by a plain carpeted area, and the front pews were high-backed, manually adjustable items, covered as standard in a mix of subtle pin-striped cloth and leatherette rather than full hide. The rear quarter panels had also foregone the usual trims, replaced instead with the same material that covered the area vacated by the back chairs. And

also missing was a fair quantity of sound-deadening material, although in the interest of retaining some civility it hadn't been completely eradicated. Still beautifully constructed, this then was a cabin designed for the serious business of driving, one devoid of the luxury fripperies that might only serve to distract from the matter in hand. You could replace some of the missing items by delving into the options list – if you really insisted, and some people did – but that would be to miss the very point of what this car was all about.

If you bought a Clubsport, the chances are it was because you didn't want anything to come between you and experiencing the very best a 911 of the period could offer. Not since the legendary 2.7 RS had Porsche sought to distil the very essence of the model into its purest form, and although the CS might not be considered in quite the same reverential (and indeed, expensive) way, not yet at any rate, it was truly something to savour. **911**

Only 337 made

HYPHER 911

It's the seminal Porsche superstar that has influenced more than three decades of the 911's evolution, but can the 959 still cut it today?

Written by **Lee Sibley**
Photography by **Steve Hall**



It's hard to believe the Porsche 959 is more than three decades old. Endowed with truly effortless performance and elegantly styled, it's the original Porsche supercar (if you think modest of the 930 Turbo), a pioneering machine that has captured the imaginations of car enthusiasts across the globe ever since – and, as we shall find out, mapped significant chapters of the 911's own evolutionary journey.

Although there is conjecture to the contrary, the 959 is a close relation of the 911 at the very least. With a flat-six engine positioned past the rear axle, its layout is, crucially, the same, and even a quick look around the car will uncover various styling cues from

Neunelfers of the time and thereafter. Consider it a Porsche 911 on steroids, then; a relative heavyweight champion of international box office appeal, with only Ferrari's F40 able to share ring space with Weissach's seminal creation. The 959 has, like its uncompromising counterpart from Maranello, gone on to define the entire automotive generation of which it hails from, yet for Porsche enthusiasts the story of the car's beginning is just as captivating.

Originally displayed as a 'Gruppe B' concept on its stand at the Frankfurt Motor Show in 1983, Porsche's new creation was conceived with racing intentions in mind for the 1984 season. However, CEO Peter Schutz and head of Research and Development,

Professor Helmuth Bott, had one eye on the future of the company's sports cars too. Gruppe B rules stipulated at least 200 examples had to be produced for homologation purposes (though interestingly, the car could be raced prior to series production) and Bott was of the principle that if 200 cars had to be made, why not make a thousand? Thus, development of the recently-saved Neunelfer was thrust into the limelight.

One of the first new aspects of development was all-wheel-drive. Schutz had watched the Audi Quattro, brainchild of one-time Porsche supremo Ferdinand Piëch, dominate rallies at international level, and early testing of prototypes in the desert encouraged Bott and his team of engineers to explore this further. ➔



A competition concept was duly trialled in the 1984 Paris-Dakar rally, the car running under the internal designation code Type 953. Some trial it was, too: the 953 finished the 12,000-kilometre race in first place, piloted by René Metge and Dominique Lemoine.

However, ever-evolving technologies meant the car was not ready for production, as hoped, by late 1984, or even 1985. The car was clearly becoming quite complex: Bott wanted to create a Porsche for the next ten years, and development of the 959 could never stay in-house. As Randy Leffingwell outlines in *The Complete Book Of Porsche 911*, Dunlop needed time to create a special tyre capable of prolonged travel at 200mph but which could also run flat for up to 50 miles. WABCO's ABS system had to be perfected for all-wheel-drive, and Bosch substantially revised its DME to monitor acceleration, braking, steering, traction and suspension loading up to 200 times per second. Bilstein, too, were called upon to develop active shocks that lowered the ride height at high speeds, a first for the automotive industry.

Meanwhile, the appeal of Gruppe B was wavering due to issues over safety; suddenly Porsche's disposition over the 959 seemed far removed from its initial remit. As Schutz himself said in 2013: "We thought we were going to build a super 911 that could compete in Gruppe B, but the amount of resources we committed got totally out of hand." The company persevered and the finished article, designed as a high performance car for the road and christened '959', was unveiled at the 1985 Frankfurt Motor Show, two short years after the original, flowing concept. Two variants were offered: the Komfort

Model	959
Year	1986-1988
Engine	
Capacity	2,850cc
Compression ratio	8.3:1
Maximum power	450bhp @ 6,500rpm
Maximum torque	500Nm @ 5,000rpm
Transmission	Six-speed manual, four-wheel drive
Suspension	
Front	Independent; double wishbone; coil spring; anti-roll bar
Rear	Independent; double wishbone; coil spring; anti-roll bar
Wheels & tyres	
Front	8x17-inch; 235/45/ZR17
Rear	9x17-inch; 255/40/ZR17
Dimensions	
Length	4,260mm
Width	1,840mm
Weight	1,450kg
Performance	
0-62mph	3.9 secs
Top speed	196mph

model was the 959 in its most lavish expression, while the rare Sport came without height adjustable suspension but had a fixed roll cage for additional stiffness. Cloth seats also replaced the standard leather-covered thrones.

In all, 337 units were built, including prototypes, making the 959 one of the rarest road-going production

cars Porsche has ever built. However, it took years for any of these cars to reach the United States, ever a key region for the Zuffenhausen manufacturer. It is said that from the outset, Schutz and Bott had decided not to build the car for the US market, owing to the additional costs involved with bringing the car to market. Ultimately, Porsche needed to hand over four examples to US regulators to crash test and, with the company already making a heavy loss on every single unit of this low-production special, the gesture would be impractical at the very least.

Nevertheless, the thesis of the 959 was mesmerising: this luxury supercar achieved a top speed of 196mph, making it the fastest production car of 1986 and a staggering 35mph quicker than the enchanting 3.3-litre 930. And top speed was just the start of it: this 'super 911', as Schutz puts it, featured ABS, active all-wheel-drive with adjustable torque split, active suspension with variable ride height and damping, sequential turbocharging, and a super lightweight construction. In 1986! Read through the press material of any new Porsche release and you'll still find glowing references to such technologies today.

As we said, at the time only the Ferrari F40 could hold a candle to the 959's unworldly capabilities – but lest we forget, the F40's focus towards competitive use brought with it compromises for its occupants: there wasn't even room in the cabin for a stereo. Meanwhile in the Porsche 959, a driver could attain near identical performance figures from the comfort of an adjustable, heated leather seat, while listening to the radio situated in a luxuriously decorated cabin regulated by the comfort of air conditioning.



At face value a driver is confronted by a 3.2-come-964 cabin, but with extra dials and clocks for AWD, ride height and damping

As it happens, Bott's proclamation that the 959 would be the benchmark Porsche for the next ten years was somewhat short sighted. Thirty years on, a quick glance at contemporary spec sheets sees its performance figures still stand up to the 991-generation of 911 currently gracing showrooms. However, the 959's legacy goes far beyond that, best proffered by Schutz himself: "I think the engineering in this car has probably touched more of the automotive population in the world since then than any other single automobile." So, the big question is, what's it like to drive today?

Approaching the 959 still provides as much of an emotional occasion as it must have conjured back in 1986. The car is a visual delight: imposing with its wide arches and bulky sills, the soft curvatures at its front and around the rear quarters invite intrigue as to the legitimacy of the car's performance credentials. Evidence of '911' presence is immediately obvious, the windscreen, doors, roofline and pillars seemingly taken from a 3.2 Carrera. Styled by 935 'Moby Dick' design maverick, Dick Soderberg, the 959's hulking appearance would have you believing this was a two-tonne monster.

However, clever use of an assortment of materials including lightweight aluminium (as opposed to steel) for all doors and lids, Kevlar for the rear wing and quarter panels, and magnesium for the wheels, means the 959 weighs a wholly respectable 1,450 kilograms. To put that figure in context, it's just over 100 kilograms more than the 930 of the time and, more impressively, some 30 kilograms lighter than the current 991-generation Carrera 4, itself a twin-turbocharged, all-wheel-drive Porsche with active suspension and

ABS as standard. The 959 is squat too, though its wide body means it is not overawed by oversized modern Porsche machinery.

Opening and closing the driver's door (all 959's are left-hand drive, don't forget) brings with it the same 'click' and 'clink' recognisable from entry to 911s of the period and, taking a seat behind the wheel, you'd be forgiven for thinking you're inside a 3.2 Carrera-come-964 hybrid 911. Sure, there are no upright fenders immediately visible out the steeply raked windscreen, but the narrow dashboard housing those broadly-spread five dials is taken from a 3.2 Carrera, as is the thin, double-spoked steering wheel protruding from it. Glancing around, there's a transmission tunnel recognisable from the 964, and Sport seats from the 3.2 Carrera provide a familiar hold at the sides. Door cards are identical to the 3.2 Carrera, too.

It's eerily similar to a period 911 inside, but look harder and some 959 trickery begins to register. Ahead of the stubby 964-era shifter there are two raised rotational faces, which see to the 959's adjustable suspension: to the left is damping tuning and to the right is ride height. Then, behind the stalk modulating windscreen wipers to the right of the wheel, there's a thicker column that sees to management of the all-wheel-drive Porsche 'Control Coupling'. This now legendary technology is displayed via the far right VDO dial on the dashboard, which distributes torque to the front and rear axles according to driving conditions (regular driving sees up to 80 per cent power going to the back wheels while a 50/50 split is permissible in adverse circumstances). Torque is distributed via a multi-plate wet clutch mounted





“The 959 is certainly no aging slouch, its drive still comparable – favourably, in some cases – to current supercars”

alongside the front differential. Other gizmos including tyre pressure monitoring do little to distract from the fact the 959 could be some lavish backdate of an otherwise modern supercar.

Firing up the 959 is a veritable treat to the ears. Though it has a flat six hanging aft of the rear axle, it's surprising just how different it sounds to any other Porsche 911: that customary air-cooled whir isn't there, replaced by a deeper, gruff note. Its course timbres are perhaps at odds with what is an extremely well-appointed supercar, even if this does hint at the mesmerising fact one Hans Mezger – who else – derived this power plant from that of the Moby Dick 935 race car.

The Type 959/50 engine itself is a work of art. Aside from the twin turbochargers mounted sequentially, it features titanium connecting rods and, of course, four-valve water-cooled heads (the rest of the engine is, true to a classic 911, cooled by air). The resultant 450bhp at 6,500rpm stands up to a 991 Carrera S today, and the two cars share a 3.9-second 0-62mph sprint time. The 959 is 30 years old now, remember!

What's most impressive about the 959's performance though is its power delivery. Far from the rough and unforgiving experience the car's acoustics on tick-over deceive you into expecting, it's as sophisticated as the rest of the technology aboard this 1980s rocket ship.

The 959 is an able cruiser, retaining a civility about its ride at low speeds. However, with a prod of the accelerator, the 959 demonstrates why it is the fastest car of 1986. There's no such lag as found in its little 930 brother, the sensation of rapid momentum available

instantly. There's a real surge in velocity as the first turbocharger is called into play from around 1,700rpm, this rush sending the rev needle winding hastily around the tacho. Then, at 4,000rpm, the dormant second turbocharger spools into life, providing car and driver with another hasty kick forward. You can really feel the entry point of both turbochargers on that journey around the tachometer, elevating your pulse rate accordingly as each one kicks in. The sound, too, is something to savour, that gruff note rising into a rich mechanical bark akin to rapid gunfire and utterly consuming the cockpit past 4,000rpm, all the time among a backdrop of whirring turbos. The sound and sensation of speed in the 959 is mesmerising, and I feel my eyes widen and my mouth open as I grip the wheel with one hand and quickly shift up with the other.

Delightfully slick, the 959's gearbox is a worthy aid to its 2.85-litre power plant. It's technically six-speed, though the 'G' gear, found where first gear resides in a traditional G50, is for use only when moving off on uneven terrain. That means for road use the 959 has a dogleg first gear, and the shorter, more concise throw across each gate makes for a pleasurable action later lavished on the manual 964.

Its power delivery and sound are unlike any 911 before or since, and the 959's handling is decidedly different, too. It's so assured, that wider track at both axles doing wonders for its road holding. Even at high speed, the car is unperturbed, soaking up occasional bumps in the road thanks to the twin shocks on each wheel. Certainly, there's nothing particularly crashy about the 959's intentions to stick to the road, even

when the body hunkers down by some 30mm at speeds above 95mph.

There's a beautifully translucent manner about the steering too, it being power assisted yet perfectly weighted, and grip through turns is constant and plentiful – while pace on exiting a corner is plainly astonishing. The brakes are confidence inspiring, too, allowing me to brake much later into a corner than I would otherwise do. There's healthy pedal travel to be had and though the bite of those pads isn't as razor sharp as a car of today, speed is scrubbed with an impressive rate with a firm press of the pedal. The sensation is indicative of the 959 as a whole: it just seems unshakeable, though I'll admit I don't push my luck too much to find out the point at which this is likely to be jeopardised.

My overriding thought as I finally climb out of the 959's cockpit? It's so endearing as a usable performance machine! Far removed from the edgy spirit of Porsche's other turbo'd cars of the time, the 959 is positively more explosive, yet its limits seem boundless.

Bizarrely, and in contrast to the supercars of today, the 959 utilises its technological superiority in the right way, thrilling rather than overbearing the driver. I put this down to the fact this technology is largely mechanical, rather than digital. The 959 is certainly no aging slouch, its drive still comparable to the current crop of supercar superstars, some of which still utilise its technological concepts. The Porsche 959 is a true pioneer of the automotive world: little wonder, then, that its spirit is evident in the majority of 911s still rolling out of Zuffenhausen today. **911**

Porsche 918 Spyder: the future of 911 technology?

The 918 isn't even remotely a derivative of the fabled 911, in difference to Porsche's supercar of the 1980s in the 959. However, a 911 enthusiast will dismiss the relevance of the 918 at their peril: it's no secret that Porsche intends to unleash the hypercar's pioneering E-Performance technology onto future generations of its sports cars, which the 911 is central to. In fact, elements of the 918's legacy have already filtered through onto the 911's spec list. The carbon-backed lightweight bucket seats, optional on the 991 GT3 RS and standard on the 991 R, were originally constructed for the 918, and there's more than a smattering of synergy between the three-spoked steering wheel now found across the range in Gen2 991s and that found in Zuffenhausen's flagship hybrid hypercar.

It doesn't stop there, either: the 20- and 21-inch wheels found under the 991 GT3 RS's arches are

identical in size and spec to that of the 918, with matching tyres from Michelin too. Those with a keen eye will note the adjustable front vents on the 991.2 Carrera and S, which close at 10mph and reopen at 100mph to aid aerodynamics and cooling, are also taken directly from the 918. As for its drive, aside from the ludicrous surge in power, it is the 918's road holding that is simply phenomenal. Unflinching even at very high speeds, its chassis remains glued to the asphalt, the work of various active aerodynamic enhancements at the car's front, rear and underside. There's no doubt the 918's dexterity is aided by its mid-engine layout (a setup that the 911 can never have without conceding its famous moniker) but the canny placing of those batteries and motors around the carbon monocoque tub means the 918 has an exceptionally low centre of gravity, and you can really feel it right through turns.

Switching between V8 and electric power is effortless, too. In E-Power or Hybrid mode, the first 30 per cent of the accelerator pedal's travel modulates power from the two electric motors (one mounted on each axle), but push the pedal past the 'soft' limiter and the 4.6-litre V8 kicks in seamlessly. You then have additional pedal travel and requisite power at your toes, and switching to Sport Hybrid, Race Hybrid or Hot Lap settings will see those two motors work with the internal combustion engine to provide additional boost and unlock the full might of the 918's 887hp. Energy recuperation via braking is a clever technology used on contemporary electric cars and doesn't detract from the 918's sporty driving dynamics. The sensation of fast propulsion against a backdrop of silence is bizarrely captivating, though this pales into insignificance in comparison to the banshee V8 howl at its 9,150rpm redline.



