



MARY STUART RSR 1973 'R7' REPLICA FLAT OUT ON TRACK

Total 911

THE PORSCHE MAGAZINE

991.2 GTS C2 V C4

Can the all-wheel-drive GTS outshine the RWD car as the ultimate new Carrera?



150th
Issue
Special

www.total911.com

THE 30 MOST ICONIC

PORSCHE 911s OF ALL TIME

The cars that shaped the 911's legacy:
which is our number one legend?

PLUS

- 991 GT2 specs revealed
- Great Roads: Dartmoor
- Worldwide owner reports

NEW 992 SPY SHOTS

Coupe and Cabriolet test mules spotted winter testing

POWERKIT HISTORY

Get more power...
from the factory



GT3 V 930?!

They offer a totally different drive but which is the better £80k investment?

Future

ISSUE 150
Digital Edition
GreatDigitalMags.com



Porsche Club
Great Britain



From £600 to 600 hp, we are here for you

Founded in 1961, our mission is to enhance the Porsche-owning experience of our 14,000 members. We do this by embracing all models of the marque, from the earliest 356 to the very latest 991 Gen2. Whether it is £600 or 600 hp, Porsche Club Great Britain is here for you.

Porsche Club GB benefits

Porsche Certificate of Authenticity
High quality monthly magazine
Comprehensive events calendar
Club insurance scheme
Members' discounts

Regions & Registers
Race Championship
Valuation service
Factory visits
Trackdays

Join Us

We are proud to be the only officially Porsche AG recognised Porsche Club in the UK and we would love to welcome you as a member.

To become a Porsche Club member visit www.porscheclubgb.com or call the Clubhouse on **01608 652 911**

[porscheclubgb](https://www.facebook.com/porscheclubgb) [@pcgb](https://twitter.com/pcgb)

Patron: Dr Wolfgang Porsche





The contents of Porsche's secret warehouse really does make for *the* most awe-inspiring automotive collection sat between any four walls. Full to the rafters with the poster cars that have defined the history of the company, as well as the projects that hint at untold stories, the place has a sacred undertone that makes a visit so special – if you can ever get access, of course.

During the 911's 50th anniversary celebration in 2013, Porsche opened its doors and invited the media to its building of prized rolling artefacts, though these days the company has (rightly) scaled this back to retain its sanctity, its exclusivity to those lucky enough to ever peer inside. It is fitting then, that **Total 911** was given access to this tomb of resting prototypes, pre-production cars and racing greats in honour of the magazine's 150th issue. Taking you behind the locked doors of a building not many know exists has been one of my greatest pleasures since

taking this job, and I must therefore reserve a special thanks to Astrid, Sonja and Alexander from the Museum team and Rob Punshon from the UK's PR staff for facilitating the idea of getting **Total 911** cameras into that warehouse in the first place.

This landmark issue also presents the entire magazine team and I with an opportunity to thank you, dear reader, for your continued loyalty. We enjoy tremendously our mission to bring you the very best from the world of Porsche each issue, though fear not, because we are not about to start resting on our laurels. You can be assured that the next 150 issues are going to be even better for stellar Porsche content. That could well involve the hallowed GT1. My interview with Alexander (above) revealed the Museum's intentions to get the *Straßenversion* back on the road in celebration of its 20th anniversary – so watch this space, as it looks like this may not be the last time you see the GT1 gracing the pages of **Total 911** magazine in 2017.

“The next 150 issues are going to be even better for Porsche content”



f Facebook
/total911magazine

t Twitter
@total911

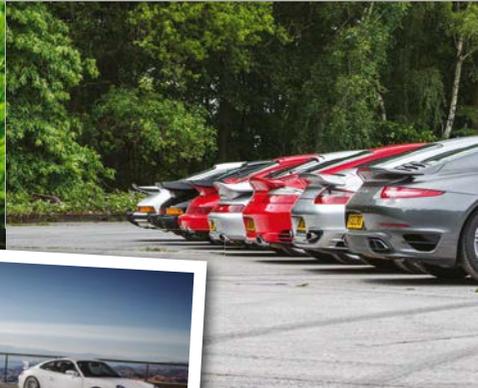
y YouTube
/Total911magazine

911 www.total911.com
Visit us for up-to-date news and debate



1911 Opening Shot

One hundred and fifty. That's how many issues – and counting – we've dedicated to Porsche's cult 911 sports car. That translates to more than 2,000 unrivalled features over some 17,400 pages of award-winning Porsche journalism. Here are some of our favourite snapshots from **Total 911** road trips, group tests, test drives and ultimate guides through the years.



Contents

ISSUE #150 MARCH 2017

ESSENTIALS

| | | | |
|---|-----------|--|------------|
| <p>Update We've plenty of exclusive news for you including 991 GT2 specs and 992 spy shots</p> | 08 | <p>Premier Porsche The finest industry contacts you need to buy, tune, restore or upgrade your prized 911</p> | 87 |
| <p>Views The best of your Porsche correspondence via email, the website, social media and snail mail</p> | 16 | <p>Data file Stats, specs, and current market trends for every Porsche 911 model</p> | 88 |
| <p>Subscriptions Treat yourself to a Total 911 subscription for 2017 and receive up to 30% off</p> | 52 | <p>Coming soon Take a look ahead to next month and the 151st issue of Total 911 magazine</p> | 113 |
| <p>Living the legend Follow our real-world Porsche owners with updates on their 911 collections</p> | 78 | <p>Great Roads We're in the UK's southwest for a quiet yet fun stretch of tarmac in Dartmoor</p> | 114 |

FEATURES

| | | | |
|--|-----------|---|-----------|
| <p>991.2 C2 v C4 GTS The all-wheel drive car may now be the fastest GTS, but is it really a better drive than the C2?</p> | 20 | <p>Martini RSR R7 replica Johnny heads to New Zealand to sample an exquisite 3.0 RSR replica, complete with Mary Stuart collar</p> | 62 |
| <p>30 iconic 911s We look back through the ages to reveal the most iconic Porsche 911s of all time</p> | 28 | <p>History of the Powerkit Total 911 charts the history of the Powerkit, bestowing more power upon the 911 for the last 30 years</p> | 68 |
| <p>Six of the best Porsche's head of historic car management picks out the most outstanding Porsche 911s</p> | 40 | <p>911 icon: Valentin Schäffer Porsche's 'Turbomeister' discusses how his induction systems inspired decades of racing dominance</p> | 72 |
| <p>930 v 996 GT3 We look at two vastly different Porsche 911s to determine which is the best £80k investment</p> | 54 | | |



54



62



68

20



28

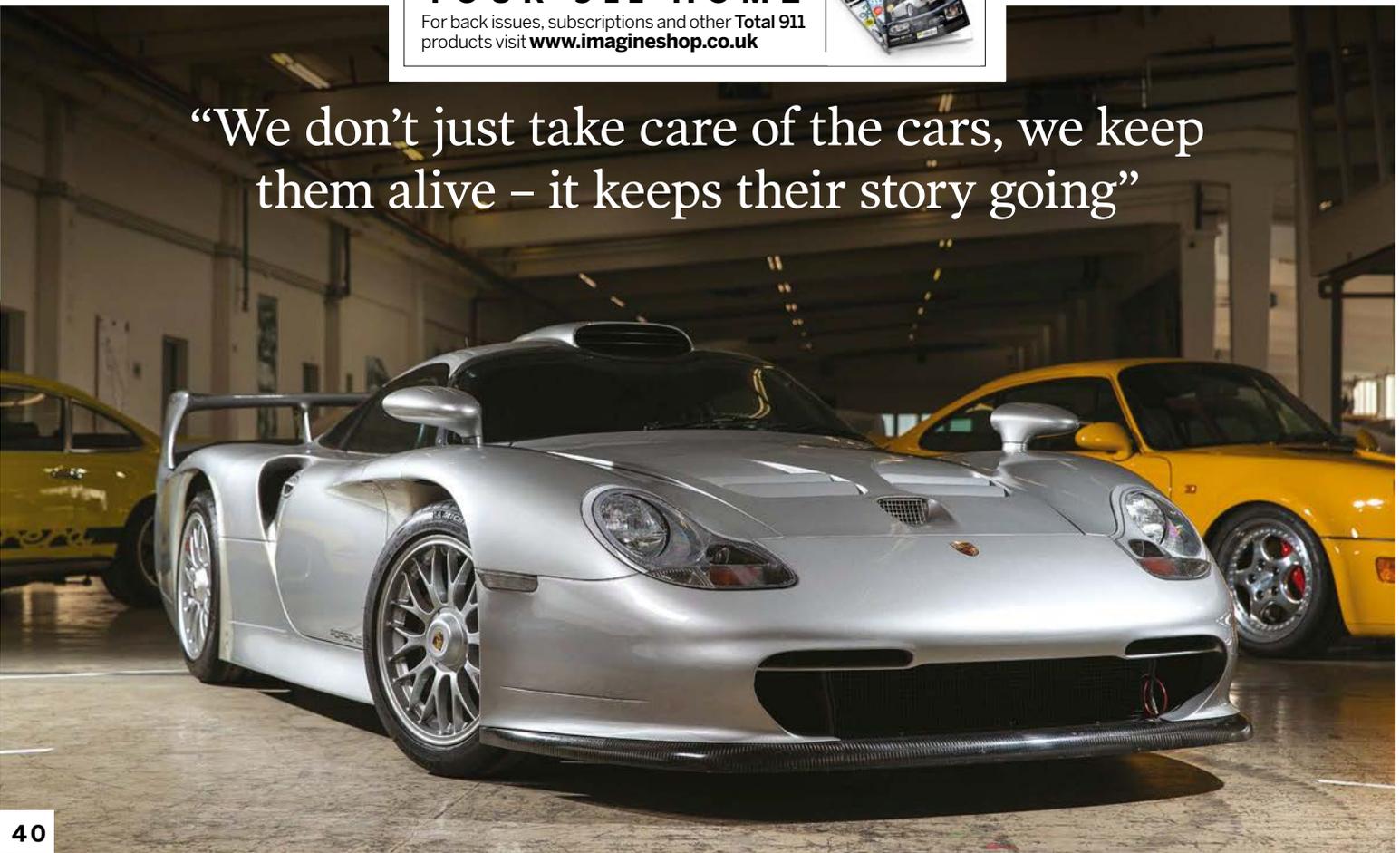


YOUR 911 HOME

For back issues, subscriptions and other Total 911 products visit www.imareshop.co.uk



“We don’t just take care of the cars, we keep them alive – it keeps their story going”



40



72



114

Update

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



Widowmaker confirmed: 991 GT2 expected by the end of 2017

New 650hp GT2 to be PDK-only, while new GT3 to get 911 R's 4.0-litre, 500hp engine

We've been asking the question for years now, but chatting to Porsche insiders on the 911 GTS launch in South Africa saw them confirming the arrival of the next-generation widowmaker. The GT2, the first model to wear that iconic badge in the 991 series, will deliver 650hp from a development of the existing Turbo S's 9A1 3.8-litre biturbo flat six. Our sources admit that as much as 700hp is possible, but 650hp is able to be achieved within Porsche's expectations for reliability. The GT2 will retain its rear-wheel-drive chassis, though the previously three-pedal, six-speed manual transmission will make way for a seven-speed PDK automatic.