Only 250 made

— 997 SPORT CLASSIC —

SPORT CLASSIC

Just 250 were made, but is there a genuine speciality behind Porsche Exclusive's last complete car beyond its limited numbers?

Written by **Neill Watson** Photography by **Chris Wallbank**





Ultra Rare Porsche 911

I will be the first to admit that my initial response to the Sport Classic was less than stellar.

Introduced in 2010 at a time when the backdate 911 craze was in full frenzy, I rather casually viewed the Sport Classic press release as a spot of opportune mid-life badge engineering by Porsche. At a price point of £140,000, it was a healthy premium over even a well-specced 997, for what appeared to be simple cosmetic trinkets. I suspect many others thought the same. We were all wrong.

Walking towards the Sport Classic, I begin to realise that, when you see one in the metal, any cynical dismissals of black-centred wheels and that ducktail were a mistake. All 250 Sport Classics are finished in this understated shade of 'Sport Classic grey'. There's something uniquely retro about the colour, which the design team allegedly saw on a Porsche 356 and fell in love with. Opening the driver's door, there's deep brown 'Espresso' leather, with retro houndstooth-style panelling. As I climb inside, I can't help but glance rearwards over the wide wheel arches and beyond to that ducktail rear wing. It shouldn't really work on a modern 911, yet it looks so right.

Closing the aluminium door, the power seat adjusters fall easily to hand. A couple of tweaks of the buttons, then a tug at the steering column adjuster gives me my favourite Porsche seating position, sitting in a beautifully trimmed Recaro with exquisite detailing and more luxurious Espresso natural brown leather. We have a real ignition key to insert into a lock barrel to start and a mechanical, leather-trimmed handbrake to release. The finely stitched Sports steering wheel is thicker than a standard 997 item, the extra diameter of the rim giving a far more tactile experience as we roll carefully off the kerb at a 45-degree angle to avoid catching that low front splitter. Through the town centre traffic of Chester, the short throw gearshift feels rather stiff for the first mile or so. This Sport Classic hasn't been used recently, so the fluids are cold.

Clear of the city traffic, the roads quicken into winding 'A' roads. Beside me, Howard, the car's owner, gives directions to our photo location. With many years of classic Porsche rallying behind him, he can't help but begin to offer a few notes as the pace builds. "Slight left over crest... this one opens. 90 right, then a big stop for the junction." That short throw shift, now warmed up, gives a delightful feel to the gears sliding home, the sort of quality gear change that develops a driving rhythm you don't even think about. This is Howard's daily commute home. "Long open left. Just straight across those curves, take the line, it's flat. Manhole cover on the inside."

There's a precision to the Sport Classic steering and initial turn in that is simply superb, while the 20mm ride height reduction and 44mm wider track over its Carrera sister gives a ride that is right on the perfect side of stiffness, with none of the 'motorsport' harshness of the GT3 RS. Tactile. There's that word again. The enhanced 403bhp, 3.8-litre Powerkitted engine has a smooth and utterly seamless delivery that, matched to the close ratios of the gearshift, gives an involving drive that many 911 drivers might feel was missing in a standard 997. Mindful of the high kerbs on the roadside coupled with the car's proud owner ➡

Ducktail

Taken from the 2.7RS, the first production sports car to feature a rear wing



Fuchs wheels

Fuchs replicas imitate the iconic wheels found in the arches of generations of 911



Houndstooth seat centres

This houndstooth seat pattern is taken from early 911 interiors to add a retro styling touch inside



Model 997 Sport Classic
Year 2010

Engine

Capacity 3,800cc
Compression ratio 12.5:1
Maximum power 408hp @ 7,300rpm
Maximum torque 420Nm @ 4,200-5,600rpm
Transmission Six-speed manual
Engine modifications Porsche Exclusive Powerkit

Suspension

Front Independent; MacPherson strut; PASM
Rear Independent; Multi-link; PASM

Wheels & tyres

Front 8.5x19-inch Fuchs; 235/35/ZR19 tyres
Rear 11x19-inch Fuchs; 305/30/ZR19 tyres

Dimensions

Length 4,435mm
Width 1,852mm
Weight 1,425kg

Performance

0-62mph 4.6 secs
Top speed 187mph



Sport Classic paintwork

The specially-named Sport Classic grey is a solid colour taken from an early Porsche 356



Black headlamp surrounds

Contrasting black headlamp surrounds are in homage to 1974 RSR/IROC race cars





sitting alongside me, I'm not even using 70 per cent of the car's ability, or 50 per cent of the stopping ability of those brakes. But I'm enjoying this drive far more than I had anticipated.

Glancing in the mirror at the end of a short straight, there are none of the huge aero wing attachments of an RS model, just the top of the barely visible ducktail, but I also see that behind us, photographer Chris and Howard's business partner, Chas, in his 991 50th Anniversary, are falling behind and out of sight. Reluctantly, I remember that we are supposed to be spending time capturing photographs of this great car and I roll off the power. I could, quite literally, drive this 911 all day. Arriving at our photo location, turning tightly into position, a slight shudder from over our shoulder serves as a reminder of the mechanical limited-slip differential. As Chris sets up his lighting for static photographs, we take a closer look at the details of this 997 Sport Classic. The first noticeable thing is that colour. Grey is often used by both Porsche and creators of one-off 911s. Those darker shades pick

up on the Steve McQueen vibe but this lighter grey is subtler, a shade that is hard to capture on camera but is a vital element of the car's feel. Photographer Chris is having kittens trying to find a way to convey on camera what we can see with our eyes. It's a beautifully understated, creamy colour with a depth to it that has to be appreciated in the metal.

The two darker grey stripes running the length of the centre line between the Carrera-GT inspired double bubble roof are similarly low key. The black-centred Fuchs alloys fill the arches without looking 'aftermarket', the fronts having just enough offset to pull it off and fitting with the lower ride height perfectly, the yellow carbon brake calipers within providing just enough of a contrast. Viewed from the side, the combination of stance, low front splitter and ducktail come together to create a profile that is quintessentially Porsche 911. Those air-cooled 911 die-hards who say the 964 was the last true 911 shape should go and find a Sport Classic to study in detail immediately. Porsche Exclusive has done a wonderful job with its styling.

Over the years of Porsche Exclusive design, customers were free to choose some rather bizarre 'enhancements' which, when viewed retrospectively, can be less than easy on the eye. From solid gold gearlevers to wooden dashboards and purple leather trimmed Motorolas, today they are right up there with shoulder pads and braces. Despite Porsche Exclusive's remit to create whatever the owner wished, clearly the customer does not always know best. But in this final model, wholly created by Porsche Exclusive as a genuine special, the Sport Classic took those decisions away from the buyer and the department used their decades of skill, tasteful judgement and sense of what is appropriate to create a 911 that will stand the test of time. It's as if they looked at the misguided tastes of the 1980s and created a final masterpiece that said: "We are the experts at 911 DNA." There were no options with the Sport Classic; you either understood it or you didn't. This car's owners, Howard and Chas, both love the car. "If you leave it for a while, then come back to it, there's always a small design touch or an angle that catches



the light that you didn't notice before," they tell me enthusiastically.

They are quite right, as sitting behind the wheel, I notice the Espresso brown leather extends to areas that I hadn't picked up on. Even the inside door handles are finished in it, the minute stitching around the handle a work of art. The seat panels, which appeared to be cloth, are actually woven leather, with Sport Classic embossed on the headrests. The car's production number occupies the chrome sill covers and the inside of the glovebox. Howard and Chas took the option of factory collection, which is a fitting way to complete the purchase of such a special car. "Porsche offered us the option of a book detailing our car's construction," they enthuse. It's a beautifully heavyweight publication that forms part of the car's history. "It wasn't cheap, but after spending £140,000, you can't really say no..."

The Sport Classic was the final model to be created by the Exclusive department. In these days of automated production lines, emissions scandals and homologation tests, it seems Porsche and their

clientele no longer have the freedom they once had. Symptomatic of this is the fact that the Sport Classic was never sold in North America due to a small production run and changes that the US deemed significant enough to homologate a new model, making it unviable.

There is no single element of the Sport Classic that is the defining winner. It's the overall effect of the carefully thought-out changes by Porsche Exclusive that come together to make the car so special. But the Sport Classic is not just visually different. Driving between photo locations, that taught handling, short shift gearlever, carbon ceramic brakes, Sports steering wheel and the suspension setup all give an analogue connection to the car; this is a modern era 911 with all the classic feelings that cynics say have been removed from modern 911s.

And so the Sport Classic is a fitting tribute to Porsche Exclusive. Far more than just a cool grey paint scheme and motorsport styling touches, it's a great drive. This is quite probably my favourite 911. **911**



Above Just 250 997 Sport Classics were produced by Porsche Exclusive, all of which were in this special 'Sport Classic grey' paint

Only 173 made

GT2 CLUBSPORT RAW 993

With near incomprehensible power levels and few driver aids, the 993 GT2 does not offer a drive for the faint-hearted. Total 911 straps in and attempts to tame a Clubsport...

Written by **Glen Smale** Photography by **Ali Cusick**

Simply put, the Porsche 993 GT2 is one of the most breathtaking road-going race cars to come from Stuttgart's hallowed halls. Not only is it a technically outstanding and supremely capable GT car; it also ranks as one of the most striking 911s to ever see the light of day.

The GT2 story begins back in the early Nineties with the then-recent demise of the Group C era. Racing budgets for prototype race cars had gone ballistic, and against a backdrop of a slowing global economy, many manufacturers and private teams once again considered GT racing as an attractive and affordable alternative.

As required by the FIA, in order for a new 911 to be homologated in the then-new GT2 class, 100 units of the road car had to be built. No stranger to constructing sensational GT road and race cars, Porsche's engineers and developers, including Jurgen Barth and Roland Kussmaul, put their many years of racing experience to work in order to produce a racer that could qualify for the new GT2 class regulations. The first GT2 racers were ready for the 1994 racing season. However, Porsche had 21 of these cars (badged '911 GT') available for road use by April 1995.

Far from being a dressed-up 911 Turbo (the GT2 utilised a Turbo body) with a four-wheel-

drive configuration, even the road-going GT2 was just rear-wheel drive, which reduced weight considerably. Then, in order to accommodate larger rubber for better grip, the GT2 had metal pared away from its wings to allow for the wider bolt-on plastic wing extensions (32mm at the front and 30mm at the rear). A substantial splitter, similar to that on the Carrera RS Clubsport, was fitted to improve the airflow around the front of the car, while the large adjustable rear spoiler had gaping inlets at the side that rammed air into the engine for better breathing.

The two-valves-per-cylinder 3.6-litre engine in the GT2, as used in the 993 Turbo, had several ➤



changes, which boosted the GT2's power by 22bhp to 430bhp. This came courtesy of an increase in turbocharger boost to 0.9 bar and a revised engine management system. For the Comfort-spec GT2, engine compression ran at 8.0:1, while dual, front-mounted oil coolers kept the oil temperature in check. Meanwhile, drastic weight reduction resulted in a hefty saving of just over 200 kilograms from the more luxurious Turbo.

The GT2 featured a new six-speed gearbox with longer gear ratios than the Turbo, but the ABS was identical. Cool air was channeled directly to the four-pot front brakes that featured larger cross-bored steel discs via air ducts in the front bumper. The suspension was lowered by 20mm, and the body shell also received additional strengthening and a front shock tower brace to aid that all-important rigidity.

For more adventurous drivers, a Clubsport factory option (M 003) was available. This included a welded-in Matter roll cage, which was installed in the naked shell prior to painting and assembly; no roof lining; fixed racing seats covered in Nomex cord (instead of leather); two simple car mats in place of fitted carpets; full harness seat belts (not just three-point belts, as in the Comfort-spec GT2) and a battery kill switch and fire extinguisher system, while the dual-mass flywheel was replaced by a clutch disc with torsional dampers.

To reduce weight, the side and rear windows were made of thinner gauge glass, while the doors and luggage compartment lid were of aluminium.

The interior was devoid of normal comforts, with door cards merely fitted with manual window winders and door pull straps. On the other side of the door sat manually adjustable exterior mirrors. Back inside, the rear seats were removed for the roll cage. Should you want the best of both road and track use for your Clubsport, air conditioning (option M 573) and even a headlamp washer system could be specified.

Although the FIA required the aforementioned 100 units to be built for road use, Porsche built 173 of these cars from 1995-96 (with only a handful made at the end of 1996, these latter cars carrying a '97 chassis number). Later, a small run of just 21 cars were produced in 1998, but these, featuring different cylinder heads and larger K24 turbos, developed 450bhp, and are referred to as 'Limited' or 'Evo' models, as you'll find out on page 32. Although more powerful than the '95 model, these later 993 GT2s were heavier, as they featured steel doors and standard gauge 911 glass.

The stunning GT2 Clubsport in our pictures is currently residing in Thomas Schmitz's stable, who's more than happy to share his knowledge of the car with us. "This one is an original 993 GT2 Clubsport from the factory, and it is the only one that I know of in this very special colour, Riviera blue," he says.

Thomas then explains that this particular GT2 was used frequently by its first owner, a Luxembourg-based businessman, for trackdays. However, the original owner wanted even more

from the car, commissioning Bavarian company RS Tuning to work their magic. Having worked for teams like the Alzen brothers and Freisinger Motorsport, RS Tuning was instructed by the car's owner to give the GT2 a money-is-no-object upgrade. Work on the engine included fitting Carrillo conrods, bespoke pistons and aluminium L-ring head gaskets (as fitted by Porsche to their race cars), resulting in a monstrous 574bhp at 6,280rpm, with torque of 770Nm at 4,560rpm. This was achieved with a maximum boost of 1.2 bar, although a peak of 1.3 bar was seen on the dyno.

FIA-approved race exhaust catalytic converters were also fitted, with 100 cpsi (cells per square inch), as opposed to the 400-600 cpsi of an average road car. The GT2 also received a fully adjustable H&R twin-spring trackday suspension. The clutch system from a 993 RS was fitted, this being a single-mass flywheel, standard pressure plate and Sachs motorsport clutch disc with torsion spring dampers. For a time, the ring and pinion set was changed from the standard 3.44:1 to 4.0:1 – about 15 per cent lower – improving acceleration while lowering the top end, but later the standard set was replaced. The body was further lightened by removing the aluminium doors and steel front wings, as well as the impact protection aluminium bars under the plastic bumpers, and replaced with kevlar units. The result is a scarily potent 993 GT2 Clubsport.

With the hair-raising specification now firmly ensconced in my mind, it was time to get this very special turbocharged 911 out on the road. ➔



911 GT2 and GT2 RS production

Model	Year	Quantity
993 GT2 G1	1995-97	173
996 GT2 G1	2001-02	963
996 GT2 G2	2003-05	324
997 GT2	2008-09	1,242
997 GT2 RS	2010-11	510

Source: Porsche Archive



The interior spec isn't as minimalist as you'd expect here, thanks largely to the unusual addition of lightweight carpets. Likewise, the radio is superfluous against the flat-six bark

Model	993 GT2 Clubsport
Year	1995-1997
Engine Capacity	3,600cc
Compression ratio	8.0:1
Maximum power	430bhp @ 5,750rpm* uprated to 574bhp @ 6,280rpm
Maximum torque	398Nm @ 4,500rpm* uprated to 540Nm @ 4,560rpm
Transmission	Six-speed manual (G64/51)
Engine modifications	RS Tuning pistons; conrods; heads; gaskets; exhaust; revised engine mapping
Suspension	
Front	Fully adjustable H&R twin spring competition suspension
Rear	Fully adjustable H&R twin spring competition suspension
Wheels & tyres	
Front	9x18-inch Speedlines; 235/40/ZR18 tyres
Rear	11x18-inch Speedlines; 295/30/ZR18 tyres
Dimensions	
Length	4,245mm
Width	1,855mm
Weight	1,295kg
Performance	
0-62mph	3.9sec*
Top speed	189mph*
	*Applies to standard GT2 Clubsport



GT2 on the market

Following homologation of the racing GT2, the resultant road-going GT2 model came to represent the fastest and most powerful road car produced by the company in its day. The 1995 GT2 took performance to new levels, offering the enthusiastic 911 driver an opportunity to take his/her car onto the track to satisfy their performance driving desires, which served only to heighten the desirability of the model.

Is this current meteoric rise in value just a re-run of the 1989/90 classic car boom and crash, where prices reached never-before-seen levels? Thomas Schmitz is adamant that it isn't. The factors driving the market today are (among others) low interest rates and low returns in the property market, and so the investor or collector would rather seek out a limited-edition classic like the 993 GT2. A vitally important difference today is the advent of the internet, because this has opened up the market to a huge potential audience with buyers in all of today's emerging markets, such as China, India, South Korea and South America.





GT2 after the 993

The water-cooled 996 GT2 continued the tradition that had been created by the 993, with updated GT2s getting more power (2001-02 examples had 462bhp, while 2003-05 had 483bhp). More power and higher performance meant greater stopping requirements, and the introduction of Porsche Ceramic Composite Brakes (PCCB), first seen on the 2000 Turbo, were immediately available on the 2001 996 GT2 model. While the 996 GT2 may have lacked the raw appeal of its predecessor, tinged with a bit of civility, it was no less a driver's car, bringing performance driving within the grasp of a greater number of owners. The first 997 GT2 appeared in 2007. With power pushed to a whopping 520bhp and top speed surpassing the magical 200mph mark, the 997 had truly joined the elite supercar club. Now packing a whole host of electronic driver aids, Porsche ensured the GT2 was not just the pinnacle of the 911 range, but that it also offered a high degree of safety.

Introduced in August 2010, the 997 GT2 RS was the most outrageous road-going 911 ever. The 3.6-litre turbocharged flat-six engine produced 620bhp, and at a relatively measly 1,370kg, it could rocket from standstill to 100mph in a mere 6.8 seconds. Top speed was 205mph. Porsche like doing limited-run cars, which saw just 500 of these GT2 RSs being built.

Since its introduction back in 1995, the GT2 has been positioned as the top-performing 911. There is, however, some uncertainty about whether we will be seeing a 991 GT2 anytime soon, or perhaps at all. The current four-wheel drive 991 Turbo S allegedly has a slightly better 0-62mph sprint time than a GT2 might have due to its superior four-wheel-drive layout. However, some might argue that to relegate the pared-back racer in the GT2 to the 'pending' folder based on a sprint time is sacrilege. After all, the GT2 is just a stroke short of being an all-out racer, and perfect for trackday work, while the Turbo S is aimed at the city or stockbroker market. Regardless, Porsche remains tight-lipped about the possibilities of a 991 GT2, so watch this space.

“The acceleration is unlike anything I’ve experienced before”

With the harnesses holding me very securely to the bucket seat, I pull the lightweight door firmly closed by tugging on the simple door strap. The engine fires without hesitation at the turn of the key, as a deep, loud flat-six burble erupts into life.

Rather surprisingly, considering the Clubsport was created for trackdays or performance motoring, the interior isn't as sparse as you might expect either. It still has its fully functional, traditional 911 five-dial dash layout, and a radio – although I'll soon discover that this may as well not be there, as you wouldn't be able to hear anything over the noise coming from that ramped-up flat six. This car is still fitted with its original factory seats, but these have been custom-upholstered in leather and Alcantara with body-colour matching stitching. The steering wheel is from a GT2 racer.

We spent the afternoon winding through the picturesque North Rhine-Westphalia countryside. With the brutal, instantaneous power delivery on tap, we were grateful for the dry roads afforded to us by the warm late summer weather. Registering 42,000 kilometres on the clock, this 17-year-old is full of life, and you have to be on point to tame its enthusiasm for trying to constantly push you into next week. Even from a standing start, it takes only a few small seconds to disappear from sight in a cloud of dust and gravel.

The acceleration was unlike anything I had experienced before; the experience was so raw and jolting, yet so exhilarating. The GT2 Clubsport is unbelievably purposeful in its execution, whether accelerating in a straight line or gripping the asphalt as it rounds a corner. The compact nature of the GT2 is a great feature for the driver too, as the car can be placed precisely when cornering thanks to its lightweight and nimble character.

The GT2 race car was made to compete on the international stage with the best in the world, where it claimed podium honours from 1995-98. These included class wins at major venues such as Daytona, Sebring, Le Mans, Nürburgring, Brands Hatch, Suzuka, Zhuhai and many more. As a car built for customers who wanted a slice of such an experience in a road car, the GT2 Clubsport excels as the brutal amalgamation of the 993 Turbo and Carrera RS models it was intended to be.

We return to base, where I ask Schmitz to sum up the GT2 Clubsport. His reply is an apt way to conclude: “The GT2, quite simply, is the ultimate air-cooled 911. There is nothing else air-cooled in the development chain that came after the GT2, so it was at the top of Porsche sports production cars. Remember, the GT1 is half water-cooled half air-cooled, so the GT2 is the ultimate air-cooled 911 – that's it.” **911**

Only 109 made

THE FORGOTTEN RS

Total 911 spends an afternoon with a fully restored 3.0 RS – one of only six right-hand-drive examples on the planet

Written and photographed by
Neill Watson



As soon as I opened the workshop doors and saw the colour, she had won me over. I'm a sucker for any kind of blue 911, and this Mexico Blue hue is absolutely gorgeous.

Away from the colour, we are of course looking at the 3.0 RS. Mention desirable Seventies Porsches to people, and the instant reaction is "2.7 RS," perhaps closely followed by "917." After that, the mind moves a few years later into the decade, and the whaletail 930 Turbos come to mind.

But in among the familiar designations of RSR, RS, RS Touring and the like sits the 3.0 RS, one of the rarest Seventies 911s. Six right-hand-drive cars were built

worldwide, five of which were shipped to the UK and one to Australia. They're so rare that they're not known by their chassis or registration numbers, but by colour: white, black, red, yellow and this Mexico Blue example.

Information about them is similarly hard to come by; Porsche reference books mention them only in passing. Moreover, Google is apparently not interested, and unless you have a particularly keen eye and a lot of patience, you won't find them mentioned in too many enthusiast books. It's as if they've fallen through the crack in the pavement between the 2.7 RS and RSR.

I got in touch with Paul Howells, a 2.8 RSR owner and racer, Porsche Club GB member and curator of the 993 RS register. "Yes, there were six right-hand-drive

cars. In terms of where it sits, the 3.0 RS is possibly closer to a 1974 2.7 RS road car than the RSR race car, even though the look is similar. The engine is a bored-out 2.7 with mechanical fuel injection, but the base engine and internals I'm not sure about. Steve Kevlin's your man. He worked at Porsche AFN when they were being imported."

Now director of motorsport at Porsche Club GB, Steve recalls, "Looking back, it wasn't a big deal; just another limited edition 911. They weren't radically different to a 1974 2.7 RS other than the arches, but did have lots of detail changes. The wheel arches were steel, each car had them added by hand at the factory and the finish filled with lead. Lots of people think they're



3.0 RS IN NUMBERS

Total production of the 3.0-litre RS was only 109 units, with just 59 road-going cars. Only six were right-hand drive, five of which reside in the UK while the other has made its way to Australia. All UK cars are owned by notable enthusiasts.

just 930 Turbo arches, but they weren't. It was also the first 911 to have a whaletail rear wing. I was part of the staff responsible for preparing them for delivery. They were brand new, so I didn't get the chance to dig deep into the engines. Because they had 917 brakes, they had an additional rear brake caliper for the handbrake. It's normal today, but it goes without saying it was radical back then."

We talk about the cars and how we wish we'd had the foresight to buy one each. "Our demo car sat there for ages, I think it was sold for about £12,000 in the end. At the time we were in the middle of the Seventies fuel crisis, and a 3.0-litre car was bad news. Lord knows what they're worth today." ➔



Rear arches are authentic 3.0 RS items, not from the later Turbo as many believe

Ultra Rare Porsche 911



The 3.0 RS: the not so iconic face of Seventies competition 911s, but much rarer than the 2.7 RS

Indeed, you'll have to find somewhere north of £300,000 for a 2.7 RS, a model that is in abundance compared to the 3.0 RS. Our Mexico Blue car has been owned by one person for the past 25 years. Not only that, the same mechanic has been caring for her. So in terms of provenance, it really doesn't get any better. Steve finishes our chat by saying, "Josh Sadler at Autofarm and Mick Bilby at Specialist Cars Malton will tell you more."

"Ah yes," says Josh, "It didn't have the ultra-wide arches of the RSR, but you could get most wheel and tyre combinations onto the space. Most of the narrow-bodied 2.7 RSs were going across to Ireland for tarmac rallying, but the wider body of the 3.0 RS didn't appeal to them – it was a hindrance, really." But what about the engine? "It was a lot more than just a bored out 2.7. The core crank case was the sand-cast RSR engine with the same head stud arrangement, but with a more road-friendly state of tune. I suppose it was a sort of 3.0 RSR, but without the bigger cams, valves and exhaust. They only ever made about 49 cars in total. I think Porsche just wanted to get the car homologated." Josh finishes by saying, "All the UK cars are still out there, I think. I've probably driven all of them at some point!"

Mike Bilby at Specialist Cars of Malton was a 17-year-old apprentice when our particular car here appeared in the workshop. "It used to come in for its annual service and checkover." Back then, she was simply a used – but lightweight – Porsche 911: "She was always well cared for and used fairly often, but the biggest issue was that the owner's collection of

"They had an additional rear brake caliper for the handbrake. It's normal today, but was radical back then"



Inside is textbook vintage RS: minimalist and purposeful

Specification 3.0 RS**(1974)****Engine**

Capacity: 2,994cc flat six, magnesium case; bore and stroke: 95x70.4mm; Bosch K-Jetronic fuel injection; air-cooled with additional oil cooler for transmission

Compression ratio: 8.5:1

Maximum power: 230bhp @ 6,200rpm

Maximum torque: 203lb ft torque @ 5,000rpm

Transmission:

Standard five-speed all synchromesh 915 gearbox; dry plate clutch;

limited-slip differential

Wheels & tyres

Front: 9x15-inch Fuchs alloys, Pirelli CN36 215/60VR15

Rear: 11x15-inch Fuchs alloys, Pirelli 235/60VR15

Brakes

917 discs and calipers all round

Dimensions

Length: 4,125mm

Width: 1,680mm

Weight: 900kg

Performance

0-60mph: 5.3 sec

Top speed: 152mph



The 15-inch Fuchs look small by today's standards, but their diminutive stature is in keeping with the characteristics of the rest of the car



The 3.0 RS was the first 911 to sport the now famous whaletail

cars grew, leaving each car standing for longer periods of time."

Not especially powerful, the 3.0 RS gave around 230-250bhp from that magnesium block engine. The Porsche ethos of the time was – and continues to be – that the RS was lightweight. The gauge metal in the panels is thinner and sound deadening at the bare minimum, and even the glass is thinner.

The 3.0 RS also has a fibreglass rear wing and front bumper. Inside the nose, the front panel is angled to accommodate the additional oil cooler, while above that close to the fuel tank, the two high-capacity fuel pumps are protected by a mesh guard that almost seems like an afterthought. The fibreglass bonnet is so thin I'm scared to close it.

Stand back and view that square jawline of a front bumper with the oil cooler concealed inside, and it gets better. With small circular intakes for the brakes either side of the cooler, for me it's the iconic face of a Seventies competition Porsche, something often replicated in hot rod 911s and replicas.

That bumper-come-oil cooler can be observed as battle-scarred and stone-chipped on most cars. Its proximity to the road surface, plus the fact that it is made from fibreglass, doesn't lead to a blemish-free life. But this one is unmarked. Look beneath, and you will see glossy paintwork. I look along the gold 'Porsche' lettering. Slight waviness shows that fibreglass bonnet – incredibly light and doubtless very expensive, but beautiful nonetheless.

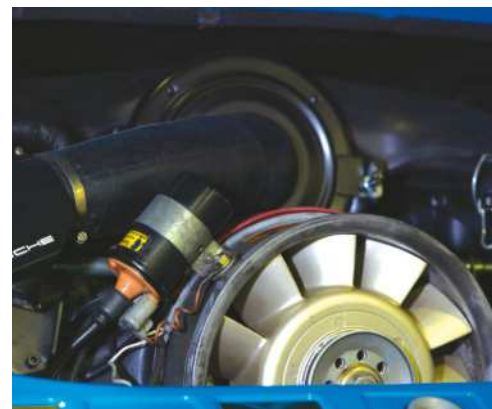
On the side are those wide-body wheel arches, the slight flatness at the top of the curve a sign of the

RSR rears on the front. Gold Carrera lettering runs between the wheel arches, reminding me of when I was a kid. The 15-inch magnesium wheels and period BF Goodrich tyres look small by today's standards, but are in keeping with the car, restored cooling fins on the calipers nestling within.

We're not able to drive this car today, as it's about to be returned to its owner. Lord Mexborough is a gentleman of note in Porsche 911 circles, and has just spent a considerable sum having this RS refurbished for the first time in her life. It would be churlish to expect to be the first to have a post-restoration drive; that will come another day.

But it does need to be moved for photography. The 3.0 RS weighed in at just 900kg, making it possible to push with one hand. I open the door and climb inside. The door pulls shut with that featherweight motorsport feel that only super-light cars have. Not a sound deadened 'thunk' of BOSE speakers, window motors and airbags, but a purposeful metallic ring. Those bucket seats are very low backed as you slide into them. Tightly supportive on the lower back and hips, but ending at my shoulder blades, giving a curious feeling of vulnerability. An impact from behind would certainly see you on speaking terms with a physiotherapist and osteopath for some time. Across the familiar-shaped instrument panel, there's no glovebox lid. Instead, there's the emblem on the end of the cigar lighter of an authentic Zippo.

I turn the ignition on, and two of the noisiest fuel pumps in the nose whirr. I expect to hear them slow as the fuel pressure builds, but they don't; they simply



continue clattering. I give the throttle a squeeze, turn the slim key, and the engine cranks, snapping into life before dying. I crank once more, curling the toes of my right foot and catch it, gentle blips before releasing the pedal. It cooperates with that urgent, ever so slightly off-beat resonance.

As you'd expect for a 900kg car with most of the mass behind you, the steering is light, and it feels as if I could rest my head against the rear screen, such are the small dimensions. It's all I can do to avoid creeping out the workshop and onto the Yorkshire Moors. But the bitter wind flurries, and the contents of a gritter truck waiting to blast its immaculate undersides just a few hours before being returned leads me to think that today, that's probably what my life is worth. This forgotten 3.0 RS, just like its earlier 2.7 sister, is a beauty to behold. **911**

Only 55 made



124 Ultra Rare Porsche 911

THE RAREST RENNSPORT

Every Porsche bearing an RS badge is special, but none for the road are rarer than this one. With Total 911 in the presence of true greatness, we explore the ultimate 964

Written by **Chris Randall** Photography by **Daniel Pullen**

If, like us, you've a keen eye on 911 values and auction results in particular, RM Sotheby's recent Amelia Island sale would have made for a fascinating watch. While many Porsche struggled to build on their lower estimates, lot 167 reached well into seven figures before its frantic end, the sale transporting us back – momentarily, at least – to the explosive heyday of the Porsche auctions of 2014 to 2015.

The car in question was a 964 RS that set a new record for the model by fetching an eye-watering \$1.65million. This wasn't any ordinary 964 RS though, but the rare, wide-bodied, 3.8-litre 964 RS. Achingly desirable having covered just 800km and looking stunning in Paint-To-Sample Ferrari yellow, the car is just one of 55 examples ever built by Porsche.