Manual fans can take solace in the fact that Porsche has confirmed, still unofficially, that the second-generation GT3 will be offered with either a six-speed manual transmission or a seven-speed PDK paddle-shifted automatic. The GT3 will also see its engine increase in capacity to the 4.0-litres of the RS, with power to match the 500hp of the RS and its R relation.

That sizeable performance gain over the outgoing GT3 is necessary to distance it from

its Carrera relations, the new GTS just 25hp shy of the outgoing GT3's 475hp. Improvements in low rev torque delivery are also promised thanks to extensive internal revisions to the naturally-aspirated unit, the 4.0-litre engine also anticipated to be offered in a possible Cayman GT4 RS, albeit at a slightly reduced power output.

Given the series production Carrera GTS is now able to offer 450hp and a 0-62mph time of 3.6 seconds, that bump in GT3 performance is entirely understandable. So too are the numbers Porsche's people are quietly suggesting a GT2 might manage around the Nürburgring. The previous GT2 RS had a quoted figure of seven minutes and 18 seconds, our sources admitting an actual representative time has yet to be achieved thanks to winter, but internal calculations suggest a time of seven minutes and five seconds.

Given Porsche's usually conservative official figures, expect that to be a bit quicker when given to Nürburgring experts like a certain Mr Walter Röhrl. Engineers involved in the GTS model series say that with road-legal Pirelli PZero Corsa tyres, a perfectly equipped GTS Coupe can achieve a

Nürburgring laptime of seven minutes and 22 seconds, underlining the narrowing gap between the 'conventional' Carrera line-up and the GT department's more extreme models, and the need for ever quicker, more intense models.

What is certain is that the GT2 will have a top speed in excess of 200mph and a 0-62mph time around that of the Turbo S's 2.9 seconds, that achieved thanks, in part, to some weight reduction by binning the Turbo's four-wheel drive, though that itself limiting the potential traction – as much as its GT2's sizeable bump in power. As befitting its extreme nature the GT2 will lose its rear seats and offer a Clubsport package with a half roll cage and lightweight seats, Porsche certain to strip out as much mass from its most hardcore 911 yet to help deliver its legendary and anticipated extreme performance. Expected late 2017, both the GT2 and GT3 are certain to keep Porsche's GT department busy. If you've not already spoken to your dealer then you'll be in for a wait, as demand for Porsche's most special models always significantly outstrips supply, and both the GT2 and GT3 sound very special indeed.



© Darin Schmalz Courtesy of RM Sotheby's



© Drew Shipley of RM Sotheby's

What's on in 2017

- Porsche Museum: Roadbook
30 October 2016 – 23 April 2017
 A vibrant exhibition about the museum's rolling collection
- Amelia Island Concours
9-12 March
 22nd running of the famous event on the Ritz-Carlton lawns
- Geneva Motor Show
9-19 March
 Expect to see a new addition to the Porsche 911 range debut in Switzerland
- PSDS Precision
8-9 April
 There are still spaces remaining for Porsche's Precision course at Leipzig
- St Mawes Classic Car Festival
1-5 May
 A bank holiday tour of west Cornwall throws up some spectacular roads and stop-offs

Porsche exotica set for Amelia Island auctions

Speedster and 964 Turbo 3.6 to be offered with no reserve; 2.7 RS Lightweight to feature

Rival auction houses RM Sotheby's and Gooding & Company will once again do battle for the 2017 Amelia Island Concours week with a variety of rare Porsche cars set to go under the hammer.

The highlight of RM Sotheby's offering, spread over two days at the Ritz-Carlton, is undoubtedly the 58-strong collection of Orin Smith on 10 March, much of which is said to be offered without reserve. However, 911 aficionados will have to wait for the traditional auction of 11 March for their Porsche fix, headlined by a

964 Turbo 3.6 offered without reserve. The 1991 Turbo in Guards red has just 8,950 miles on the clock and boasts a comprehensive service history, and follows a 1989 Speedster, also in Guards red, to be offered with no reserve. A 1973 2.7 RS Lightweight, 2011 997 GT2 RS and 1989 930 Flachbau Cabriolet will feature elsewhere in the sale.

Meanwhile, there was a quiet Porsche 911 performance at Bonham's Scottsdale auction, a European Carrera 3.0 with matching numbers making just £48,050

including premiums. Meanwhile, a matching numbers SWB 2.0-litre 911 sold for £115,757 including premiums, while Lot 73, a matching numbers 930 3.3, made a respectable £74,259. If the Scottsdale results are anything to go by, 2017 looks like it will continue the trend of buyers being ever-more scrupulous as to the history and provenance of consignments being auctioned.

Results from the Paris auction were due as **Total 911** went to press, a complete run-down can be found on **Total911.com**.



Goodwood FoS announces 2017 theme

World's largest motoring garden party to honour motorsport heroes again

Lord March is already gearing up for the 25th rendition of the Festival of Speed, held on the grounds of his beautiful Goodwood estate, by announcing the weekend's theme for 2017. Dubbed 'Peaks of performance – motorsport's game-changers', the Festival will honour "racing machines that were so fast, powerful, expensive or complicated that the rules had to be changed to rein them in." You can therefore

expect to see a heightened Porsche presence once again at the Festival, with former racing greats taking to the famous 1.16-mile hillclimb, while new 911 machinery will be on display for visitors to get up close to.

The 2017 Goodwood Festival of Speed will take place between 29 June and 2 July, and tickets are on sale now via **goodwood.com** or by calling the ticket office on +44 (0)1243 755 055.



Better acoustics for 997 Turbo and Turbo S

AWE expands performance exhaust range for turbocharged 997s

The 911 Turbo has for years been considered the most capable everyday supercar on the market, with blistering performance and astute handling all part of the Turbo's impressive resumé. However, a **Total 911** criticism often levied at Porsche's flagship turbocharged car is its guttural exhaust sound, made notable by its absence. A muted exhaust note on factory systems means owners will need to turn to aftermarket tuners to properly unlock the car's acoustic potential, such as the latest offering from AWE.

Built for the 997.2 Turbo, AWE Tuning's Touring Exhaust consists

of three-inch tubing and a H-pipe design developed for optimal gas flow, with German-made 200-cell HJS HD metal catalysts guaranteeing operation free of a 'check engine light' message on the dash. **Total 911** has been quoted performance gains of 15hp at the crankshaft, with a weight saving over factory of 5kg, though it is the system's ability to elevate the 911's flat-six bark to a venerable war cry that should get 997 Turbo owners excited. The AWE Touring Exhaust is available from £3,885 depending on choice of exhaust tip, with a combative range available to suit individual tastes.



992 Coupe and Cabriolet in testing

2019 Porsche 911 spotted free of camouflage while out winter testing; test mules appear wider with full-width active rear wing

Total 911's spies have spotted a series of test mules for Porsche's eighth-generation Neunelfer out winter testing – and, for the first time, they're bereft of any significant camouflage. As you can see, the mules appear noticeably wider at both the front and rear wheel arches, with rumours suggesting this increase in track width could be the biggest indication yet that Porsche is testing hybrid technology on its road-going 911.

Another noticeable point of interest lies at the rear of the cars in our pictures, Porsche's test mules sporting an active rear wing that extends across the full width of the 992's rear humps. The styling of the rear lights looks set to follow a design parallel with that of the newly-released Panamera, a trend we're likely to see extend to the 992's all-new interior, too.

Porsche's next-generation 911 is tipped to feature yet more active aerodynamic aids, with a current Turbo-style retracting spoiler at the front of the car a possible option (like the 991 Turbo with front spoiler retracted, the test mules in our pictures appear with an exaggerated gap between the ground and their front bumper). In terms of power, history tells us the Carrera and Carrera S models, as seen here, will benefit from a hike of no more than 25hp.

Last year we told you how the new 992 generation looks set to ride on a VW Group shared chassis, with turbocharging likely to feature across the entire lineup including, for the first time, the GT3. A hybrid system could be an option by 2020, though **Total 911** isn't yet aware of any pure electric technology being tested on Porsche's world famous sports car.



MAXTED - PAGE

PORSCHE HISTORIC RACING



Ex-Kremer Jägermeister / Le Mans 24 hours
1976 Porsche 934 RSR Turbo – Group 4. | Chassis # 930 670 0158

We are delighted to offer this immensely historic Jägermeister sponsored Porsche 934 RSR Turbo. A veteran of many international races in the hands of some great drivers of the period. Presented in the famous Jägermeister livery which this car ran with at Le Mans in 1978 and complete with a fully-documented history file, current FIA HTP documents. The history file also contains a 2006-prepared appraisal by historian Ulrich E. Trispel, plus a copy of the published entry for the history of this car into the book: "Porsche 934/935" by Jürgen Barth/Bernd Dobronz.

An opportunity for the serious collector and / or historic racing driver to acquire an iconic livered and meticulously restored Porsche 934, highly eligible for Le Mans Classic and Classic Endurance Racing Series.