But what do we really know about Porsche's rarest road-going Rennsport? It's worth a reminder of the car that sired this very special Neunelfer, and that model was the 3.6-litre 964 RS. Appearing in 1991, it was born from Porsche's need to go racing in the Carrera Cup – a series that had been conceived by Roland Kussmaul and talented engineer, Helmut Flegl – and pared a mildly fettled flat six producing 260hp with an obsessive focus on weight saving. The result was a 911 that exhibited a purity of focus not really seen since the seminal 2.7RS. Naturally, Porsche felt the need to take things a step further, and it would again be motorsport that lay at the heart of their decision. More specifically, it was the desire to race an RSR variant in the bigger-engined GT-category, and the result was the car you see here. Constructed by the racing department at Weissach ➔

Ultra Rare Porsche 911



LEFT Wide body, fixed wing and Speedline wheels visually mark the 3.8-litre RS from the 3.6

and only available by special order from them, there has tended to be some dispute around the actual numbers made, although our information tells us that just 104 examples of the 3.8 RS were built and, of those, just the aforementioned 55 were for road use. The remainder were RSR racers, and of the total production all except two were left-hand drive.

But anyone thinking this was little more than a warmed-over 3.6 couldn't have been more wrong, and by the same token if Porsche had set a budget for this project, then it seemed the engineers had ignored it. For one thing it differed markedly in appearance, being based on the wider Turbo body shell and featuring a more extreme aerodynamic package that encompassed a deeper front spoiler and a biplane rear wing that was both adjustable and formed in one piece with the engine lid. The shell was also strengthened over the 3.6 and contained additional welds, while aluminium was used for the doors and luggage compartment lid. Along with lighter glass, and a cabin stripped of all extraneous trim and equipment, Porsche quoted a kerb weight of 1,210kg, made all the more impressionable given the larger brakes, body and wheels.

Whatever the actual numbers, it could still be considered extremely lithe compared to any other 964 variants (the 320hp Turbo was a positively porky

1,470kg), and then there's that engine. The M64/04 unit gained its extra capacity via an increase in stroke from 100mm to 102mm – the bore remained at 76.4mm – although that was just the beginning. Developing 300hp at 6,500rpm and 360Nm of torque at 5,250rpm – both notably higher crank speeds than required by the 3.6 – the new motor featured a raft of careful developments, including an increase in compression ratio (up from 11.3:1 to 11.6:1), a revised intake with individual throttle butterflies to sharpen the throttle response and tweaks to the engine-management system. Bigger inlet and exhaust valves were fitted, too, with sizes increased to 51.5mm and 43.5mm respectively, and gas flow improved with polished ports.

The result was a 964 that dipped below five seconds in the sprint to 62mph and would carry on to 170mph, both notable improvements over the 3.6 RS. Although the gear ratios in the G50/10 five-speed transmission were unchanged, it was fitted with steel synchromesh for greater strength, and power was delivered to the road via a limited-slip differential with a more aggressive 40 per cent locking factor. And the upgrades kept on coming, the 3.8 variant featuring uprated, cross-drilled brakes borrowed from the Turbo S, along with the fitment of split-rim Speedline wheels measuring 9x18-inches at the front

and a steamroller-sized 11x18-inches at the rear. Those brakes retained the ABS and high-pressure hydraulics found in other 964s, and the lowered, uprated suspension mirrored that of the 3.6 RS, although the power-assisted steering gubbins had been junked, both to save weight and to provide the driver with the ultimate in feedback.

As for price, you could hardly expect a car boasting this level of engineering and motorsport input to come cheap, and the RS didn't disappoint. Had you held the necessary sway with the racing department and been one of those lucky 55 then Weissach would have relieved you of DM225,000, which was just a little north of £90,000. And had you intended to go racing, DM270,000 would have secured an RSR that needed no further readiness before taking to the track. It's fair to say that the sum of all these parts added up to a devastatingly capable road weapon, but the thing that really mattered to Weissach, what had driven the project from the very beginning, was what the 3.8 RSR achieved on track, and here it was to prove its mettle straight away.

It was back in 1988 that Jürgen Barth had originally proposed the idea of a 964 RSR to competition director, Peter Falk, so it was fitting that Barth (along with co-drivers Dominique Dupuy and Joël Gouhier) was behind the wheel when the new model won its

**Model 964 3.8 RS**

Year 1993-94

Engine**Capacity** 3,746cc**Compression ratio** 11.6:1**Maximum power** 300bhp @ 6,500rpm**Maximum torque** 360Nm @ 5,250rpm**Gearbox** Five-speed manual**Suspension****Front** Independent; lower wishbones; MacPherson struts with coil springs; gas-filled double action shock absorbers; anti-roll bar**Rear** Independent; MacPherson struts with coil springs; gas-filled double action shock absorbers; anti-roll bar**Wheels & tyres****Front** 9x18-inch Speedlines; 235/40/18**Rear** 11x18-inch Speedlines; 285/35/18**Dimensions****Length** 4,275mm**Width** 1,775mm**Weight** 1,210kg**Performance****0-62mph** 4.9 seconds**Top speed** 169mph

Know your lightweight 964s

964 RS Touring

A more luxurious way to enjoy the RS, M002 spec included the likes of leather trim, electric windows, air-conditioning and a stereo. There was also additional sound deadening and a dual-mass flywheel, both of which boosted refinement. This resulted in a car that weighed around 70kg more than the Lightweight models.

NUMBER BUILT **APPROX. 76**

964 RS Lightweight

Known as the Sport in non-UK markets, this was essentially a Cup car for road use. All of the Touring's luxuries were removed, leaving just a thin carpet to provide some civility, and little or no underseal saved further weight. The latter meant just a three-year anti-corrosion warranty.

NUMBER BUILT **2,039**

964 RS N/GT

Badged as the 'Club Sport' for the UK and using the M003 build code, it was produced for European GT competition. The uncompromising race spec included a Kevlar-shelled Recaro seat, four-point Schroth harness and Matter roll cage, and it also benefitted from a racing clutch and lighter flywheel.

NUMBER BUILT **APPROX. 290**

964 C4 Lightweight

Something of an oddity and very rare, this was built at Weissach and cost a substantial DM285,000. It used plastic for the side windows and aluminium for the doors and front/rear lids, and was powered by the 260hp RS engine. The rally-spec four-wheel drive system differed from the one found in regular C4s.

NUMBER BUILT **22**

964 3.8 RS

Built to go racing in the GT category, the 3.8 was the rarest of the RS breed. Major engine revisions resulted in 300hp, while the remainder of the mechanicals were upgraded for the ultimate in driving purity and track performance. Scored a class win at Le Mans first time out.

NUMBER BUILT **55 (ROAD CARS)**





GT class first time out at the 1993 Le Mans 24 hours. And that was just the beginning; successes went on to include class victories at 24-hour races held at both Spa and the Nürburgring, proof, if any were needed, that Porsche had thoroughly nailed the 3.8 RS brief. But, having spent time exploring the beginnings of this magnificent Rennsport, it's now time to turn our attention to the example you see in the pictures.

Up close, the blend of compact 964 dimensions – even with that swollen Turbo body – and barely contained racing intent is really quite breathtaking, and knowing that it is one of so few built only adds to the sense of occasion. According to the factory records it was completed at Weissach on 27 October 1993, although its first owner, a P Gonsoir who was based in Altdorf, didn't take delivery until 5 April 1994. Leafing through the list of options reveals that this M004 model (the code that denoted a road-going 3.8 RS) benefitted from little that would have detracted from its focus as the ultimate in lightweight 911s. Codes M384 and M385 show that leather bucket seats were specified, while anti-theft locks for the wheels (M455) and the 92-litre fuel tank (M545) also featured. And in the spirit of keeping weight and complication to a minimum there were no air bags for driver or passenger.

You'd also like to think that Gonsoir intended to enjoy the delights of the RS in all weathers, as he also had a digital VDO outside temperature gauge installed in the centre console. That last item aside, this particular example is just as it left Weissach a quarter of a century ago. By the time the car was

sold in July 2005 to its present – and only second – Belgium-based owner it had covered just over 20,000km, and its use since has been sparing. A couple of longer trips included one to the home of Ruf but, more interestingly, it was driven for an article by none other than Gijs van Lennep, who came to the conclusion that the 3.8 RS was a better car to drive than the 3.6. Coming from someone that had twice won Le Mans at the wheel of a Porsche, that's high praise indeed. But with our time in the company of this amazing car almost up, all that's left is to ponder on what Porsche achieved.

There's no doubt that its status as the rarest Rennsport earns it a place among the pantheon of great Neunelfers, but it's more than just a production number that impresses. The 3.8 RS underlines Porsche's commitment to the pursuit of perfection when it comes to achieving motorsport success and, for a company built on the legend of racing victories, that makes this car special indeed.

They could have relaxed, congratulating themselves on a job well done with the 3.6 RS, only such an approach just isn't in their DNA. Instead, they took a car that seemed to represent the zenith of the 964 generation and then applied all of Weissach's engineering prowess to produce something of true excellence. Those victories at Le Mans, Spa and the 'Ring are testament to that, and if any reinforcement of the Rennsport ethos were needed, then you'd find it right here. **911**

Thanks to the JFD Collection for allowing us access to the 964 3.8 RS in our pictures.

Only 50 made



ULTIMATE 930

It's been more than 25 years since the original Turbo ceased production. Total 911 goes behind the wheel of the last 930 and finds a surprisingly modern classic

Written by **Josh Barnett** Photography by **Daniel Pullen**

In 1989, the Porsche 911 was experiencing its greatest overhaul yet, with the 964 platform coming onto production lines. However, the 911 Turbo was not expected to play a part in this revolution. To mark the apparent end for Porsche's forced-induction 911, Zuffenhausen gave the 930 one last hurrah.

The 930 LE was truly limited edition, with Porsche producing just 50 examples. Each Porsche Centre was limited to just one car, making availability incredibly exclusive, just like the price tag. The original list price for the 930 LE was an eye-watering £84,492.

This gave the 930 LE a price tag of over 50 per cent more than that of the average UK house of the time. If Porsche was to release a 911 similarly priced in comparison to today's housing market, it would be yours for £254,000. In other words, it wouldn't happen. Thankfully, the culture of wild excess in the late Eighties

made this car a possibility, with Porsche easily selling all 50 examples (although unsurprisingly, the example before me was initially owned by a London-based investment banker).

With the 930 LE, Porsche went out of its way to create the ultimate Turbo. Each car started life as a standard 3.3-litre Turbo before being passed over to the 'Exclusive' team at Zuffenhausen. Here, each car was rebuilt by hand to include a host of no-cost options, including colour-coded wheel centres and a top-tinted windscreen. What's more, any colour from the standard range could be used for the body, with colour-to-sample available at an extra cost.

Inside, the choice was similarly expansive, with any combination of standard leather colours possible for the electrically adjustable seats. The use of leather extended to the handbrake gaiter, while the steering wheel was a three-spoke design, similar to the original

1974 Turbo's. Sitting at its centre was a gold Porsche crest, complemented by a similar emblem on top of the gear knob. A final gold plaque on the centre console highlighted the LE's place at the end of the Turbo's rich 15-year tenure as one of the most fearsome sports cars ever produced.

Of course, Porsche couldn't let the 930 enter the history books without making it just a little bit more formidable. Utilising the SE's revised intercooler (housed inside an aggressive chin spoiler) power was hiked to 330bhp. Also carried over were the air intakes on the rear arches, while at the back, four tailpipes replaced the standard dual side exits.

In the metal, the black example before me is truly intimidating. Although the 930 LE may lack the sheer size of the current 991 Turbo, it more than makes up for this with its menacing stance and styling. The deep chin spoiler, with its lipped lower edge, is



The 930 LE's interior is intimate yet comfortable. The in-car phone (bottom left) is a symbol of capitalist Eighties culture



reminiscent of the 934 race car, while the SE brake ducts are unmistakably Eighties with their three horizontal slats. When viewed from the side, the almost-ridiculous end plates on the monstrous tea tray rear wing help to complete the look. The 930 LE's styling certainly seems to take more than a few cues from the proliferation of tuners that sprung up during the decade.

However, while creations like the Rinspeed R69 and Gemballa Avalanche are gauche by many standards, the Porsche 930 LE is unmistakably 911 in its shape; a perfect balance of exaggeration and style. With its traditional, eye-like front end, the LE is less divisive than its flatnose brother, too.

Yet, it is no less visually arresting. Indeed, alongside the car's owner, David Newton, it proves impossible for us to not wax lyrical about the alluring lines of the classic-shelled 911, as there isn't a flat piece of metal on the car. No wonder the Turbo was the poster boy of the Seventies car world when it was unveiled; it's gorgeous.

Despite its innately graceful lines, though, the 930 LE's Eighties visual embellishments make it one of those rare cars that looks fast sitting at rest. Of course, its rest isn't going to last much longer.

David bought his 930 LE (one of just 14 right-hand drive examples) at Coys' Ascot auction and, although he has driven just 90 of the 22,000 or so miles, he is one of those truly effervescent enthusiasts who is happy to hand me his keys, even after I tell him I've never driven an air-cooled 911 of any sort on the road, let alone an air-cooled Turbo.

The first thing that hits me as I lower myself into the 930 LE is how snug the interior is. Although this will come as no surprise to those who are accustomed to a classic 911's charms, the 930 LE's cockpit is incredibly intimate. The five-dial pods loom large, with the steering wheel taking up a greater part of my view thanks to the cockpit's cosy layout and wheel's size. For such a large wheel, the rim is surprisingly thin; perhaps the one part of the interior that doesn't feel ergonomically correct.

While I don't have incredibly broad shoulders, the current generation of Porsche seats feel too narrow for my body, with the side bolsters tapering in too sharply. On the 930 LE, though, the classic seat fits like a tailored suit. I fall straight into their luxurious grasp with minimal adjustment, the bolsters holding me exactly where I want without exerting any undue pressure. They are sublime, instantly making me feel at ease as I spark the 3.3-litre, single turbocharged engine into life.

A gruff growl rumbles before settling down to an almost imperceptible level. With the optional shortened gear lever fitted as standard, the separate dogleg that houses reverse feels close to the G50 gearbox's first gear. After David has shown Zen-like levels of patience, I finally acclimatise myself to the LE's shift pattern, engage first, and move away.

I nearly don't manage this, such is the clutch's severe engagement. Thankfully, pedal travel is plentiful, allowing you to manage the aggressive bite between centre plate and flywheel. With a little bit of throttle

and a good degree of practice, pulling away eventually becomes quite civilised.

The same can't be said for the clutch's weight, however. Like many high-powered, manual 911s, expect your left leg to get a thorough workout when driving the 930 LE. It's not for everyone, but I loved the positive feel that such a heavy, aggressive clutch brings, although I'm not sure how happy I would have been if an hour of city driving lay ahead.

Straight onto a dual carriageway, and the LE shows itself to be incredibly modern, despite celebrating its 25th anniversary in 2014. With minimal road noise and only a whiff of the engine note, fifth gear is serene; you'd be forgiven for thinking you were in a car two decades younger. In such an environment, talking to David proves easy, with his passion for the marque proving infectious right away.

"I'd been searching for a 930 LE for several months," he explains. "I had looked at a slightly higher-mileage example, but it was in poorer condition. Because of the very limited production run – one of the shortest of any production Porsche – choice was somewhat limited." Thankfully, David (former chairman of the Porsche Club GB) waited before happening upon this truly brilliant example at Coys' October auction. With the hammer falling at £85,000, he appears to have found himself a relative bargain, with LEs of a similar quality fetching closer to – if not over – the six-figure mark.

Back on the road, the suspension is hard without being overly harsh. You can feel the road beneath



Model Year	930 LE (1989)
Engine Capacity	3,299cc
Compression ratio	7.0:1
Maximum power	330bhp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
Transmission	G50 five-speed
Suspension Front	Independent MacPherson struts; longitudinal torsion bars; antiroll bar; telescopic dampers.
Rear	Independent semi-trailing arms; transverse torsion bars; double acting telescopic dampers
Wheels & tyres Front	7x16-inch Fuchs, 205/55 VR16 tyres
Rear	9x16-inch Fuchs, 245/45 VR16 tyres
Brakes Front	304mm cross-drilled discs
Rear	309mm cross-drilled discs
Dimensions Length	4,491mm
Width	1,775mm
Weight	1,335kg
Performance 0-62mph	4.6 secs
Top speed	173mph

“No wonder the Turbo was the poster boy of the Seventies car world”





911 Turbo: the early years

In 2013, the worldwide Porsche community was celebrating one date: September 1963. A year later, fresh off the Porsche 911's 50th anniversary, attention turned to August 1974. Why? 40 years previously, the first road-going Porsche 911 Turbo was handed over to its new owner, Louise Piech, head of Porsche Austria and daughter of Ferdinand Porsche.

That original 930, devoid of the wide arches that would become synonymous with the car, came with a 2.7-litre engine and was a sports car designed predominantly for comfort. With its narrow body and slender rear wing, Piech's test vehicle appeared rather sedate. However, underneath the rear deck lay a 250bhp engine.

By the time the first real customers got their hands on this new 911 Turbo in 1975, the rear arches had been flared and the engine's displacement ramped up to 3.0 litres. Despite the global oil crisis, the 3.0-litre 930 was an instant sales success, with unprecedented demand for the 260bhp sports car. Posters adorned the walls of many a bedroom, and with a 0-60mph time of just 5.5 seconds and top speed of 155mph, the first 911 Turbo was also the first supercar.

However, with a lot of turbo lag, the car's handling left a lot to be desired, as did the brakes. For 1977, Porsche announced a new 3.3-litre 930, featuring 300bhp and uprated brakes (derived from the cross-drilled 917 discs). The vague four-speed 915 gearbox remained until 1988,

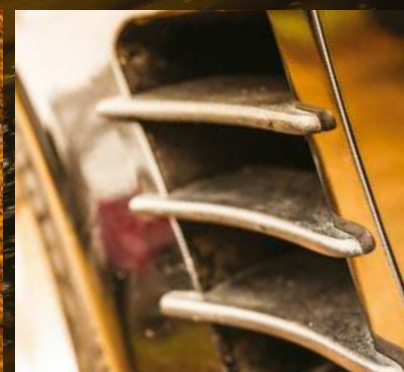
when it was replaced by the shorter ratios and more driveable clutch of the G50 five-speed unit.

During this period, the Sonderwunsch programme (later to become Porsche Exclusive) offered a flatnose option in 1981. However, this wasn't to go into full-scale production until 1986, when the 930 SE was released for general sale. Its uprated 330bhp underpinings would see out the 930 generation with the 50 LE examples produced 25 years ago.

Gaining 70bhp and 195kg across its 15-year life, the 930 defined the character that we have come to love with the current generation of 911 Turbos. With its 40th birthday celebrated in 2014, this was a very special year for a very special Zuffenhausen icon.



The lines of the 911 Turbo are combined with the flamboyance of the 'Flachbau' SE to create the ultimate 930: the 330bhp LE



you, but with nothing like the ferocity of any modern performance car. Similarly, on roads with particularly extreme cambers, the LE will track slightly without trying to rip your shoulders off.

With the car's rarity sitting quite heavily on my mind (and the fact that the owner was a matter of inches away), I had been wary of driving too exuberantly. However, a 930 with 330bhp is not meant to be driven serenely all the time. Like a modern 911 Turbo, the 930 LE is designed for both speed and comfort. With the road clear of traffic, it's time for my first taste of classic Turbo power, as David urges me to shift down to third gear and floor the throttle – well, it would now seem rude not to.

I put the lever into third and, despite the slippery tarmac, apply the throttle hard and fast. Nothing. "Wait," David says. Without the benefit of electronic wizardry or variable turbine geometry, the LE has a good second of turbo lag but, before I have time to fully rationalise the situation, the single turbocharger spools up, the boost gauge races passed 0.5 bar, and I am shoved back into my seat with a ferocity that belies a car of this age.

This 911 is older than I am, yet it gains speed effortlessly. With the Turbo reaching its comfort zone, the car pulls forward at an alarming rate. Despite the five-ratio 'box providing the LE with shorter gears than the previous four-speed Turbos, in true Porsche fashion the gears are still ridiculously – and fantastically – long. Third gear is enough to break every speed limit around.

During this brutal acceleration, the sound of the air-cooled engine is magical. It is full of character, despite being inevitably muffled by the turbocharger. While the current 991 Turbo still has a brilliant tone at high revs,

the 930 LE's engine note is more mechanical and real. It is almost as if you can hear every component at work in the 3,299cc powerplant, before unburned fuel starts to crackle in the exhaust during the over-run.

The combination of speed and sound is addictive. "Is this your first Turbo?" I ask David. "This is my very first Turbo," he explains. "Back when they were new, I was aware that if I had driven one, I would have wanted one, as the ultimate power on offer is a very corruptible thing." It's the perfect term for the brand of speed that the LE displays. It's like a drug; you want to keep racing for the redline, and I wasn't expecting this from a classic.

Off the dual carriageway, and the 930 LE is a formidable back road weapon, too. While it was certainly no lightweight at the time, its 1,335 kilograms feel lively, aided by the communicative unassisted steering. Everything you feel through the steering is, like the engine sound, organic. You are kept in constant dialogue with the front tyres and, despite the rain on our test, the LE doesn't understeer at fast speeds. Yes, it squats back under acceleration, but the front end never feels light. It invites confidence on corner entry, even if the brakes don't.

The brake pedal always feels like it is rolling away from your foot, although you get used to the sensation. This is pure classic 911 territory. Luckily, the pedal isn't very long, and offers a good feel, meaning heavy braking is possible without the help of ABS.

With prior knowledge of the turbo lag, cornering isn't as intimidating as the 930 legends make out. If you are sensible with your mid-corner throttle application, you can avoid an unwanted maelstrom of power. It takes some getting used to but, once you master it, you can

get on the throttle earlier than you would in a naturally aspirated 911, spooling up the Turbo before heading towards the next curve.

On these roads, the 930's dashboard layout proves invaluable. The boost gauge is inset into the centrally mounted rev counter, giving me a single focal point on the two dials I need to watch. Perennially checking the boost lets you anticipate the moment 330bhp is unleashed upon the rear wheels, while the rev counter is forever sprinting towards 6,700rpm and that next gear change.

With the shortened lever, the vagueness exhibited by many classic Porsche gearboxes is reduced. However, rushing between gears only makes the gear change feel notchy as you beat the slightly lazy syncromesh. Relaxing slightly makes shifts more positive and enjoyable. Changing gear in the 930 LE needs to be an embodiment of the car's character: controlled mechanical aggression.

Away from the on-boost setting of the country roads, the LE reverts back to its perfectly poised persona as we enter town. Yes, the clutch is heavy, and the steering wheel proving vital for low-speed manoeuvring, but the car is sedate. Just like the new 911 Turbo, the 930 LE can seamlessly switch between comfort and aggression, and often offers both simultaneously.

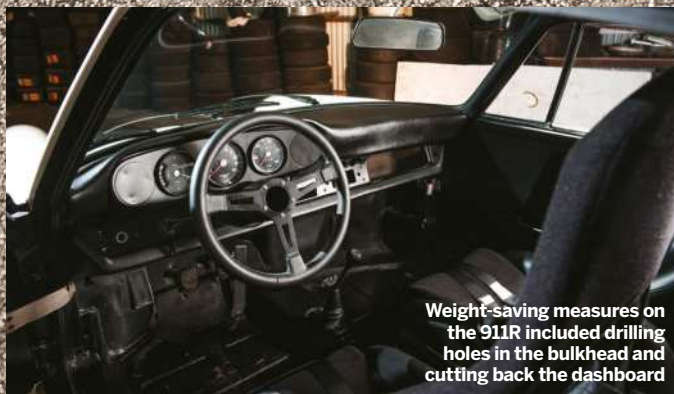
The 930 LE was not a money spinning run-out produced by Porsche's bean-counters; it was an engineering marvel that feels solid enough to be marketed on the forecourts of 2014. As David perfectly sums up, "It's got that classic Porsche 'hewn from rock' feel to it." The idiosyncratic turbo lag may be a thing of the past, but the 930 LE's overarching modernity may just make this the perfect everyday classic. **911**

An i**co**n**ic** 9 1 1

Belgian 911 enthusiast Frank Hendrickx has many über-rare sporting icons in his collection. He was kind enough to grant Total 911 full access to the first R at Abbeville circuit, France

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

“Porsche is in my blood. My grandfather had a string of early Targas before he bought an RS 2.7 – the first Porsche I ever drove, incidentally – and then one of the first 3.0-litre Turbos... I bought a 911T to restore, but I ran out of money, and all my dad would say was ‘You can have a 911 when you can afford to run one.’”



Weight-saving measures on the 911R included drilling holes in the bulkhead and cutting back the dashboard

RSPEC

- Lightened shell, with stripped interior and glass fibre body panels
- Typ 901/22 engine and gearbox taken from 906 racer
- Only 22 ever made

You have to be a determined – not to mention well-heeled – 911 enthusiast to have the 911R in your Porsche collection.

However, Frank Hendrickx is no ordinary collector, having spent over a decade tracking down some of these cars. What matters to him is the absolute authenticity of his 911s that requires a commitment bordering on obsession, but the result is the pure delight of being able to appreciate and drive these rare period Porsches. Frank begins by explaining to us how he caught the 911 virus.

That came in 1991, when Frank paid a deposit on the then-recently launched RS 964. He became a total recidivist, and today his collection includes, aside from

the car we're about to introduce, other 911 exotica such as the Ruf CTR, SC RS, and the C4 Leichtbau. But alas, the R is the most special...

911R

The earliest 'special' 911 in the collection is the 911R, a car that was a casebook study in removing weight. The 160bhp S was already proving successful in competition, but technical director Ferdinand Piëch realised that a ground-up racer was required to win at the highest level, so he had the 911 significantly lightened.

The 'R', for Rennen (racing), was assembled by coach-builder Karl Bauer, who fitted doors, bonnets and engine covers, as well as bumpers in glass fibre. The

windscreen used 4mm-thick glass (instead of 6mm) and perspex replaced the other windows. Aluminium hinges and simplified catches were employed throughout, and steel bulkheads everywhere were drilled to eliminate vital ounces. The interior was stripped, the dash cut back to three instruments and Scheel bucket seats replaced the standard items. The standard suspension was lowered, and the 210bhp engine and gearbox of the 906 racer fitted.

Weighing not much over 800kg, the R proved to be fast and reliable, and achieved a series of international speed records, but it never got beyond the prototype stage, as the Porsche board refused to sanction production of the necessary 500 units to qualify the R for



ESSENTIALS: 911 R

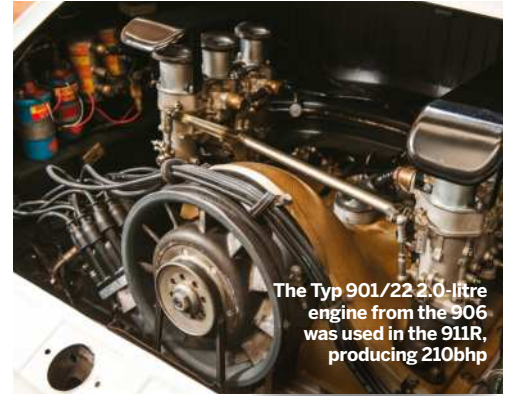
Bought by Hendrickx in California, this R spec was used at an international record attempt at Monza in 1967 and for a while in Eritrea, Africa.

production car racing – which was Piëch's aim. So only 22 of this, the lightest 911 ever made, were built. With no racing category available to them, it took Porsche a couple of years to find customers for the Rs.

What a contrast 40 years on, when these Porsches sell for well into six figures. Hendrickx tracked his car down in California, where documents showed that this was the second R built, and that it was used as the back-up car at the international speed record attempts at Monza in May 1967 before becoming a works racer, being sold when the 911 model went to 2.2 litres. The buyer was an Italian, Dr Daolio, who took the R to Asmara in Eritrea, where he worked, and the 911 R competed extensively in local rallies and street races

before going to a Japanese collector when the doctor returned to Italy in 1980. The R saw almost no use for the next 30 years – when Frank acquired it, the clocks showed only 32,000km.

On Abbeville's smooth tarmac, the R is a delight to drive. The steering is light and very direct, the gear change with its dog leg first requires no effort, and on winter tyres this racing 911 drifts beautifully through tight corners. The engine is amazingly responsive: Frank has weighed the car at 820kg – exactly its ex-factory weight – and the engine delivers 216bhp according to the dynamometer, a power to weight ratio unmatched by naturally aspirated production 911s until the first GT3. **911**



The Typ 901/22 2.0-litre engine from the 906 was used in the 911R, producing 210bhp



Only 22 made



964 C4 LIGHTWEIGHT

The Carrera 4 Lightweight is a little known motorsport footnote.
Can the Leichtbau manage to trump the RS? We take to the
track to find out...

Written by **Josh Barnett** Photography by **Ali Cusick**



As introductions to a new track go, this undoubtedly registers at the 'surreal' end of the spectrum. I'm no stranger to learning unfamiliar circuits, but I don't normally initiate myself to new surroundings quite like this.

At the wheel of a 964 Carrera RS, I'm familiarising myself with Botniaring's nine distinct turns, all the while battling 1.62 miles of damp Finnish Tarmac soaked an hour or so earlier by an unseasonably heavy rainstorm. As if that wasn't challenging enough, I'm attempting to keep up the pace with one of Weissach's racing legends, Jürgen Barth. Yes, that Jürgen Barth, the man who has stood on all three steps of the La Sarthe podium, topped off by a victory in the 1977 24 Hours of Le Mans.

Did I mention that Jürgen is driving a near-priceless 964 Carrera 4 Lightweight, a car that he devised while heading up Porsche's customer motorsport division? No? Well he is, and the advantage of four-wheel drive traction (and his obvious surplus of talent) is making my job entertainingly difficult. I said it was surreal.

Thankfully, the 964 Carrera RS – as I found out on

the Peak District's roads in issue 128 – is the friendliest Rennsport partner a 911 enthusiast could ask for, one of the key factors behind its current resurgence in the eyes of Porsche collectors. Unlike later GT3-prefixed RSs, the 3.6-litre 964 is no high horsepower animal, meaning that I'm left to revel in the delicious chassis devised by Roland Kussmaul and co at the turn of the 1990s. More on that later though.

The Porsche 964 RS – the first Rennsport to get a large production run since the iconic Carrera 2.7 RS – was, like many of Weissach's greatest road car creations, born out of the necessity to go racing. In 1988, after a six-year stint at BMW, Ulrich Bez returned to Weissach as technical director after Helmuth Bott's decision to retire. At the time, Porsche's Cup series in Germany and France were using the front-engined 944 Turbo but, with the 964 generation of 911 due to debut at the end of that year in 1989, Bez believed that the one-make championships were the best shop window for the new Neunelfer.

Based on the newly launched Carrera 2, research director Helmut Flegel devised the specification of the 964 Cup car before the build process was entrusted

to Kussmaul, who oversaw the seam welding of the body shells and the fitment of the Matter roll cages. Contrary to popular belief, the Cup cars' engines weren't blueprinted. Instead, Kussmaul simply tested a selection of M64/03 engines on a dynamometer, before choosing those with the best power outputs.

With Barth in charge of the commercial side, the 964 Cup cars proved popular, debuting in 1990 with Olaf Manthey winning the inaugural Carrera Cup Germany to feature 911s. However, in order to be homologated for international competition, the FIA required a number of road cars to be built as proof of the Cup car's production credentials. Step forward – in numerous 'flavours' – the 964 Carrera RS. Featuring the same seam-welded shell and 3.6-litre air-cooled flat six (boosted to 260bhp by a tweaked ECU as the Cup car), even the touring version of Rennsport inherited the Cup car's motorsport DNA.

Compared to the standard Carrera 2, which hit the scales at a portly 1,350 kilograms, Kussmaul's team managed to diet the Rennsport version down to a sprightlier 1,220 kilograms in Lightweight trim. An aluminium bonnet, three millimetre side and rear



“Ever the astute businessman, Barth saw the 964 Carrera 4 could be appropriated for competition in the US rally scene”

glass, and plastic 92-litre fuel tank all helped to reduce the RS's dry weight, as did the pretty teardrop wing mirrors borrowed from the Turbo. Perhaps the most famous mass reduction measures though were the iconic 'Cup 1' alloy wheels, forged from magnesium. An instant icon, they were later offered as an option on base Carreras (albeit in a heavier aluminium alloy guise).