MP

P.O. Box 7039 • Halstead • Essex • CO9 2WL • United Kingdom
Tel: +44 (0) 1787 477749 • Mob: +44 (0) 7771 922433 (7 Days) • Email: enquiries@maxted-page.com

www.maxted-page.com



Motorsport

The latest news and results from racing series around the globe



Successful IMSA season opener for Porsche 911s at Daytona

991 RSR finishes second in GTLM debut, while GT3 R victorious in GTD

The 24 Hours of Daytona proved a successful start to the 2017 season for Porsche in the US. Starting from fifth and eighth in the GTLM class, the 991 RSR ran a mechanically trouble-free race first time out during the incident-packed 55th running of the famous race. Competition was fierce throughout, with nose-to-tail racing and plenty of changes for the lead. When the chequered flag came down at the Daytona Speedway, the no. 911 Porsche, driven by Patrick Pilet, Dirk Werner and Frédéric Makowiecki, was just 2.9 seconds behind the class-winning Ford.

Despite Ford's one-two-three dominance early in the race, the formation was soon broken

as Ferrari and Corvette moved up, with the no. 912 sister Porsche of Kévin Estre, Laurens Vanthoor and Richard Lietz in fourth. With rain and flooding causing several accidents, the race saw 21 safety car phases, the longest lasting over two hours. Just after one-third of the race, there was an eight-car battle for the lead, but by the eleventh hour Pilet and Estre were first and second. But Porsche could not pull away from the group and in the last few hours, positions two to six were just four seconds apart with the no. 911 car finishing second, while the no. 912 car took sixth. There was victory for the 991 GT3 R in GTD class though, Michael Christensen helping Alegra Motorsports to the top spot.



Dumas secures Monte Carlo Rally class win with GT3 RS

RGT class win for Porsche works driver Romain Dumas in wintry conditions

After winning the 2016 Le Mans 24 Hours and the FIA World Endurance Championship with the Porsche 919 Hybrid, you might have expected Porsche works driver Romain Dumas to enjoy a quiet off-season. But, fresh from an eighth overall place in the Dakar Rally, the effervescent Frenchman swapped dusty, hot desert conditions for the treacherous snow-bound roads above Monte Carlo.

Aboard his privateer Porsche 997 GT3 RS, Dumas and co-driver Gilles de Turckheim won the RGT class at the season-opening round of the World Rally Championship, thus adding a class win in the Monte Carlo Rally to his long list of motorsport achievements. Racing conditions were somewhat tricky with 13 of the 14 special stages of the rally driven on snow and ice. "You had to be incredibly careful not to end up off the road," commented Dumas after his second attempt in the event.



Double victory for Porsche 911 GT3 R in Dubai 24 Hours

Herberth Motorsport take the victory with Manthey Racing clinching second

Preceding its class victory at Daytona, the Porsche 991 GT3 R started 2017 in the best way possible with victory in the Dubai 24 Hours. The Herberth Motorsport team, with Porsche works driver Brendon Hartley partnering Robert Renauer, Ralf Bohn, Daniel Allemann and Alfred Renauer, clinched overall victory in the 92-car field after taking the lead during the night.

The no. 12 Manthey Racing GT3 R beat rivals Mercedes and Audi to second place with works driver Sven Müller partnering Matteo Cairoli, Otto Klohs and Jochen Krumbach. A late puncture robbed them of a potential victory. French team, IMSA Performance, whose driver Mathieu Jaminet finished in third place in the 2016 Porsche Supercup series, crossed the line in fifth place.

Motor racing in March/April 2017

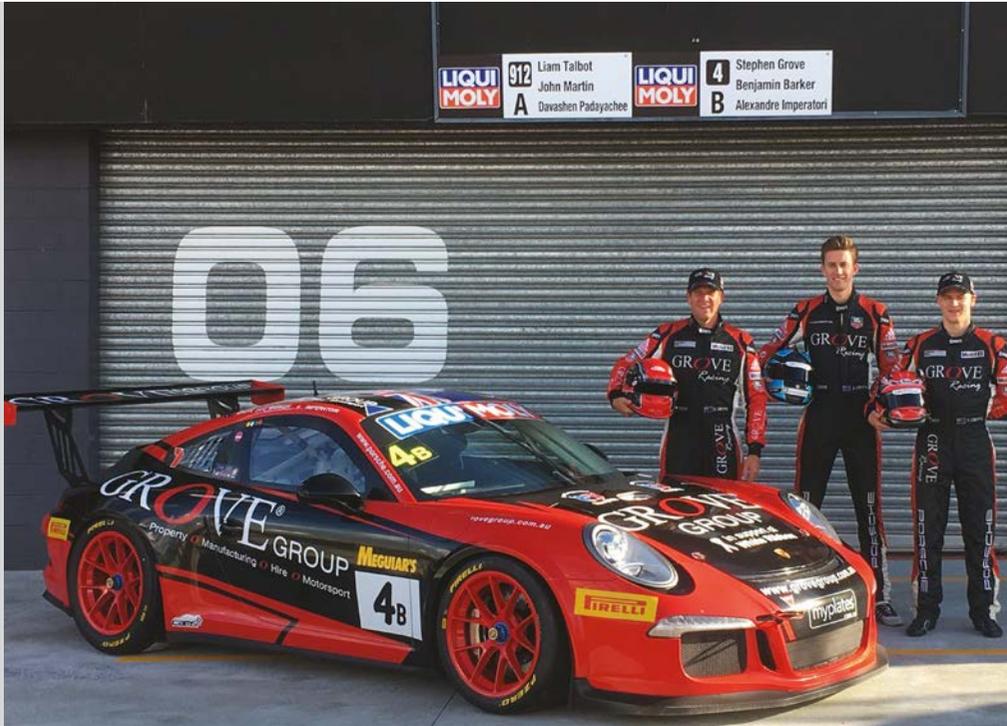
| March | April | | |
|---------------------------------|--------------------------------------|--|--|
| 12 Hours of Sebring 18 March | FIA WEC Prologue, Monza 1-2 April | Sports Car GP, Long Beach, California 8 April | FIA WEC round one, Silverstone 16 April |



Ben Barker

The FIA WEC driver shares all about his world championship campaign

- **2016:** FIA WEC Gulf Racing 991 RSR
- **2013-2016:** Porsche Mobil 1 Supercup
- **2012:** Porsche Carrera Cup GB Runner Up



Bathurst: Down Under and out

A dawn crash at the Bathurst 12 Hours prevents Ben from taking the driver's seat in his first race

After what seems like a long winter, the 2017 racing season has finally started – although, for yours truly, the ‘racing’ bit may have to wait a little longer!

In what is becoming a very welcome habit, I kicked off the year Down Under, rejoining the Grove Racing team for the Bathurst 12 Hours. It is no secret that I love racing at ‘The Mountain’ – it is not only one of the most spectacular tracks in the world but also one of my absolute favourites, so you can understand my excitement at being invited back for my third 12 Hours

Practice and qualifying were both a question of ‘quantity versus quality’, with my teammates in Grove’s familiar no. 4 Porsche 991 Cup getting the bulk of the laps. Team boss Stephen Grove and Switzerland’s Alex Imperatori were my co-drivers this time but, despite his experience in both GT and Le Mans Prototype cars, Alex had never raced the 6.2-kilometre Mount Panorama circuit before, so it was important that both drivers got a lot of track time under their belts.

Meanwhile, I focused on securing the best possible grid position – the hardest part of the weekend was finding a clear lap with 60-odd

cars all on track trying to do the same thing! Fortunately, I managed to find a nearly clear lap early in qualifying to bank a time of two minutes and 8.55 seconds, which was good enough to take the Class B pole by two full seconds.

One of the unique features of the 12 Hours is that it starts in the dark, and Alex did a good job of keeping us in the class lead until dawn broke but, just as I was getting my gear on, waiting for the pit-stop where I’d be taking over, I saw the Grove Porsche in the wall on the exit of The Grate. There was nothing Alex could have done as he had the Class A Ferrari GT3 nosing up the inside midway through one of the most committed corners in the country, forcing him to move off line. Although the most important thing was that Alex was okay after the incident, it was gutting for Stephen and the rest of the Grove team, who all work so hard through the year for this event.

Obviously, I was particularly disappointed not to get into the race but, despite this, I still had fun and loved the laps I did. I really hope to be back next year but, in the meantime, at least I know that I’ll be racing throughout 2017, having confirmed another year with the Gulf Racing

team in the World Endurance Championship. This season I’ll be racing as the team’s ‘pro gold’ driver, and I’m really excited to lead the team alongside owner Mike Wainwright and our yet-to-be-announced ‘silver’ driver. The WEC is a must-do series at this stage in my career and re-signing with Gulf will keep the good momentum of 2016 rolling on. The only disappointment is that we will be running the 2016-spec 911 RSR (top right), as the regulations say that, as an Am class entrant, we’re not permitted to run the latest version until a year after it debuts.

The WEC season starts on home soil at Silverstone in April, so I’ll be heading back from my Australian idyll in good time to prepare for that and the eight rounds that follow, including the Le Mans 24 Hours and visits to two of my other favourite circuits, Spa and Austin. In the meantime, I want to offer my congratulations to **Total 911** on reaching its 150th issue – I was first featured in issue 95 and have been writing this column since issue 112, so we’ve been together a long time. I’ve enjoyed giving you an insight into my racing and look forward to bringing you more as the season goes on.

This month in history

A look back through the archives to important March milestones from the 911's past

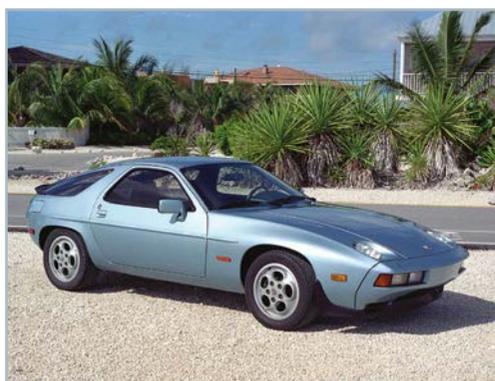
1977

Geneva Show launch for Porsche 928

Although the Porsche 911 already had a sibling in terms of the cheaper and less potent 924, the 928 was both better specified and more powerful than the 911. If it represented a threat to the 911, this was the intention of Porsche CEO and genitor of the 928, Ernst Fuhrmann.

Conceived in the early 1970s when the future of the 911 in Porsche's vital US market was somewhat unclear, the 928 sought to be a world beating GT, conventionally engineered with the engine at the front, but sophisticated in design with its light-alloy V8, its gearbox (either manual or automatic) combined with the rear axle. The 928's smooth coachwork with its deformable bumpers was equally advanced and in winning the 1978 Car of the Year Award, it became the only sports car ever to do so.