While a focus on weight reduction has always been a central tenet behind the Rennsport philosophy, Weissach's engineers did not forget to upgrade a number of the 964 RS's mechanical components either. The majority of examples were fitted with a single-mass flywheel, aiding the M64/03's throttle response, while the standard Carrera 2's Getrag-built 'G50' gearbox was bestowed with different ratios and stronger synchromeshes. A limited-slip differential was a spec sheet highlight, as were the addition of the Turbo's cross-drilled and ventilated (ABS assisted) brake system.

The pièce de résistance though was undoubtedly the suspension setup. Benefitting from the 964's switch to coil springs at all four corners, the RS sat a full 40 millimetres lower than the standard car, while a brace across the front axle helped to stiffen the MacPherson struts. Even at rest, the 964 Carrera RS looks right;

it's no wonder the stance has been copied by many a Carrera 2 and 4 owner.

It was also proof that, despite the lack of engine tinkering, Porsche had given the RS the attention that its famous moniker deserved. The mainstream automotive press may have been underwhelmed by its lack of headline-making power figures (the horsepower arms race continues to blind many motoring hacks) but Weissach's attention to detail on the 964 RS truly pays off in spectacular fashion, especially on track.

Over the last 24 months, Porsche 964 Carrera RS values have shot skyward, with cars that were previously available for around £40,000 now changing hands for, in some cases, north of £200,000. The market's reappraisal has created more than its fair share of speculators though, with the end result that many Rennsports no longer see much active service. Thankfully, the maritime blue 964 Carrera RS I've strapped myself into has been entrusted to me by Jussi Itavuori, a Porsche collector who appreciates that the true beauty in a 911 is not its shape or its investment potential, but the experience it creates behind the wheel.

The RS is already warm and ready to go after the morning's trip to the track through wooded Finnish lanes, which is just as well, as Jürgen has shot out of

the Botniaring's pit lane in the 964 C4 Lightweight like the proverbially scalded cat. My pride isn't the only thing that requires me to keep up either; our seasoned snapper Ali needs me to keep the two cars in frame for some of our planned photos. I better get a shift on...

On the road, many have complained that the 964 RS's springing and damping is simply too stiff to enjoy. With freshly resurfaced tarmac under the Michelin Pilot Sports though, the car actually feels remarkably soft, with a suppleness to its weight transfer that immediately and, most importantly, clearly informs you of the impending changes to the Rennsport's cornering attitude. Coupled with a power steering system that doesn't go overly light at speed, you've got the perfect recipe for a hugely capable track car that anyone can get along with almost immediately.

With a single lap of the circuit under my belt, I'm already confident enough to start pushing the 964 RS's limits. Barrelling into the 95-degree first corner, a mixture of a rapidly tightening exit parabola and a hidden damp patch at the apex conspire to give me a scare, as the kerbing on the outside of the circuit rushes up to greet me. Thankfully the car's behaviour is constantly telegraphed to my fingertips and backside, but my complacency has taught me a key lesson.

This is a 911 where managing your entry speed and angle is key. Every time I'm too aggressive with my turn in, the front end's trajectory quickly zeroes in on the track's edge (and the barriers beyond). Turning in too late only provokes large doses of understeer from the RS, requiring me to focus on perfecting my lines at each corner. What's more, with stereotypically sterling traction, I can't go all lead-footed on the accelerator in the hope of provoking some oversteer. Minimising my steering inputs and carving the ideal arc is the key to keeping up my momentum and carrying prodigious amounts of speed at each apex through the third-gear corners at turns two, three and nine.

Through the slower hairpins at turns five and six it's easy to provoke a little bit of tail out action, especially with a judicious lift off the loud pedal. Through the ever-tightening turn four/five sequence, the business end of the RS quickly swings around. The talents of Kussmaul's team flatter my abilities though, with a beautifully balanced relationship between anti-roll control and damping enabling me to catch the slide with relative ease. Unlike classic 911s, where the torsion bar suspension setup catches out many, the coil sprung rear end of the 964 proves much more progressive, enabling you to really get down to the business of exploiting and playing with the fantastic chassis.

Not that the handling is the only highlight to the RS's on-track experience – 260bhp may not be much on paper but, in practice, the 964 Rennsport packs plenty of punch, especially with a welcome slug of torque from about 3,000rpm. So much so that its possibly more satisfying to shift early and enjoy another shove from the M64/03's mid-range than ride the rev counter all the way around to its Cup car soundtracked red line.

The Botniaring's almost constant succession of corners (linked predominantly by short straights) certainly accentuates the G50 gearbox's long ratios. I'm only hitting fourth gear on the chute between turns ➡



964 Carrera 4 Lightweight

1991-1992

Engine

Capacity
3,600cc

Compression ratio
11.3:1

Maximum power
265bhp @ 6,720rpm

Maximum torque
304Nm @ 6,720rpm

Transmission

Five-speed manual with adjustable differential lock

Suspension

Front

MacPherson struts; Bilstein dampers;
coil springs; anti-roll bar

Rear

Semi-trailing arms; Bilstein dampers;
coil springs; anti-roll bar

Wheels & tyres

Front

7x16-inch magnesium 'Design 90' alloys;
205/55/ZR16 tyres (17-inch Cup 1s optional)

Rear

9x16-inch magnesium 'Design 90' alloys;
245/55/ZR16 tyres (17-inch Cup 1s optional)

Brakes

Front

322mm drilled and vented discs

Rear

299mm drilled and vented discs

Dimensions

Length

4,275mm

Width

1,652mm

Weight

1,100kg

Performance

0-62mph

4.5 secs

Top speed

125mph





one and two, with all the corners taken in either second or third gear, utilising the flat six's torque rather than exploiting an electric top end (as you do in later GT3s). The relationship between the engine and gearbox doesn't feel perfectly suited to the track, especially somewhere as tight and twisting as our Finnish venue. Thankfully though, with Jürgen peeling into the pit lane, I'm about to experience a more hardcore 964 that should be better suited to the rigours of circuit work.

Across the hallways at Weissach, at the same time of the 964 RS's genesis, Barth was dreaming up his own featherweight Porsche special – not as a rival to the impending Rennsport, but as a project to keep his customer motorsport department busy. After the end of Group C's turbocharged era, and the subsequent demise of the 956 and 962 programme, the engineers under Barth's guidance needed something to build; something to save them from redundancy. The result was the 964 Carrera 4 Leichtbau, a delectable concoction brewed up with the assistance of Porsche Motorsport's significant spares store.

Ever the astute businessman, Barth identified that the 964 Carrera 4 could be appropriated for competition in the US rally scene, where rules were a novelty. After convincing the board, Barth's team set about giving the 964 its most extensive diet yet, putting even the Cup car to shame.

The bonnet was fashioned from aluminium, as were the lightweight doors, while the decklid and whaletail

wing were made from fibreglass. The latter was actually a direct carry-over from the SC RS, another of Barth's limited-run rally specials. Apart from the windscreen, all the glass was replaced with Perspex to reduce weight, with the 964's standard Design 90 wheels forged in magnesium specially for the C4 Lightweight. Officially listed at 1,100 kilograms, the Leichtbau truly lived up to its moniker.

Inside, the interior was also completely gutted, the cockpit featuring just a pair of nomex-clad Recaro seats, a custom roll cage and a pared-back dashboard. Of the additional race-bred switchgear, two turn dials (borrowed from 935 stock) dominated. These controlled the trick differentials, the star of the C4 Lightweight show. With no rules dictating running gear, Barth decided to use up the surplus drivetrains from the 953 Dakar-winning project. The left-hand knob controlled the front-to-rear torque distribution, with the right-hand dial adjusting the level of locking on the two differentials. Mated to these trick diffs was a short ratio five-speed 'box, while propulsion was served up by a Cup-spec 964 engine. With a motorsport exhaust manifold installed and catalytic converters removed, the Lightweight's flat six pushed out around 265bhp (and made one hell of a racket – 107 decibels at 4,500rpm).

Mechanically, the attention to detail didn't end there, with an adjustable front strut brace, stiffened and lowered Cup suspension (with adjustable dampers),

Left: Kevlar-backed bucket seats hold you firmer than the RS, which is just as well given the Lightweight's ability to stick to tarmac

Right: The Lightweight's interior makes the RS feel plush and luxurious. Door cards are especially Spartan

and a dual-circuit brake system – with bias adjustment – taken, like the whaletail wing, from the SC RS. The oil tank was moved forward of the rear axle to improve weight distribution, seeing a return of the 1972-style external filler cap on the right rear wing.

This particular 'Blume Gelb' 964 Carrera 4 Lightweight (the only such lemon-hued Leichtbau) also belongs to Jussi and, even though it is one of just 22 ever built, I'm now replacing a Le Mans legend in its cockpit. The rapidly drying track is mine, after I've secured myself into the Kevlar-backed bucket seat and ensured I'm not dreaming.

Unlike the RS, which always feels like a road car from the driver's perspective, the Lightweight's motorsport lineage is obvious. The MOMO steering wheel is perfect to grasp, and the Spartan cockpit quickly puts my mind into focus. This car means business and that's before I even twist the ignition. With a flick of my wrist, spark, fuel and pistons surge into life with barely hidden fury. With only a simple metal bulkhead (rather than layers of sound deadening) between my ears and the flat six, the Lightweight is noticeably more trebly and raucous, even if Jussi's



“This is a 964 that just wants to get its nose into each corner with such verve”

example does feature some TÜV-approved Cargraphic exhaust components.

The clutch is proper race car stuff too. It feels like 95 per cent of the pedal's minimal travel is nothing but free play before all the engagement comes rushing in aggressively. It's not my prettiest launch but I'm away, quickly snatching second as I approach the blend line at the end of the pit lane. Here we go.

Foot to the floor, the 6,800rpm limit rushes up so much faster than in the RS. The short ratios make the M64/01 engine feel much livelier, with my right hand almost constantly on standby for the next shift through the perfectly weighted gearbox. The lever's throw feels a lot shorter and much more precise than the Rennsport too (though that may just be a virtue of this Leichtbau's incredibly low mileage). The entire package feels immediately more suited to this environment. The car is certainly in its element on track, but can such an extreme chassis and drivetrain inspire the same levels of confidence in me that were achieved by the 964 RS?

I needn't have worried. With around 130 kilograms less mass than a standard RS (Jussi's C4 Lightweight hits the scales at 1,095 kilograms thanks to those

originally optioned Kevlar seats and the Cup 1 wheels), this is a 964 that just wants to get its nose into each corner with such verve that it takes me a few turns to readjust my driving style. With less weight to shift around, the Leichtbau is more accommodating to a direct turn in and, when required at the Botniaring's final corner complex, can change direction in a hurry. Darting left then right under my every input it's readily apparent that, where I was driving around the idiosyncrasies of the RS's chassis, the Lightweight accommodates my style, a sign of a thoroughbred racing weapon.

Adjusting those trick differentials is a true epiphany though. Choosing to leave the level of lock alone (I trust Jürgen's set them pretty much correctly), the left-hand dial – the front-to-rear torque spread – enables me to alter the C4's attitude turn-by-turn, without having to change my driving style. It's no wonder that similar (albeit more complex) modern systems are now found on cars such as Porsche's Le Mans-winning 919 Hybrid.

Botniaring's fast turn three sees the track transition from heavily cambered to flat on the exit, which should normally create understeer. However, the early rain coupled with the topography has left an excitement-

inducing damp patch that has been unsettling the car. By winding the dial clockwise, I send more torque to the front wheels, countering the track conditions with greater understeer. This enables me to keep my foot hard to the floor when, in the RS, I would be lifting and losing time. Conversely, for the hairpins, I wind the torque bias all the way to the back (a total split of 80:20), forcing the Lightweight to oversteer more when I get on the throttle. It's truly a revelation, enabling me to adjust the car's handling on the fly, without pitting for anti-roll bar changes.

As the track dries out, I find myself winding the torque more and more to the rear while, thanks the much shorter ratios, I'm a gear up in every corner compared to the RS. It's truly invigorating. The sound, the chassis, the drivetrain, all combining to produce an on-track experience unlike any other Porsche 911 out there. It doesn't take me many laps to decide that I want one. Badly.

Unfortunately, prising it out of Jussi's hands may prove difficult. Considering they are around 100 times rarer than a standard 964 RS, pricing a Leichtbau is a truly dark art (one recently sold for a rumoured €800,000). To secure the keys to this one, you might as well write down a sensible figure and then add a zero to the end of it for good measure. Compared to a Rennsport though, it would be unarguably worth it, with the RS shown up as a jack of all trades and the Leichtbau being the undoubted master. **911**

Only 21 made

RACER FOR THE ROAD



“With the GT1 we say it’s a race car that can be used on the road”

There’s a silver car in front of us that’s completely alien to how we normally consider a 911 to look, yet strangely, some aspects of its aesthetics are recognisable. This, then, can only be the venerable GT1.

“Where do we start with the 911 GT1 Straßenversion?” we ask on approach to the silver, long-wheelbase behemoth sat at the forefront of our super sextet. “Wow,” says Alexander Klein, curator

at the Porsche Museum itself, with a large exhale of breath. “There are many points to start on! So, really, while we say the 997 GT3 RS 4.0 and 2.7 RS are road cars that can be used on track, with the GT1 we say it’s a race car that can be used on the road. This statement is perhaps a little obvious when we look at its size and proportions. However, I’m not sure if it makes sense to drive this on the road. You can’t even open a window, you cannot see anything out of the mirrors, and you need to choose your roads very ➔





Above Inside the GT1, the steering wheel, dashboard, five dials, gearlever and even the seats are all reminiscent of a 993 RS specification. Note the 996-generation door handles, however
Below Large intake above cockpit feeds air into the mid-mounted, 3.2-litre flat six engine behind the driver and passenger. Entire rear of carbon kevlar body can be opened with a key in each B-pillar





carefully as it's very wide and very stiff. A typical winding road through the Black Forest is not the environment for this car!"

There are intrinsic elements of 996-generation 911 styling on this GT1 Straßenversion, though you do have to go looking for them. Aside from the more obvious 996.1 'fried egg' headlights and Carrera rear clusters tucked wistfully under that sweeping rear wing, you'll notice the GT1's door handles and front bumper side repeaters are all hallmarks of the first water-cooled Neunelfer, but that's about it. Everything appears monumentally dissimilar to the 911 enthusiast: the wheelbase has been extended, the roof is much lower, the windscreen shorter, the body longer, with chassis tubes instead of a subframe and, whisper it, that famous silhouette appears to have been swallowed up in the name of extreme grip and aerodynamics. Even the centre-locking wheels on the GT1 were unfamiliar for its time, the technology not appearing on another road-going 911 until a full decade later. Have we mentioned the GT1's 3.2-litre, twin-turbo flat six is mid-mounted, too?

Obviously, one or two alarm bells may be ringing by now. A quick check of the car's rear finds clear '911 GT1' lettering between the taillights but, really now, can we call this a true 911? "We absolutely understand it as a Porsche 911," comes Alexander's firm response. "The engine is in the right place, for we race our

current 991 RSRs with the flat six in the same position. For sure, a 911 is traditionally a rear-engined car, but the GT1 demonstrates the capabilities in performance and engineering possibilities of the 911 platform in its most extreme state. It is for this reason that it had to be included in my top six."

The GT1 started as a 993 but continued as a 996, with clear evidence of that inside. The steering wheel, dashboard, five dials, gearlever and even seats are all reminiscent of a 993 RS specification, the semi-exposure of the gearlever's linkage to the gearbox behind a neat nod to its ludicrous Le Mans heritage. Speaking of which, we all fondly remember the GT1 '98 conquering Le Mans, but the precise number of Straßenversionen built remains a mystery. Perhaps Alexander can enlighten us? "It depends whether you count the homologation and works cars as one, but with everything included it's 21," he says.

So what was the process for purchasing one of these extreme 911s? "Porsche knew its intended customers in those days and the relationship will have to have been close. Sport drivers are very well known at Porsche. Relationships will likely have been formed as far back as the 1980s with the SC RS and 964 C4 Lightweight, both of which had around 20 cars made. This was likely the process to get into this exclusive group of GT1 ownership," Mr Klein says, before adding excitedly, "I must say I am very

happy to sit so close to this car as 2017 is the 20th anniversary of the GT1's existence. We're going to celebrate that this year and plan to bring it back to life on the streets – as it was originally intended [for the road], after all!"

The GT1 is such an impressive car, forming part of the Porsche Museum's monstrous collection. So, we have one more question for the head of historic cars as we wrap up: just how difficult is it looking after all these precious Porsches? As ever, the answer is as passionate as it is dogmatic. "It's difficult enough to be a job in its own right! We have 560 cars in our collection, and not just 911s. We don't just take care of the cars, we keep them alive – we restore them, transport them to events, and use them on track and in rallies. This keeps their story going and although it's challenging, it's incredibly rewarding," says Alexander. Does Mr Klein have the best job in the world? We think so. **911**

Power: 536hp
Weight: 1,120kg
Numbers made: 21
Years in production: 1996-98

Only 20 made

KING — OF THE — STAGE

30 years after its special stage debut, Total 911 gets behind the wheel of this brutal Group B champion, the SC RS

Written by **Josh Barnett** Photography by **Daniel Pullen**





The Finnish Connection

With a Lancia WRC contract already in his pocket, Henri Toivonen treated his year in the 911 SC RS as “a bit of fun,” according to David Lapworth. The Finn had been signed by his former Opel team boss, David Richards, as the star of a planned WRC assault. However, with the 959 project getting delayed, 1984 turned out to be a stop-gap for Toivonen.

The Finn was a mercurial talent. As long as the 911 held together, Toivonen would very often win in the SC RS. With four victories, he was looking strong for the championship until an old back injury forced his absence from the Manx Rally.

On Toivonen's advice, Prodrive signed “the next Finnish hotshot,” Juha Kankkunen, for the Isle of Man event. Although forced into retirement, Kankkunen, who would go on to win three WRC titles, proved that he could overcome the SC RS's inherent understeer.

Toivonen had to concede the European crown to his Lancia WRC teammate, Carlo Capone, but he would not have been the first Toivonen to triumph in the European Championship. In 1968, Henri's father Pauli also won four rounds of the European series in a Porsche 911 to secure that year's title. Stuttgart and Jyväskylä, it seems, are inexorably linked.

A mixture of childish excitement and trepidation fills me as I arrive at Curborough Sprint Course to the sight of a Rothmans-liveried Porsche 911 SC RS being unloaded from Prodrive's unassuming box trailer. The famous white and blue colour scheme, with its red and gold pinstripes, has enthralled me since reading about the partnership's halcyon days, winning Le Mans with the 956 and 962 sports prototypes.

Driving a Rothmans Porsche has always been high on my wish list, and now, on a dry autumnal day, that wish is about to come true. However, while it was Weissach's Group C offerings that sparked a love affair with the Rothmans livery, this particular Porsche isn't designed for the track; this is a Group B rally car, designed to take the Stuttgart manufacturer back to the world's special stages.

The SC RS came about after David Richards, the man behind the Rothmans Porsche sponsorship deal, went to Weissach to talk about his passion: rallying. Richards had co-driven Ari Vatanen to the 1981 World Rally Championship, and wanted to set up his own team. With Porsche developing the 959 four-wheel drive car for Group B, an alliance with Stuttgart was logical, but the 959 project was suffering from delays, leading Porsche to suggest an interim programme with the new SC RS.

For the 1984 season, Weissach built a mere 20 of such examples to satisfy the FIA's competition homologation process, promptly passing five of those cars onto Richard's British-based fledgling Prodrive outfit to be run as part of the works-assisted Rothmans Porsche Rally Team.

The SC RS was an SC in all but name, with most of the components derived from the 930. The chassis is a modified version of the 911 Turbo's, with its wide-arched bodysheet also utilised, albeit featuring lightweight aluminium wings, doors and bonnet. The fibreglass bumpers and rear wing helped save further weight. The final carryover from the 930 is the use of its brakes, with the front calipers from the 3.3-litre version on all corners. Underneath its feathery clothes, a rally tuned 2,994cc motor powered the SC RS. New forged pistons, an increased compression ratio, higher-lift cams, revised cylinder heads and a switch to Kugelfischer fuel injection helped Weissach's 930/18 engine produce 255bhp at 7,000rpm.

Jürgen Barth, Porsche's Racing Manager, was confident in the car's ability. However, Prodrive's first rally in the roughhouse environment of Qatar highlighted some major flaws. Although Saeed Al-Hajri guided the SC RS to victory on its debut, the new car crossed the finish line “virtually bent in half,” according to Richards.

Something needed to be done. David Lapworth (who would later go on to head the team's dominant Subaru programme in the Nineties) was brought in to oversee a complete overhaul of the car. ‘Lappie’ was in Sardinia with the British Junior Rally Team when he first met the Prodrive crew. “We were chatting out there and they obviously had loads of issues,” he explains. “When we got back, I got a phone call from Charles Reynolds, who said, ‘Do you fancy coming in for a chat?’ That was it. I started working within days.”

This was the start of Prodrive's constant diversification, moving from simply running cars to designing them. They set about completely

reworking the SC RS in time for the car's World Rally Championship debut in the 1984 Acropolis Rally. Lapworth then explains the main failing with the cars from Weissach: “The specification we'd inherited from Germany was a bit too underbuilt.” While cars such as the Peugeot 205 T16 were purpose-built, no-compromise machines, the SC RS was to all intents and purposes “still a converted car.”

Rather than modify the road-based components, Prodrive manufactured their own bespoke parts, fit for the world's rally stages. The experience would prove invaluable in later years as they started to build rally cars from the ground up. The 555 Subaru Impreza may be their most iconic offering, but the Rothmans Porsche 911 SC RS was the car that set Prodrive on their way to rallying greatness.

With all the modifications finished, Prodrive's SC RSs were radically different to the 15 other cars Porsche sold as road cars. Heavy-duty shock absorbers were now fitted, the strut brace reinforced and antiroll bars stiffened up massively. The 915 gearbox (the SC RS's Achilles heel) could now be replaced in 12 minutes thanks to new, extra-long bolts on the rear subframe. The works-assisted cars also now produced an impressive 290bhp, while (in its ultimate Tarmac specification) the dry weight of the SC RS was lowered to 940 kilograms – below the 960-kilogram minimum limit of the 3.0-litre Group B cars.

Prodrive didn't lack success with the Porsche 911 SC RS, with victories in Qatar, Oman and Dubai landing Al-Hajri and co-driver John Spiller the Middle East Championship. In Europe, Toivonen missed out on the 1984 European crown after a recurring back injury forced him to miss the Manx Rally. Four wins were



Specification

911 SC RS**(1984)****Engine****Capacity:** 2,994cc air-cooled flat six**Compression ratio:** 10.3:1**Maximum power:**

290bhp @ 8,000rpm

Maximum torque:

250Nm @ 6,500rpm

Transmission:

Five-speed synchromesh H-pattern

Suspension**Front:** MacPherson strut with coilover dampers**Rear:** Trailing wishbones with coilover dampers**Wheels & tyres****Front:** 7x15-inch Fuchs alloys, 205/55/16 tyres**Rear:** 8x15-inch Fuchs alloys, 225/50/16 tyres**Dimensions****Length:** 4,235mm**Width:** 1,775mm**Weight:** 940kg (dry)**Performance****0-62mph:** 4.9 secs

(dependent on gearing)

Top speed: 153mph

(dependent on gearing)

little consolation for the Finn. 1985 brought two more championships, with Al-Hajri defending his Middle East crown and Billy Morgan giving Rothmans Porsche the Irish Rally title. Prodrive also secured its first WRC points as Al-Hajri finished fifth on the Acropolis Rally.

Prodrive doesn't know the exact history of the car I'm about to step into. However, with just five cars given to them, it's likely this example has some serious stage pedigree. Ben Sayer, Prodrive's PR manager, also informs me that they have insured the car for over £200,000. Having never driven a rally car before (let alone a Group B example), the words 'baptism' and 'fire' spring to mind.

With the illustrious history and mighty performance filling my head, I step inside the SC RS. For my first experience of Group B brutality, Lapworth (who often shakes down Prodrive's cars) is going to take me out as a passenger and show me the ropes. I'm in good hands.

David tells me that the brakes are "wooden" as we navigate Curborough's twists. This 911 is vicious, too, as Lapworth proves in an attempt to get sideways through the 180-degree left-hander at the start of our loop. With a bootful of throttle, we're suddenly pointing the wrong way. Now it's my turn.

The inside of the SC RS is bereft of creature comforts, with the stark metal of the exposed bodyshell a reminder that this 911 weighs under a ton. However, while much of the car's cockpit is bare compared to

Zuffenhausen's road cars, the dashboard is anything but. Behind the steering wheel, the famous five-dial pod is the central focus, yet all is not what it seems. Three light switches have replaced the clock, while the fuel gauge has been exchanged for a fuel pressure dial. Although the ignition's location is unchanged, a red ignition cut-off switch supersedes the key, with a separate 'Start' button used to spark the engine into life.

Over on the co-driver's side, a gambit of exposed fuses is within easy reach, in case of in-stage failures.

It's the aforementioned starter button that interests me now as I turn the ignition switch to the right and push the unassuming black button, using a little throttle to help the car roar into life. In the driver's seat you really get a true sense of the powerplant's anger. The noise is deafening, even with a full-face helmet on, and the throttle response is instant, with the rev needle rising and falling effortlessly; this engine is a true Porsche thoroughbred.

The clutch engagement is similarly aggressive. After pushing the gear lever across into reverse, the car judders violently as the centre plate bites the flywheel. Thankfully, I'm no stranger to competition clutches, avoiding an embarrassing stall before backing the car gently onto the circuit, guided by one of Prodrive's rally mechanics. This is it; I'm now in full control of a Rothmans Porsche.

The first lap is for getting used to everything, so I accustom myself to the precise yet weighty steering

and barely existent brakes. I hope they'll wake up once there's a bit of heat in the pads, as I'll need them at the end of the main straight. The pedal moves much further than I'd like, too; not providing me with much confidence or stopping power.

The 915's synchromesh isn't suitable for the rigours of rallying, where dog rings are what you really want for fast and reliable shifting. You can't rush the incredibly vague gear changes; jumping up and across the gate from first to second is akin to navigating a dark alley while blindfolded. Lapworth describes the difficulties with the SC RS's gearbox. "The synchromesh kept failing," he said. "The teeth used to just wear away, and while on a road 'box you can bang it into gear, this wouldn't go."

With the controls proving less than user-friendly, I decide to take the second lap to continue my crash course in Group B cars. If only drivers like Henri Toivonen could drive this, I better not try anything too heroic after just 60 seconds behind the wheel.

The brakes are starting to warm up now, but the pedal is still pretty long, and the lack of feel is disconcerting. The offset pedal box is straight out of the road car, retaining the famous 'organ' accelerator. Coupled with the lack of performance from the 930 calipers, I don't have much confidence in the braking zones. Still, this is effectively a museum piece, so I imagine the brakes were better in period, although probably not as much as I'd like.



I'm feeling a bit more relaxed now, and my hands are sweating a little less beneath my nomex gloves. Coming out of Curborough's final corner, I feed in the power gently before hitting full throttle hard on the main straight. Behind me, a cacophony of sound erupts and I'm thrown back into the bucket seat. The acceleration is almost GT2-esque, and the engine note is similarly brutal. Through the two unsilenced pipes it snarls and screams all the way to 7,000rpm, where I chicken out and shift up to second. Imagine a Mezger engine minus any muffling, and then splice it with the rawness of a chainsaw, and you'll have this SC RS in full flight. It's beautiful yet frightening and I am quickly coming to understand the allure of the Group B era.

While the SC RS dispatches straight lines with ease, cornering proves more difficult. The shell of this car shows some of the hallmarks of a gravel-spec machine, with a plethora of dents inside the front wings. In order to provide the necessary traction, the front antiroll bar was stiffened with a 22mm diameter bar, making wheelspin nearly impossible on the bone-dry tarmac.

Instead, with a reasonable amount of mid-corner throttle application, the SC RS just wants to understeer into the nearest greenery. With the soft springing, the car squats down onto its haunches under acceleration and, even with the fuel tank up front, the front tyres struggle to bite into the bitumen. Thankfully, the unassisted steering is communicative, allowing the understeer, while excessive, to always feel manageable.

If I had the confidence to find and hit the brake pedal hard I could trail brake into the corners, forcing the car to pivot around its front axis. As it is, though, the brakes are scarily ineffective at high speed. It seems the only way to drive this car fast is to use a liberal amount of throttle. Power application needs to be hard and fast in order to break the superb traction and counter the car's will to dart head-first towards the scenery. However, as Lapworth showed on my passenger laps, hustling the car leads it to bite back.

In an attempt to overcome the brilliant traction, I jab the throttle confidently through the left-right chicane. The tail violently (and almost unexpectedly) jumps round, leading me to quickly correct it. The inherent understeer masks any feedback from the rear end. I can only imagine that on rally-specific rubber, rather than the current Michelin road tyres, the effect is accentuated. This SC RS is a car that wants you to fight, but it isn't afraid of fighting back.

Stepping out of the Porsche, I feel belittled by Prodrive's SC RS. It may not be the behemoth that is the Audi Quattro A2, but it is still a Group B car that demands respect. To drive the team's first rally car, you need to be alert at all times, and being Henri Toivonen would certainly help, too. I'm almost glad the experience is over, allowing me to lower my concentration levels but, like any adrenaline thrill, I already want to go again. Next time though I want to come out on top. **911**

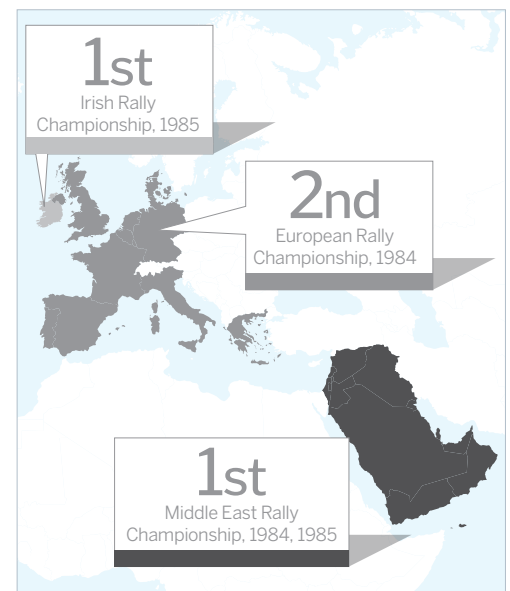
SC RS in numbers

13

different driver pairings

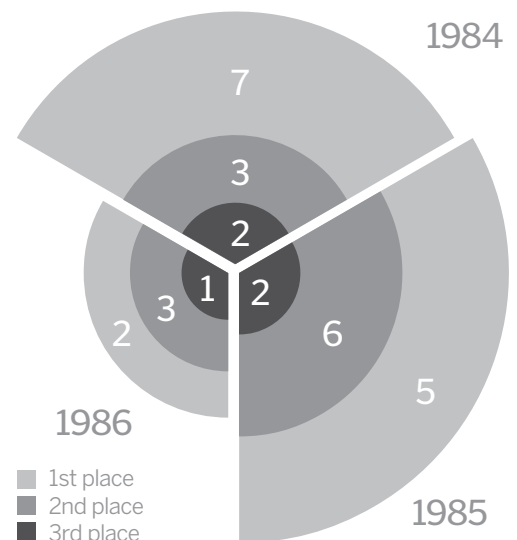
- S Al-Hajri/J Spiller
- H Toivonen/I Grindrod
- H Toivonen/J Piironen
- J Kankkunen/J Piironen
- JL Th  rier/M Vial
- R Clark/I Grindrod
- B Beguin/JJ Lenne
- B Coleman/R Morgan
- B Beguin/G Borie
- B Beguin/C Tilber
- J McRae/I Grindrod
- S Al-Hajri/R Morgan
- N Karam/J Saghbini

Championship results



2 World Championship points (5th place, 1985 Acropolis Rally)

Podiums per career year



Only 1 made



THE FIRST TURBO

Achieving exclusivity is rarely a simple matter, but few Turbos can carry the same clout as being one of the first examples built, with Louise Piëch a former owner

Written and photographed by **Glen Smale**



Back in 1973, the world was changing. Russia sent its Luna 21 module to the Moon, the USA launched Pioneer 11 to study Jupiter and Saturn, and the first mobile phone call was made in New York. While these big events made headlines around the world, a relatively small Stuttgart-based motor manufacturer called Porsche was about to launch its own big-news model: the 911 Turbo.