However, the 928 caused great unhappiness within Porsche and among marque aficionados, where it was seen as a step too far from the Porsche tradition. After Fuhrmann's departure from the company in 1980, the 911 was reinstated as Porsche's flagship, while the 928 continued a lonely career until 1995. An outstanding GT, the irony of the 928 is that it would probably have been a greater success had it been made by someone other than Porsche.



1996

Huschke von Hanstein dies

For almost two decades, Baron Fritz von Hanstein, or 'Huschke', was the public face of Porsche. He managed the race teams, recruited drivers, talked to journalists, courted competition authorities and doubled up as reserve driver and photographer, and he started the Archive. His outgoing nature was the perfect foil to Ferry Porsche's shy persona. The pair were a dream team: one engineered the cars and the other fronted a marketing operation based on racing successes. Von Hanstein's boundless energy took Porsche almost to the summit of endurance racing.

Displaced in 1967 by Piëch, he hung on to Porsche's rallying and oversaw the series of Monte Carlo wins, but when Ferry withdrew from rallying, von Hanstein was redundant. But his energetic self-promotion enabled him to become Porsche's unofficial ambassador. He was president of the Automobile Club of Germany and represented Germany on the FIA. His Stuttgart home was a Mecca for the stars of motorsport and the man who started the original Porsche Club was the focal point of any gathering. He drove the F1 804 around the Nürburgring in 1981 for Porsche's 50th anniversary and appeared on television. Author Doug Nye claimed: "He was a brilliant wheeler dealer. He could always match both ends against the middle and slide through unscathed."

2011

Wolfgang Dürheimer leaves Porsche

Dürheimer joined Porsche in 1999 from BMW, where he had begun his career in 1984, and took over R&D at Weissach following Horst Marchart's retirement. Dürheimer oversaw the development of the Gen2 9A1 engine series for the 997 911 and 987 Boxster/Cayman plus the introduction of the Cayman and Panamera, as well as the later 991. Dürheimer always had a taste for innovative engineering and the 918 hybrid, which was also his responsibility, appealed to him more than the Carrera GT, a project he inherited. Like Ulrich Bez before him, Dürheimer brought some of BMW's engineering management methods to Porsche.

At Weissach, he claimed to have strengthened cooperation among his team, secured the lateral connections between departments, and optimised the information flow. This may have been so, but he allowed the severely compromised M96 engine design to continue for the first-generation 997 when the 9A1 with direct fuel injection might have been introduced earlier. Porsche has never properly acknowledged the problems of the M96 engine and it will be left to future historians to uncover the inside story.

In 2011 Dürheimer (below, centre) was promoted to run Bentley and even mentioned as a possible successor to Martin Winterkorn.



1944

1944

Porsche moves to Gmünd, Austria, to escape the bombing of Stuttgart. The first sports cars, precursors of the 356 and 911, were designed and built here.

1972

Porsche KG forms. Family members leave and Porsche appoints a professional manager, Ernst Fuhrmann. Within five years Porsche has three model ranges and a turbocharged 911.

1988

Reviewing the 911 range, *Car* magazine conclude that the best was also the cheapest, the lightweight Clubsport: "This perhaps even more than the out-of-court 959 is the proper Porsche."

1997

Testing one of the last 993s, *Road & Track* claim the air-cooled Carrera "Will be remembered as a unique GT long after the classical strains of its melody have faded."

2006

"Ballistic, brilliant, the new GT3 997 combines huge power with enormous ability in one sensational package," enthuses *Autocar*, not stinting on the superlatives.

2017

Lifestyle

Connecting car and driver, Total 911 presents three of the finest non-airbag steering wheels for your Porsche 911



MOMO Motorsport

£330 / 350mm

1 This genuine Porsche MOMO Motorsport steering wheel has a sharper concave over the Prototipo, with an Alcantara-lined rim featuring the 12 o'clock – or dead straight – yellow marker as featured on the most hardcore 911 race cars. It has rather more blatant motorsport intentions than the timeless Prototipo but still exudes Italian style and quality. Available for Type 964, 993 and 996 cars, the lightweight Motorsport wheel features the Porsche logo, stamped on the right spoke, for an additional splash of Weissach feel.

rpmtechnik.co.uk/shop

MOMO Prototipo

£155.99 / 350mm

2 MOMO's Prototipo is one of the most iconic wheels of all time, highly regarded among Porsche fans for the factory's decision to run them on many of its 1970s race cars. That former glory can be rekindled for your own 911 today, the 30mm concaved Prototipo's round, leather rim providing a solid grip. Of course, the signature to the Prototipo's minimalist appearance comes from the thin, bare metal centre spokes, with drill holes to remove crucial weight. The spokes are available in either black or silver to best match your 911's interior décor.

design911.co.uk

Porsche Club Sport

£399.95 / 365mm

3 There hasn't been another wheel quite like the 964 Clubsport offering. With a thick rim and gentle finger notches around its 365mm diameter, the Porsche Club Sport wheel arguably represents ergonomic perfection. Like the original, Porscheshop's Club Sport wheel features three spokes clad in thick, luxurious leather with a Porsche crest imprinted into the horn button, making this wheel at home on motorsport or street-use 911s. The wheel comes complete with an accompanying Boss kit.

porscheshop.com

Views

Contact Total 911



The very best of your Porsche opinions via emails, letters, the website & social media



In praise of the 997

Dear Sir,

There has been plenty of affection in the media for the Porsche 996 Carrera, which has enjoyed something of a renaissance of late from those who covet 911 ownership, but I still believe the better car is the 997. We all know the 997 improved on the 996's shabby interior and a few well-placed tweaks means it offers a better drive too (not to mention offering more power than the 996).

I truly believe that going forward as an investment, the 997 is going to be a future classic: it's the last of the truly rear-engined 911s, with mechanical power steering rather than the 991's

electric, which dilutes the experience somewhat. Inside, the cabin is still proper 911 stuff, all cosy and without the bulky Panamera-inspired space age console running between the front seats.

The direct-fuel injection engines got rid of the bore problems of the first-generation car, and I truly believe that a 997 manual Coupe will be the car that collectors will want in their garage in the future. I'm not for a minute suggesting the 996 is a bad car; I used to have one so their merits as a driving machine are assured. However, the 997 is better and I believe it's only a matter of time before prices start going the other way for a well-sorted

second-generation 997. We live in hope.

Logan Wilson

While your opinion may (mildly) dampen the spirits of 996 owners enjoying the revitalised reputation of their 911, I'm sure your view will be shared by many 997 Carrera owners hoping values of their cars begin to increase. The 997 is a fantastic 911 – there's good argument it could be the best generation. However, we're firm in our belief you shouldn't get caught up in values. These cars were built to be driven, not prized away in collections.

Facebook.com/total911magazine

Hot topic: what are your first impressions of the 992?

After posting some exclusive photos of the next-generation 911s in winter testing, we asked for your thoughts. Here are the best replies:

f Can't believe already time for a 992, what more can they do, the base model has supercar acceleration... I guess now the focus might be on electric.
Vikas Desai

f Is anybody else seeing a resemblance to the 959 from the rear? I hope that makes it to the final production version. A fitting homage to Porsche's greatest ever sports car.
James Wilson

f Something about the lines on the glasshouse are screaming V8 Vantage at me. The front bumper looks super 1980s though, and not in a good way.
Jaik Dean

f So is now the best time to sell if you have a 2017 car? I'm sure my local OPC will be in touch with details on the new car...
Sam Buick

f This is gonna be epic... these guys just know how to make sports cars. Drove a Cayenne V8 diesel a few weeks ago, superb for a big car like that.
Vuma Lucas Zepe

f 2019 though. Too long a wait.
Dominic Minghella

f A hybrid 911 awaits...
Vijay Suranji

@Total911

The best of your tweets that caught our eye on this month's newsfeed:

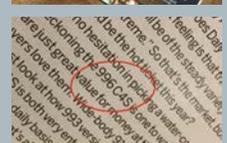
🐦 @RPM Technik #Porsche #911 Coupe and Cabriolet unmasked by @Total911. What are your thoughts?



🐦 @NeillWatson My feature about the controversial RWB Porsche 911 in @Total911, would you buy one?



🐦 @map18w Nice to read this in the latest mag! #Porsche 911 #C4S



Write to or email us with your Porsche opinions and the star correspondence will receive a complimentary copy of the **Porsche 911 Buyer's Guide 2nd Edition** bookazine worth £9.99!



A new contributor?

Dear Sir,

I've noticed there are a number of independent contributors to the magazine, which is highly appreciated and relevant. I am relatively active in the world of Porsche auctions, classic Porsche events and collecting. I would be happy to contribute where it could be most helpful and interesting for a larger number of readers.

My current Porsche garage consists of a 1973 2.7 Carrera RS, a

1989 Turbo, a 1957 356 Speedster Super 1600, a 1997 C4 Cabriolet, and a Cayenne Turbo. Please let me know if living with these wonderful cars, events and auctions could be interesting for the magazine.

Thomas Konig

Thank you for your interest, Konig. Our popular 'Living the Legend' section is currently full, however, we are always on the lookout for new contributors to keep the magazine fresh, so do keep in touch.

T911 on tour

Dear Sir,

It has occurred to me that a few days away with one of my cherished 911s and other like-minded enthusiasts of the Porsche flat six would be a very good thing indeed. I see you're well accomplished with a good old road trip or two throughout the year at **Total 911**, so perhaps

you ought to stage a similar event for us mere mortals to accompany you? I promise I won't get in the way (though I'll have no problem keeping up, not blowing my own trumpet).

Michael Hill

There are plans in place to introduce road trips to the Total 911 events calendar soon, so watch this space!

Join the debate

Facebook /total911magazine Twitter @Total911 Web www.total911.com

@askgeez Four-wheel-drive, winter tyres. #NoProblem #NoSubstitute

@Glasstec_Paul Chuffed to have been name checked in @Total911's 993 buying guide in issue 147

@JClarkArtist @Total911 hope you like my hand-cut vinyl #911 artworks. Prints available via joelclarkartist.carbonmade.com



Bodywork: Shows chipping around the nose and on the rear wing, but otherwise in good condition with the door check straps. Major corrosion will be visible.