The principle of forcing air into combustion chambers to boost power may seem like an obvious solution to us today, but getting this system working in an efficient and cost-effective manner on a production car in the Seventies was not without

its difficulties. This not-insignificant obstacle might account for the reason why, up to this point, no other manufacturer had really put this technology into practice on a production car – until, that is, Porsche proved it could be done.

The story of turbo power at Porsche started with the 917/10 Can-Am Spyder race car in 1972, which proceeded to pulverise the American series in that year and the next, when the 1,100hp Sunoco 917/30 of Mark Donohue dominated so completely. Of course, development and testing on these race cars would have taken place during 1971 in order for the turbo system to be ready for the 1972 season, so the engineers without question had one eye on a production car application. ➔

The essential facts

- Chassis 9115600042 is the first turbocharged 911 production car made by the factory
- The first prototype Turbo used a standard 911 Carrera narrow body and chassis
- Initially fitted with 2.7-litre turbo engine, it was later replaced with a 3.0-litre powerplant
- The car was presented to Louise Piëch by the factory on the occasion of her 70th birthday, on 29 August 1974
- The first Turbo features the familiar five-dial dashboard but, uniquely, sports a 10,000rpm race car rev counter

Ultra Rare Porsche 911

Model Year	911 Turbo (1974)
Engine Capacity	2,687cc
Maximum power	240bhp (176kW)
Transmission	Four-speed manual
Suspension	
Front	Independent suspension with wishbones and MacPherson struts; one round, longitudinal torsion bar per wheel; hydraulic double-action shock absorbers; antiroll bar
Rear	Independent suspension with light-alloy semi-trailing arms; one round, transverse torsion bar per wheel; hydraulic double-action shock absorbers; antiroll bar
Wheels & tyres	
Front	7x15-inch Fuchs, 205/50/15 tyres
Rear	8x15-inch Fuchs, 225/50/15 tyres
Brakes	
Front	Ventilated discs 282.5x20, two-piston fixed aluminium callipers
Rear	Ventilated discs 290x20, two-piston fixed cast-iron callipers
Dimensions	
Length	4,291mm
Width	1,775mm
Weight	1,195kg
Performance	
0-62mph	5.5 secs
Top speed	155mph

Unlike later 930 Turbo models, the first Turbo was melded to a narrow body 'Carrera' shell



Following the success of turbo power in competition, it wasn't long before the technology found its way into the realms of the production department, and in 1973 the 911 Turbo prototype was shown at the Frankfurt Motor Show. This was a decade after the introduction of the 911 model at the same show, and a year later the polished Turbo was unveiled in Paris.

Delivery of the first Turbos to customers started in March 1975 – but initially the factory only planned a production run of 500 units. This decision must be seen in context with the times, as at around 65,000 Deutschmarks each, the Turbo cost almost the equivalent of two 911 Carreras, and the automotive world had just been turned on its head by the infamous oil crisis of the previous year. The response of the public to the 911 Turbo was nevertheless overwhelming, and the first batch of 500 cars was sold quickly. A second run of 500 units was commissioned, and before long so was a third. However, long before the early 3.0-litre 930s captured the imaginations and bank accounts of

affluent petrolheads, Porsche had built an early Turbo derivative as a birthday present for none other than Louise Piëch.

Louise Piëch (née Porsche) was Ferry's sister and married to Anton Piëch, the one-time head of the Volkswagen factory at Wolfsburg. For Louise's 70th birthday on 29 August 1974, the Porsche factory gave her the very first 911 Turbo to be produced in Stuttgart-Zuffenhausen. The silver car, chassis number 9115600042, was fabricated just prior to the annual August shutdown on 17 July 1974, but as with all Porsche prototypes or racing cars, it did not adhere to production model years.

The early chassis number – with a '911' prefix above it – would appear to support the plans for limited production of the Turbo model that would not require additional expensive chassis and body modifications. However, the series soon took on its own '930' prefix that commenced with the first production cars in 1975 – for example, 9305700001, where the first three digits identify the Turbo model and the '5' refers to the model year.



This early 'Piëch' Turbo has several unique identifying features. Firstly, in support of the plans to produce just a limited number of cars, a standard narrow-chassis 911 Carrera body was used, and the car still wears its 'Carrera' badge on the engine cover. It also sports a rather ambitious 10,000rpm rev counter that was taken from a race car (both the regular 911 Carrera and production Turbo were fitted with a rev counter that was marked up to 8,000rpm, with a recommended usable limit of 7,200rpm).

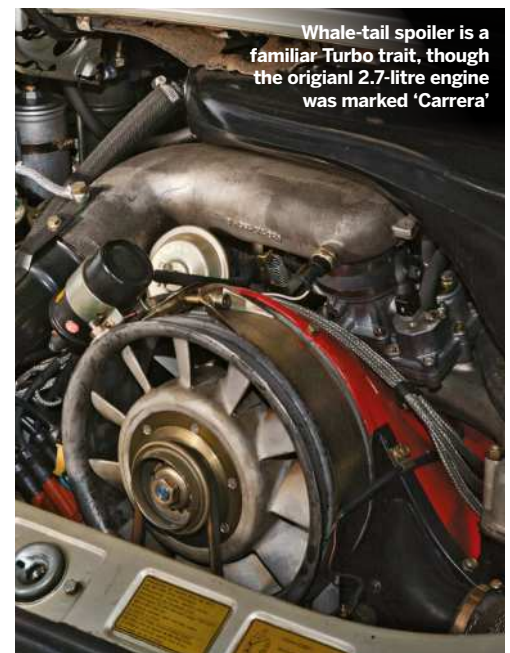
However, the most telling feature of this mysterious Turbo lies under the decklid with the 911's powerplant. Unlike the 3.0-litre engine used in the production Turbo on launch in 1975, Louise Piëch's Turbo originally held a 2.687cc turbocharged unit.

The Piëch car's odometer reads 31,999 kilometres too, a sure sign of its past lifestyle, supported by the presence of the Austrian vehicle authorities' autobahn tag on the front right fender, which shows it was registered there for road use in August 1979.

The Porsche and Piëch clans have a family home at Zell am See in Austria – no doubt this car was used on a few trips to and from Stuttgart.

When your family name is written on the factory building, it is a little easier to get your new vehicle ordered with the colours and options of your choice, especially if they differ from the standard options list. With this in mind, Louise Piëch selected the McLaughlin tartan interior finish to match the silver exterior colour – a handsome combination. What's more, this Turbo is accompanied by an official interior colour chart showing the owner's name and date (17 July 1974) of implementation. These early vehicle detail cards were only kept for cars destined for the Porsche and Piëch families, plus other senior company officials or dignitaries, and are stored deep inside the Porsche Museum in Porscheplatz.

Traditionally, the Stuttgart manufacturer adopted a fairly conservative approach to colours and detailing, but the tartan styling applied to the decals running along the bottom of the door of the Piëch Turbo is typical of the Seventies – at



Whale-tail spoiler is a familiar Turbo trait, though the original 2.7-litre engine was marked 'Carrera'



this time, Porsche was experimenting with external styling and decoration. In 1973, the 2.7-litre Carrera RS had appeared with some bold scripting along the bottoms of the doors, and in '74 optional 'safety stripe' lettering became available for the luggage compartment cover.

The fitting of impact bumpers in line with US Federal regulations posed more than a few problems for many manufacturers. Porsche designer Tony Lapine set about turning this potential problem into a styling success so as not to disturb the styling of the timeless lines of the 911, and it became a feature on all Porsches as of '74. Also, from the 1976 model year (autumn 1975), the 911 received an electrically adjustable, heated and body-coloured exterior wing mirror. However, as

the Piëch 911 was produced in '74, this car's mirror has been retro-fitted.

Of course, one of the 911 Turbo's most prominent characteristics is its large rear spoiler. Porsche was the first manufacturer to introduce the concept of a rear spoiler on a road-going sports car when it appeared on the 2.7-litre 911 Carrera RS in 1973. The rear wing was received with mixed feelings at first, as there were those who said it spoilt the classic lines of the 911, while others felt it gave the car a more aggressive look. Taking this concept a step further, the Turbo's rear wing two years later was larger, flat and had a polyurethane rim to it – a requirement by the authorities should a passer-by walk into the protrusion and injure themselves on a sharp corner. Today, this wing has developed

Other Porsche rarities



'Carrera RS 2.7' in the making (1972)

With the 911 model established in the market, it was time to produce what Porsche called a 'hammer' model. The Seventies were all about colour and radical ideas, but it had been almost a decade since the last road-going Carrera model was in the product line-up. To throw snoopers off the trail, Porsche prepared a squadron of nine standard 911S 2.4-litre cars and fitted them with 2.7-litre engines for testing and development in spring and summer of 1972. Looking like any other 911S without any engine badging, the cars were aimed at a group of enthusiasts who wanted to compete on the track at amateur level. In typical fashion, the Porsche sales department completely underestimated the market response when they decided to sell 500 of these cars, and eventually around 1,580 units were produced.



911 Carrera Speedster Study, IAA (1987)

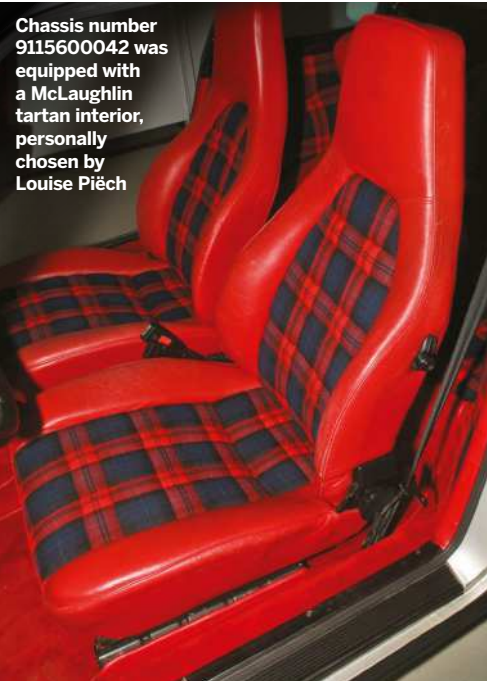
West Coast agent Johnny von Neumann persuaded Porsche's American importer Max Hoffman to get Stuttgart to make a stripped-out, low-cost 356, and the Speedster was born in 1956; a lightened, no-frills version of the 356 aimed at the performance-orientated young buyer. 30 years later, Porsche revealed its 3.2-litre 911 Carrera Speedster Clubsport, a one-off concept car built for the 1987 Frankfurt Motor Show. Based on the 911, the engine produced 231bhp, but the Speedster was 70 kilograms lighter than the Cabriolet and laid out as a two-seater. Intended to be more sport-orientated, the Clubsport featured a top that was hinged behind the occupants, and swung upwards in one piece. While it couldn't be road-registered, the Speedster could. Over 2,000 of these were made in 1989.



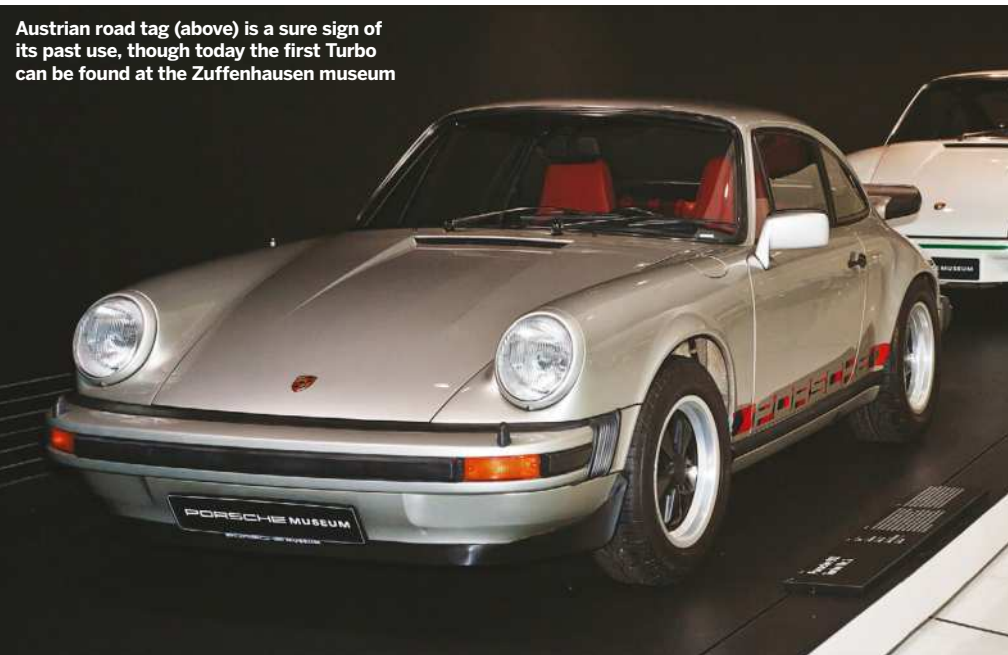
Panamericana Concept (1989)

Based on the 964 Carrera 4 platform, the Panamericana concept represented fresh thinking by Dr Ulrich Bez and Harm Lagaaij. Created by Style Porsche, the Panamericana concept was intended to represent a study in future-orientated thinking, creativity and competence in technology, but such abstract marketing terminology only created confusion. The concept car was presented to Ferry Porsche at the 1989 Geneva Motor Show on his 80th birthday. It was reported that he wasn't impressed with it, but it's fair to say that the Bez/Lagaaij team probably developed it more as a test of the public's reaction than anything else. Looking more like a beach buggy on steroids, the word 'pretty' doesn't instantly spring to mind, but it is an interesting representation of some broad Eighties thinking.

Chassis number 9115600042 was equipped with a McLaughlin tartan interior, personally chosen by Louise Piëch



Austrian road tag (above) is a sure sign of its past use, though today the first Turbo can be found at the Zuffenhausen museum



further in that it now remains submerged in the engine lid for low-speed driving, extending automatically at higher speeds.

Factory records show that in May 1977 a service was carried out on the Piëch 911 Turbo, at which stage the odometer read 30,500 kilometres. In the following year, Louise Piëch handed the vehicle back to the factory to become part of the Museum collection. Considering the Turbo's odometer reading of 31,999 kilometres today, it is interesting to note that most of the distance travelled by this car was done by Mrs Piëch prior to it entering the Museum's collection in 1978.

Turbocharging was responsible for much of Porsche's success throughout the Seventies as the company sold 2,850 units of the 3.0-litre model

(1975-77) and 14,500 of the 3.3-litre model (1978-88). From this first model, the Turbo has expanded over the years to include Targa, Cabriolet and Turbo-look derivatives, as well as powerful versions like the 'Slantnose' cars. On the race track in the Seventies and Eighties, the 934 and 935 models rose to such prominence that they were almost unbeatable over a prolonged period, as the victory of the Kremer 935 K3 customer car in the 1979 24 Hours of Le Mans stands testament to.

The Porsche 3.0-litre engine had reached its development ceiling, but turbocharging would open a world of new opportunities for the 911, and from humble beginnings the 911 Turbo has grown into one of the most evocative sports cars in the world. Long may its success continue. **911**



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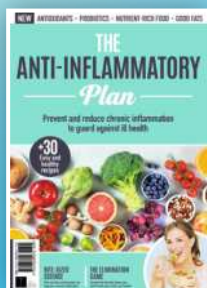
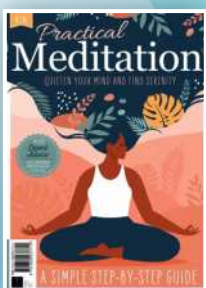


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