Wheels/tires: Although fitted to a 911, these have been used for track or other off-road use and are in poor condition. If the car is to be used for track or other off-road use, it is recommended that the wheels and tires be replaced.

Engine: An unremarkable 2.0 litre engine with a good history in place.



Total911.com: What you've been reading

On computers, tablets and smartphones across the world, these are your favourite online articles from the last month:

2019 Porsche 911 Coupe and Cabriolet unmasked
As you saw on page ten, the next-generation 992 has been spotted free of camouflage during winter testing. See the full gallery on our website now.

16 stunning RWB UK build images
In issue 149 we brought you the first UK-built RWB car. Online, we showed you exactly how Nakai-san went about creating it.

Porsche 911 GT2 specs revealed
During the launch of the new 991.2 Carrera GTS, Porsche sources disclosed to us the expected stats and specs of the upcoming 991 GT2, tipped to be launched in the summer.

Sales debate: do auctions define the used 911 market?

Our experts have split opinion as to the dominance of auction results in the used Porsche 911 market. What do you think?

2017 991.2 GTS first drive
While we've saved the head-to-head feature against the C4 GTS for the magazine, online we posted our initial thoughts on the latest GTS in C2-form only.

Want to read the most popular articles on Total911.com? Simply type each of the titles above into our search bar and you can join the online debate.





Total 911's youngest ever reader?

Dear Sir,

I thought you'd like to see some evidence that your publication is enjoyed by all ages. While my current car (Porsche Panamera) is getting a week of TLC at OPC Sutton Coldfield, we are enjoying some sun and R&R in Fuerteventura after the madness that was Christmas.

My four-year-old son has decided after reading issue 143 that I need to revisit 911 ownership upon our return, and that he is more than happy to assist me in this purchase as he has "lots of monies that Grandad has given me." Charity starts at home!

Martin Shields

You're never too young to get caught by the Porsche 911 bug, as your picture here shows! Perhaps he's already eyeing up a 991.1 Carrera GTS manual Coupe as a future classic.



Turbo love

Dear Sir,

I saw the article on **Total911.com** 'Cars I'm most looking forward to driving in 2017', where you list the 964 Turbo 3.6. Back around 2003, I borrowed a friend's 964 Turbo S (admittedly not a 3.6) and it was an absolute revelation. It was like my 930, only you could be brainless under braking because of ABS, and then there was that split ratio limited-slip differential, 40 per cent under power, and something over 80 per cent under coasting. What this meant was I would dive in impossible

lines inside GT3s under braking, have the back end slide about a metre, and then the rear would almost stop due to the high ratio of limited slip when coasting. Then I would squeeze away the gobs of power while just flicking the wheel, full gas, keeping the rear at a slight drift. The GT3s of that era, highly modified, didn't have a chance, as long as the driver was comfortable sliding around, throwing flames all over the place.

My conclusion is that it was the perfect Porsche. I went home thinking I would need a 993 Turbo

for its end of an era status, but with a good modified 964 being my beast of choice, I drive the closest I can have to that experience. A Ruf BTR spec 930. But I'm certainly looking forward to reading about the 964 Turbo 3.6!

Ed Bighi

It's great to hear an account of these glorious 911s of yesteryear, and you can be absolutely sure to see a Turbo 3.6 test drive in an upcoming issue of Total 911 magazine. Perhaps we could find room for the BTR, too?

Total
911
THE PORSCHE MAGAZINE

Future Publishing Ltd
Richmond House, 33 Richmond Hill
Bournemouth, Dorset, BH2 6EZ
☎ +44 (0) 1202 586200
Web: www.total911.com
www.greatdigitalmags.com
www.futureplc.com

Editorial

Editor **Lee Sibley**
lee.sibley@futurenet.com
☎ 01202 586291

Senior Art Editor **Steve Williams**

Production Editor **Amelia Jones**

In-house Photographer **James Sheppard**

Senior Art Editor **Duncan Crook**

Contributors

Rob Clarke, Richard Klevenhusen, Tony McGuiness, Joel Newman, Sean Parr, Gina Purcell, Chris Randall, Chris Wallbank, Kyle Fortune, Joe Croser, Greg James, David Grover, Kieron Fennelly, Daniel Pullen, Ali Cusick, Chris Wallbank, Dana Pawlicki, Wilhelm Lutjeharms, Craig Llewellyn, Andreas Mau, Johnny Tipler, Wayne Collins, Richard Pardon

Cover image

Daniel Pullen

Advertising

Digital or printed media packs are available on request.

Ad Manager **Gary Simpkins**

☎ 01225 687504

gary.simpkins@futurenet.com

Account Manager **Alex Choma**

alex.choma@futurenet.com

International

Total 911 is available for licensing. Contact the International

department to discuss partnership opportunities

Head of International Licensing **Cathy Blackman**

☎ +44 (0) 1202 586401

cathy.blackman@futurenet.com

Subscriptions

For all subscription enquiries:

911subs@servicehelpline.co.uk

☎ 0844 249 0463

☎ Overseas +44 (0) 1795 414 886

www.imaginesubs.co.uk

Head of subscriptions **Sharon Todd**

Circulation

Circulation Director **Darren Pearce**

☎ 01202 586200

Production

Production Director **Jane Hawkins**

☎ 01202 586200

Management

Finance & Operations Director **Marco Peroni**

Creative Director **Aaron Asadi**

Editorial Director **Ross Andrews**

Printing & Distribution

Printed by Southernprint Ltd, Units 15-21, Factory Road, Upton

Industrial Estate, Poole, BH16 5SN

Distributed in the UK, Eire & the Rest of the World by

Marketforce, 5 Churchill Place, Canary Wharf, London, E14 5HU

☎ 0203 787 9060 www.marketforce.co.uk

Distributed in Australia by Gordon & Gotch Australia Pty Ltd,

26 Rodborough Road, Frenchs Forest, New South Wales 2086

☎ +61 2 9972 8800

Disclaimer

The publisher cannot accept responsibility for any unsolicited material lost or damaged in the post. All text and layout is the copyright of Future Publishing Ltd. Nothing in this magazine may be reproduced in whole or part without the written permission of the publisher. All copyrights are recognised and used specifically for the purpose of criticism and review. Although the magazine has endeavoured to ensure all information is correct at time of print, prices and availability may change. This magazine is fully independent and not affiliated in any way with the companies mentioned herein.

If you submit material to Future Publishing via post, email, social network or any other means, you automatically grant Future Publishing an irrevocable, perpetual, royalty-free licence to use the material across its entire portfolio, in print, online and digital, and to deliver the material to existing and future clients, including but not limited to international licensees for reproduction in international, licensed editions of Future Publishing products. Any material you submit is sent at your risk and, although every care is taken, neither Future Publishing nor its employees, agents or subcontractors shall be liable for the loss or damage.

© 2016 Future Publishing Ltd

ISSN 1746-6130



Future is an award-winning international media group and leading digital business. We reach more than 57 million international consumers a month and create world-class content and advertising solutions for passionate consumers online, on tablet & smartphone and in print.

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

Chief executive Zillah Byng-Thorne
Non-executive chairman Peter Allen
Chief financial officer Penny Ladkin-Brand

Tel +44 (0)1225 442 244



 **RENNSPORT**

RESTORING THE PORSCHE HERITAGE

These are some of the restorations being carried out
in our state of the art workshops for international clients

1963 365 S - 1972 9112.4 E Coupe - 1973 911 2.4 E Targa
1976 911 2.7 Targa - 1979 911 930 Turbo

E: PAUL@911RENNSPORT.CO.UK T: 01608 651 337 M: 0750 1973 911
COTSWOLD BUSINESS VILLAGE, MORETON-IN-MARSH, GLOUCESTERSHIRE, GL56 0JQ

911RENNSPORT.CO.UK





GTS SHOWDOWN

CARRERA 2 VS CARRERA 4

The new turbocharged 911 GTS range impresses, but which is best? Total 911 pits rear-wheel drive against all-wheel drive to find out...

Written by **Kyle Fortune** Photography by **Richard Pardon**



“The GTS has to be the purest, simplest choice from a driving perspective, and that’s a manual Coupe with rear-wheel drive”

Palm Springs, USA, 2010: at the 997 GTS launch an engineer admitted that the only true GTS was the C2 Coupe, with manual transmission. The same discussion was had at the 991.1 GTS launch, and last night, the conversation followed the familiar route. “So, GTS? The only real one is the Carrera Coupe manual, right?” I asked. “For sure,” came the predictable answer. Not the fastest, admittedly – you’ll need a PDK if you want to achieve the best times – but we’d forgo bragging rights for engagement and so, it seems, would a lot of you.

The British contingent on a press launch are always a demanding bunch, so when we hear there are only GTS Cabriolets and Targas to drive on road, there’s a bit of a mutiny. But there will be Coupes on track, the circuit in question being Killarney Race Track on the outskirts of Cape Town, South Africa. Nice problem to have, but we’re here to drive *the* GTS, Porsche’s own engineers admitting there’s only really one. We’re actually unusual, here, I overhear Porsche America’s PR man asking to have a manual Cabriolet swapped out for a PDK for his journalists, our Cabriolet at least coming with three pedals and a gearstick. Perhaps the marketing people are right after all, whatever we think and the engineers say.

It’s a short but interesting drive, the Cabriolet GTS more appealing than I’d imagined, the turbocharged 3.0-litre’s torque removing the bluntness from the Cabriolet GTS package that denied its predecessor the right to wear that

GTS badge with real credibility. I’m still with the engineers here, but the open-topped GTS is no longer an affront to the badge, even if I’m happy to be getting in the cars that we’re really interested in.

Killarney’s a ramshackle place; bumpy, narrow and short. There’s everything from slow corners to fast, sweeping bends. There’s a hint of Nürburgring, not least because the run off is limited, and there’s a corner that does a half decent impression of the infamous Karussell. A good test for the proper Sports Chassis specified Coupes, then, the real GTS gaining an additional 10mm over the 10mm drop that accompanies the standard fitment of PASM across the GTS line-up. Four Coupes are here, sitting in pairs, each couple sitting behind a Turbo S ready for a run around the track. Those Turbo Ss are piloted by Matthias Hoffsummer, 918 Spyder head instructor, and Marc Lieb, who’s proven to be pretty useful driving in France for 24 hours. No pressure then.

Mercifully, there are manual GTSs among those Coupes, though a run down the pitlane highlights that all those three-pedal cars also have four-wheel drive. There are C2s, but they’re PDK. Jumping into the S-GO 4065 is the only option then, a Carrera 4 GTS manual Coupe, in white, with the GTS demarking 713 option fitted, or, more correctly, removed. It relates to the rear seats; looking over my shoulder, snugly gripped by optional sports bucket seats, reveals some carpet, highlighted only by GTS badge stitching on either side of the transmission tunnel. There’s something hugely appealing about a ➔

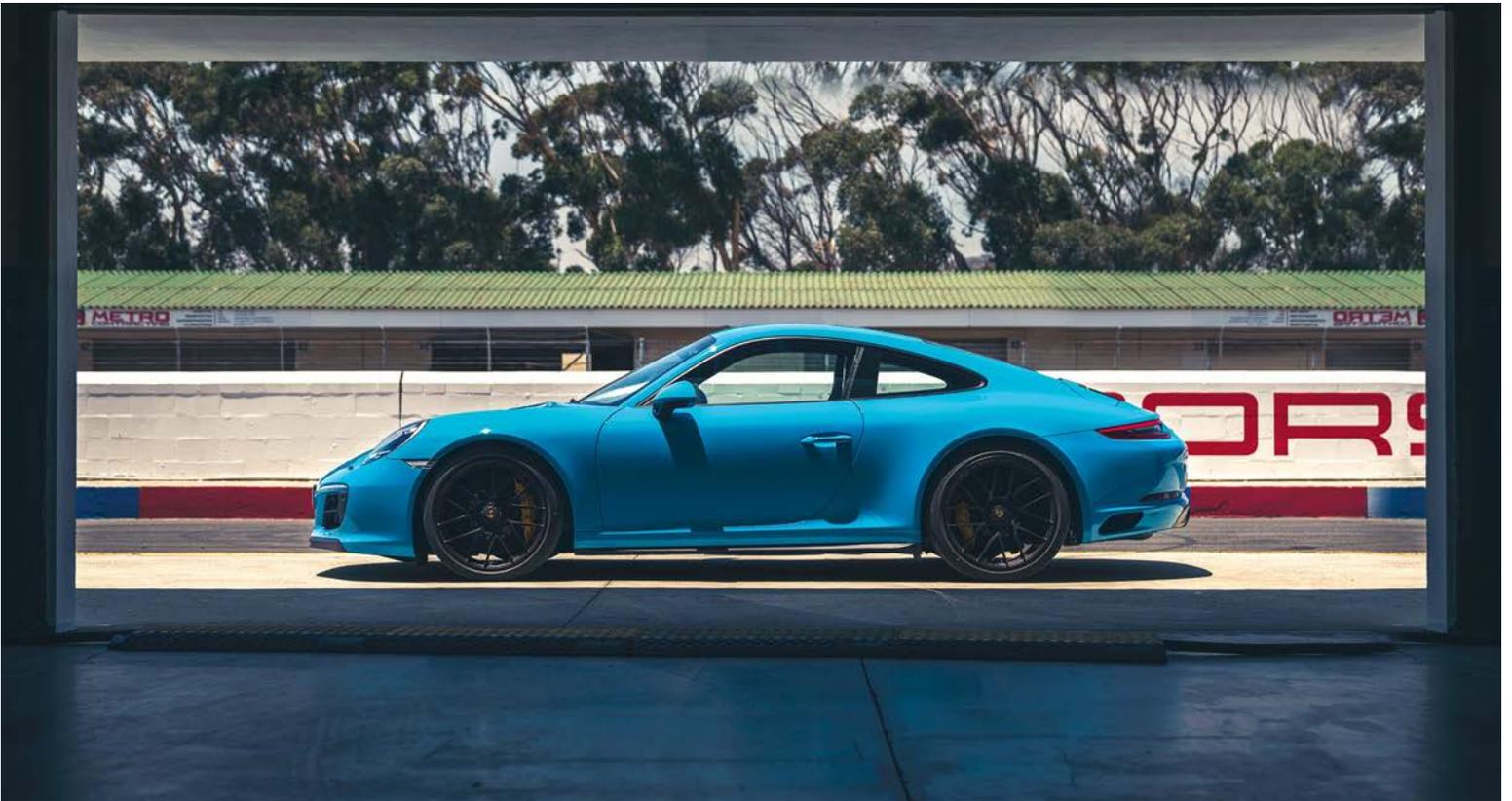


Left The seven-speed manual transmission, despite not benefitting from any additional work to the quality of the unit's mechanism, brings greater driver engagement over PDK

Below centre The Carrera 2 GTS Coupe with manual transmission variant, like this Miami blue 991.2 version, has been labelled as the 'real' GTS by the engineers at Weissach for the last three generations

Right Option 713 sees the removal of the GTS's rear seats, with the driver instead seeing only carpet and GTS stitching along the transmission tunnel when looking over their shoulder

Bottom right The C4 GTS manual Coupe boasts a 0.1-second faster 0-62mph time, while the C2 GTS manual has the fastest outright speed and in-gear acceleration







Top The new GTS features centre hub fixed Turbo S wheels, and brake pads from the Turbo – 16% larger than the Carrera S

Above With black a distinguishing feature of the GTS, the 991.2 boasts smoked bi-xenon headlights, black tailpipes and trim

two-seat 911, even if it limits its ultimate usefulness. It underlines its focus and the GTS is about exactly that.

Starting up the 3.0-litre fills that void with the tuneful sound brought by the GTS's standard Sports exhaust and the loss of some sound deadening. The turbocharged Carreras were, and remain, a contentious issue, and I'm in the 'I'm okay with them' camp, even if a small part of me misses the high-rev intensity of the naturally aspirated units that they replaced. More flexible, the GTS's 3.0-litre turbo flat six doesn't simply gain a 'Powerkit', but gets new turbos with 3mm larger compressors with higher boost pressure. The result is 450hp, 30hp more than a 991.2 Carrera S and 20hp more than the 991.1 GTS. The maximum power is produced at 6,500rpm, with peak torque of 550Nm delivered between 2,150rpm and 5,000rpm. The engineers admit they've sacrificed a touch of low-rev torque in pursuit of higher rev intensity, demarking the GTS as a car for drivers. You'll be doing well to notice the losses at low engine speeds, the gains being far more obvious, the 3.0-litre unit's appetite for revs being notably more keen, it reaching its limit with intensity. With the power comes character, and a lot of it, too, the GTS feeling distinct from its Carrera S relation, perhaps more so than with previous GTSs, which comes as a surprise.

Dynamically, too, it feels distinct. With its Sports Chassis in the C4's wider body and the specification of 245/35/ZR20 front and 305/30/ZR20 rear tyres on the centre hub fixed Turbo S wheels (in black, of course), there's a greater contact with the road sitting on the C4's wider track. Behind those wheels are brake pads from the Turbo that are 16 per cent larger than the standard Carrera S, with 10mm larger front brake discs mounted onto a new aluminium brake hub, which helps keep unsprung masses to a minimum. Manual GTS cars come as standard with a mechanical rear differential lock and Porsche Torque Vectoring (PDK cars gaining electronic control of that rear differential and PTV Plus), and standard Sport Chrono brings dynamic engine mounts, this white C4 GTS also coming optionally fitted with PCCB brakes and Porsche Dynamic Chassis Control, as well as option 470 that defines rear-wheel steering.

The first sighting lap is over quickly, Hoffßümmer evidently in a hurry, though the C4 GTS isn't having too much trouble keeping up. If the engine delights with its more eager thrust higher up the rev range then the chassis compliments it with real focus. The Sports Chassis is transformational as is, but combined with the other detail changes that add up to the GTS, it creates a car that's ridiculously capable, the sophisticated wheel and body control, allied to the massive grip and traction, allowing all the engine's 450hp to be exploited readily. It would be quicker still with the PDK, but we're talking tenths of a second – a small price to pay for the greater engagement that the seven-speed manual brings. It remains a good rather than brilliant shift, the new GTS not benefitting from any additional work to the quality of the seven-speed's mechanism. It's fine, then, from first through to fourth, the plane across to fifth, six and eventual seventh remaining oddly weighted and sprung, though it's not a problem here, as

Model **991.2 Carrera GTS Coupe**

Year **2017**

Engine

Capacity 2,981cc

Compression ratio 10.0:1

Maximum power 450hp @ 6,500rpm

Maximum torque 550Nm @ 2,150-5,000rpm

Transmission Seven-speed manual

Suspension

Front Lightweight spring strut suspension

Rear Lightweight multi-link suspension with wheels independently suspended on five links

Wheels & tyres

Front 9x20-inch; 245/35/ZR20

Rear 12x20-inch; 305/30/ZR20

Dimensions

Length 4,528mm

Width 1,852mm

Weight 1,450kg

Performance

0-62mph 4.1 secs

Top speed 193.8mph



Model **991.2 Carrera 4 GTS Coupe**

Year **2017**

Engine

Capacity 2,981cc

Compression ratio 10.0:1

Maximum power 450hp @ 6,500rpm

Maximum torque 550Nm @ 2,150-5,000rpm

Transmission Seven-speed manual

Suspension

Front Lightweight spring strut suspension

Rear Lightweight multi-link suspension with wheels independently suspended on five links

Wheels & tyres

Front 9x20-inch; 245/35/ZR20

Rear 12x20-inch; 305/30/ZR20

Dimensions

Length 4,528mm

Width 1,852mm

Weight 1,495kg

Performance

0-62mph 4.0 secs

Top speed 192.6mph





The verdict ★★★★★

C4 Positives: Junior 911 Turbo, good specification, all-year-round security

Negatives: Weight penalty over C2, slightly less engaging, manual shift needs improving

The verdict ★★★★★

C2 Positives: Sharper looks, responsive engine, Sports Chassis

Negatives: Not cheap, plentiful options, manual shift needs improving

Killarney is short enough to rarely need fourth, let alone anything above it. In the C4 GTS there's phenomenal response at the huge speeds it so easily generates, the front axle's immediacy is sensational, the additional security the four-wheel drive brings reassuring. The steering, which is nicely weighted and delivers fine detail, is uncorrupted by drive being pushed forwards when it's needed.

Comparisons with the C2 GTS did look like they wouldn't happen, but salvation arrives in the shape of a Miami blue Carrera 2 GTS manual Coupe, sharing the same rear-wheel steering, rear-seat delete option. And it's being driven down the pitlane by a certain Mr Walter Röhrl. Jumping in the passenger seat alongside Porsche's most famous ambassador and asking if we can borrow 'his' car for a few laps is met with a yes, though as I'm here I might as well have a lap or two with Walter putting some heat in the tyres. He admits he's not been involved with the GTS's development, though he clearly likes it; the speed he's carrying is immense, his usual efficiency of movement masking the otherworldly talent that defines his driving. He's sold; it's not lost on everyone that the car he's chosen to drive is the one described by the engineers as the real GTS. I wonder if he'd shave any time off the ridiculous seven-minute-22-second Nürburgring lap time it's capable of on the optional ultra high performance tyres. Remember, this is a non-GT car, and that time would have been respectable in a 997 GT2. Progress is a good thing.

Suitably warmed up, I take Walter's seat. I'd be lying if I said the differences were immediate, Porsche's four-wheel-drive system so beautifully

integrated that it's no longer a poor relation, the 45kg penalty it brings negated by its improved traction. The idea of the C2 GTS appeals though; it's the purer option, even if that loss of drive to the front axle results in a car that's a bit trickier to drive at track speeds. There remains masses of traction, thanks to those wider rear tyres and track, the turn-in similarly precise, aided by the rear-wheel steer fitment, though when the GTS starts to move around underneath you, it requires a bit more management to gather up.

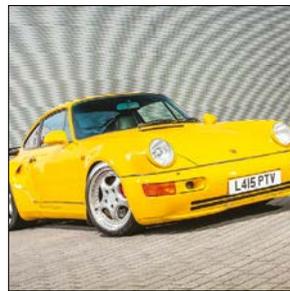
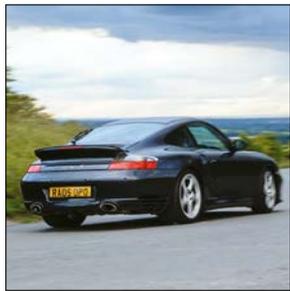
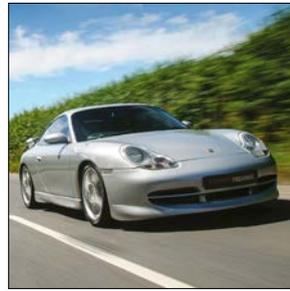
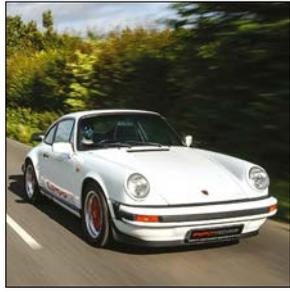
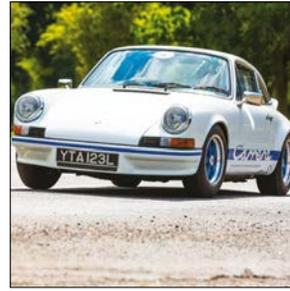
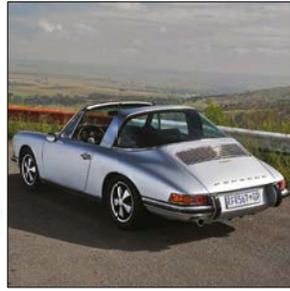
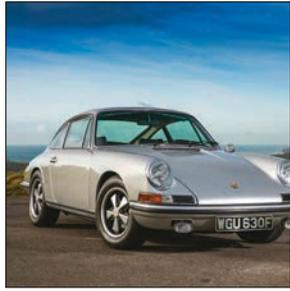
There's none of the C4's drive-juggling helping pull you out of a slide as it happens; with the C2 there's more need for the driver to sort things out. But don't think that the GTS is a spiky, difficult car to drive as a result, it just isn't, but over the C4 there are more demands. On the road, so high are the limits you'll rarely find yourself reaching them, yet we can see the appeal in a C4 as a daily driver, particularly if you're talking all-year round. Ignore the traction advantage the C4 gains for a 0.1-second quicker 0-62mph time though, the manual C2 has the fastest outright speed and aces its four-wheel-drive relation with in-gear acceleration, shaving 0.2 seconds off the C4's 50-75mph time and bettering it from 0-100mph by the same 0.2-second margin for a time of 8.4 seconds. It's fast, then, but that's not the point.

The GTS has to be the purest, simplest choice from a driving perspective, and that's a manual Coupe with rear-wheel drive. It's the one they've been saying is the real GTS for three generations now, and I'm not about to disagree. There's no denying that the GTS badge has matured into a range with plentiful choice, though there's only one we'd ever recommend. **911**



Cabriolet v Targa

Damn the Targa. It looks so good. The GTS revisions only add to that, the silky black roll hoop turning up the want factor markedly. Visually, we're sold, but to drive the Targa has always been something of a disappointment. It's less so now, the GTS's greater power and flexible torque lessens the impact of the Targa's greater weight, making it more of a driver's car than it's ever been. It's more how an S should feel than perhaps worthy of the full GTS badge, but a marked improvement. The Cabriolet shares that, though despite our preference for Coupes, a drive around the South African mountains in a Cabriolet GTS manual was one we'll not forget in a hurry. Riding on the less focused non-Sport chassis of all the non-Coupe GTS models, it felt supple, riding with class, yet it also felt very much a sports car rather than the GT that Carrera and Carrera S models can sometimes be accused of erring towards. A revelation, perhaps, the GTS badge, to us, still sitting a touch uncomfortably on models like the Targa and Cabriolet, given its original goal of being a bridge between the Carrera line-up and GT department's output, but they're more convincing now than they have ever been.



30 OF



They're the cars that best punctuate the

THE MOST

sprawling legacy of Porsche's unrivalled sports

ICONIC

car spanning more than five decades. Now, in

PORSCHE

chronological order from 30 to 7, Total 911 reveals

911S OF

the models considered the most iconic

ALL TIME

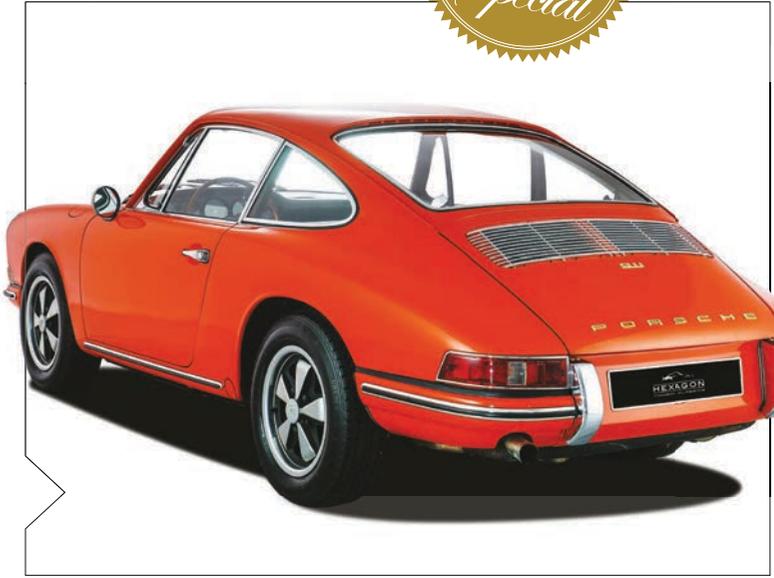


911 2.0

30

Even in its earliest guise, the 911 was the fastest 2.0-litre sports car in the world. It also ended any remaining popular press notion that a Porsche was somehow a Beetle on steroids. Launched at Frankfurt in 1963, it intrigued rather than stunned observers, as the E type had in 1961. It was late 1964 before the new 911 was in the showrooms and within weeks, a

fifth place in the all-important Monte Carlo Rally by a virtually standard production 911 demonstrated its potential. What the 911 had, and which front-engined sports cars lacked, was supreme agility, though its driver needed to understand exactly what lift-off oversteer was. Like its predecessor, the 911 rapidly became the choice of the discerning driver for whom what mattered was not how fast you drove, but rather how you drove fast.



911S 2.0

28

The S version of the Porsche 911 – S indicating ‘Super’ – arrived in late 1966. Modifications to the cylinder head and passage of the exhaust through the heat exchangers raised power to a remarkable 160bhp or 80bhp/litre – the sort of figure that was only achieved by competition engines of the time. For a premium of

20 per cent over the standard Porsche 911, the buyer received a 140mph missile that, if inclined to wet its plugs in traffic (which was much sparser then), could dispatch 0-62mph in just eight seconds, with a top speed of 137mph. If two or three exotic Italians and a couple of blunt instrument V8 sports cars could beat these figures, none of them could corner like the Porsche 911S.

2.0 TARGA

29

Porsche was badly in need of an open-topped 911 to complement the Coupe, but attempts to construct a convertible failed as once its roof was removed, the 911 was not rigid enough: the chassis of test cars broke. With some lateral thinking, Porsche devised a model

with a ‘T’ bar and a removable panel instead of a solid roof. And so the Targa, named after Porsche’s Sicilian race wins, was born. Imitations from other manufacturers like the Triumph Stag or Fiat X19 came and went over the decades. Meanwhile, the distinctive Porsche Targa lived on, the expression ‘Targa top’ firmly entering the enthusiasts’ language.





911S 2.4

27

The importance of the 193hp 2.4S lays in its much-improved tractability over the highly-strung 2.2S. Not only did it have more torque lower down the rev range, it

also met increasingly stringent US emissions norms without significant loss of power. The 2.4S design had considerable input from Ferdinand Piëch, the last 911 in which he was directly involved, and was essentially the basis of the 2.7 RS.



930 3.0

26

A milestone in automotive history and a sensation at its launch, the exclusive 930 3.0 Turbo was marketed with every extra and luxury Porsche could fit in it and it gained the company a rich new clientele among the glitterati. Ironically, this was all rather incidental to Porsche's original

intention to make enough cars (400) to meet FIA homologation. The racing versions, the brutal 934 and 'silhouette' 935, made Porsche almost unbeatable in Group 5 until the 1980s and the highly profitable Porsche Turbo, intended by Fuhrmann as an interim model until a 928 S could be launched, became a true icon among Porsche enthusiasts.





3.2 CARRERA CABRIOLET

25

The absence of a truly open 911, an important model especially in sunny California, was not addressed under Fuhrmann, but once Peter Schutz arrived and resuscitated the 911, everything became possible. Advances in body construction techniques meant Porsche could now build a 911 Cabriolet. The first rag top Porsche (excluding the 924) since the demise of the 356, the Cabriolet was the missing piece in what has become the classic three-model 911 range.



959

24

The brilliant technical showpiece that was the Porsche 959 typified the confidence of a company whose sales and profits were increasing annually during the 1980s. At its launch, it was the world's fastest street-legal production car. Arriving too late for the Group B rallying its builders originally intended it for,

Porsche demonstrated the potential of its twin-turbocharged 959 with two (but for a mechanic's mistake, three) easy Dakar-Rally victories, followed by a seventh place at Le Mans. However, production was plagued by huge cost overruns and delays and crucially, the Porsche 959 was not homologated for the United States. Nevertheless, the car remains revered, its technology still wholly relevant today.



3.2 SPEEDSTER

23

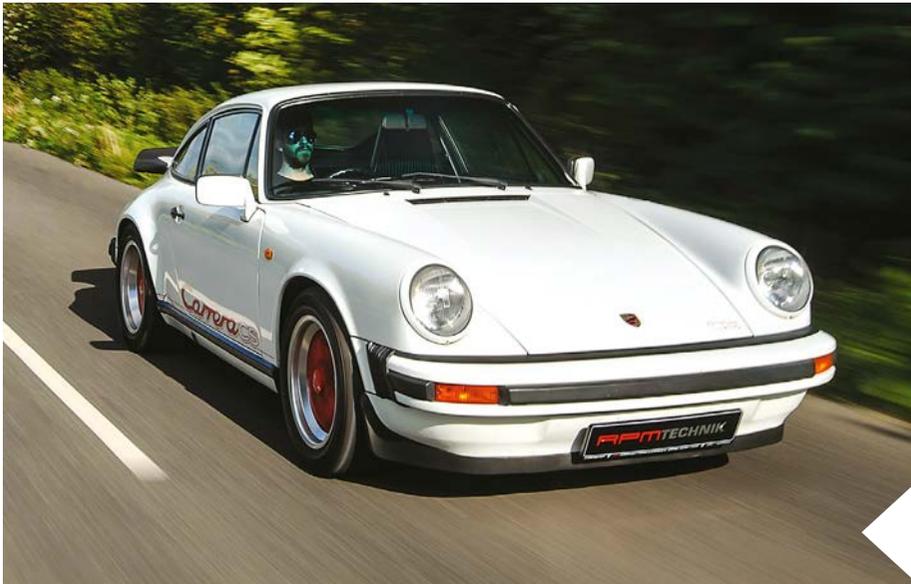
Recalling the Hoffman-inspired 356 original, the 3.2-litre Speedster had long been a pet project of Helmuth Bott, former director of Porsche's R&D department, but by the time it reached production, the concept was ten years old. Finally released in 1988, the 3.2 Speedster, built from Cabriolet bodies, used

the Turbo's rear wings, had a 3-inch lower windscreen and a glass fibre rear canopy, which lifted to reveal the hood, a racy looking but far from weather-proof affair. Some 2,274 were manufactured before 3.2 production ended in 1989 and paradoxically, the 3.2 Speedster is far more striking today than when it was new; in fact, like all rare Porsche 911s, it has since become very valuable.

3.2 SSE

22

It took Porsche until 1986 to rationalise its non-turbo wide body production and the result was the 3.2-litre Super Sport Equipment. A rare car – in fact, a mere 400 are believed to have been built, although figures are conflicting – the 3.2 SSE combined not only the Turbo body but also its suspension, wheels and brakes, with the drivability and running costs of the base 3.2. This was a happy compromise, which had no discernible negative effect on the handling or performance compared with the narrow body.



3.2 CLUBSPORT

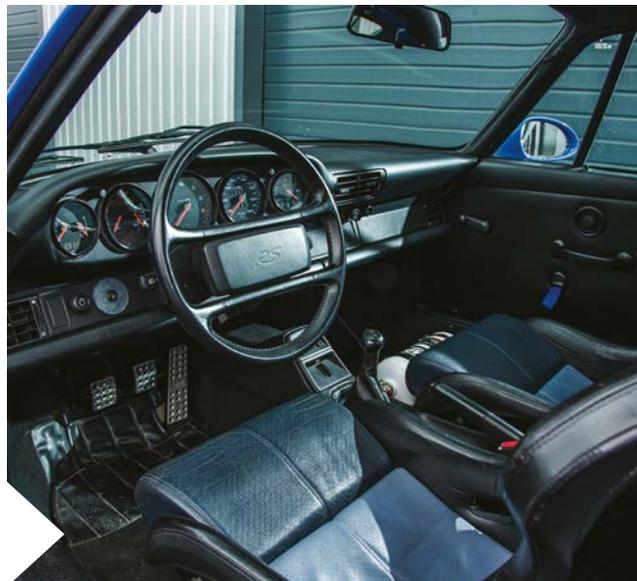
21

The surprise about the 1987 3.2 Clubsport was how halfheartedly Porsche seemed to market it. It flopped in the US, sold moderately in Germany and was a real bargain in Britain if you managed to hear about it, as PCGB pitched it ten per cent cheaper than the 3.2. A more raw, stiffer, and sharper car, the CS did feel like the real RS deal, even if mechanically it was barely different from the stock 3.2. Out of step perhaps with fashion, few of those 53 UK purchasers can ultimately have regretted their decision: this agreeably old-school 911 has simply increased steadily in value.

964 RS

20

After preparing a lightened 964 for the newly inaugurated Porsche Cup, Weissach set about preparing 2,000 cars for homologation purposes. A reinforced shell courtesy of Roland Kussmaul, lowered suspension, carefully selected production engine and interior reduced to essentials – and for £10,000 more than a 964 – this was a track car for the road before trackdays had been invented. Its harshness put off many road testers and during the dark days of recession, the 964 RS sold only slowly. A decade later, track enthusiasts 'discovered' them and values have now risen to the point where owners now salt them away like the 2.7 RS.





964 ANNIVERSARY

19

Special-event Porsche 911s are always worth a premium, as much for their rarity value as for their usually full specification, and the 1993 964 was no exception. Turbo bodied, but with the standard mechanical rather than Turbo rear wing, a leather interior with a neat '30 Jahre' plaque on the

parcel shelf and 17-inch Cup wheels, the 964 Anniversary certainly looked the part. Though the 996 and 991 Anniversary cars are very special, there were just 911 of the '30 Jahre' cars built, compared to 1,963 of the '40 Jahre' and '50 Jahre' models. The 964 Anniversary cars were really the first to officially celebrate the 911's unrivalled longevity.

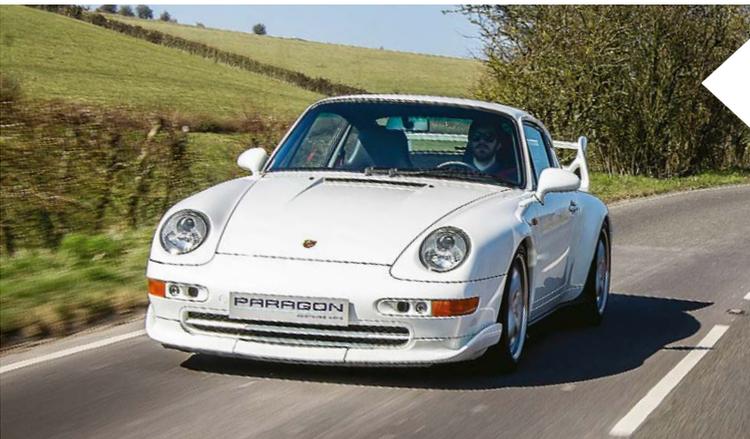


993 C2S

18

The C2S followed the C4S, which was the classic wide-bodied 911, but like the '30 Jahre' Anniversary car, it had the mechanical rather than Turbo rear wing (unless optioned). The 993's haunches were much admired and widening them for C2S specification worked very well indeed. The car was sought after, yet its £13,000 price premium over standard Carreras meant it is a rare beast today. As well as enjoying a lavish spec, the 993 C2S was the last wide-bodied, naturally aspirated and air-cooled 911 built. This, then, is a fitting final hurrah for those with a purist 911 heart.





993 RS

17

Lightened, but not as much as the 964 RS had been, the 993 RS was priced 12 per cent above the 993 Carrera and in 1995, it seemed expensive. With its smooth VarioRam, naturally aspirated 3.8-litre engine and remapped ECU producing an unstressed 300bhp and a 0-62mph

time of five seconds, the RS showed what the 993 Carrera might have been had Porsche had more money to invest in it. Externally, the car is easily distinguishable by a fixed rear wing, small front flaps and 18-inch aluminium wheels. More refined and less raucous RS than the 964, shrewd buyers would have spotted the trend and bagged theirs good and early.



993 TURBO S

16

Porsche saved the best till last, signing off the final air-cooled Porsche 911 – the 993 – with the 1998

Turbo S, capable of reaching a top speed of 186mph and making it not just the fastest production Porsche, but

the fastest production car ever built for the road with an air-cooled engine. A product of the old-school Exclusive department, the S had a sumptuously upholstered cabin and engine upgrades to produce an astonishing 456hp and 585Nm of power and torque respectively. A mere 345 were made.



996.1 GT3

15

Although enthusiasts were disappointed that the new GT3 weighed more than the Carrera, their

disillusion turned to joy when it was apparent that the body-kitted GT3 had a bespoke dry sump engine and

track style handling to match. Lower than the stock 996, with a stiffened suspension and superb steering, the GT3 showed that the RS tradition, if no longer 'lightweight', was very much alive. At £76,500, these uncompromised 911s were quickly snapped up, the start of a GT3 legacy.



996 GT2

14

The 2001 GT2 was something of an oddity because it was not conceived to homologate a race

car – Porsche had already decided that it would not compete in the GT2 class with the 996. The GT2 weighed 100kg less than the stock Turbo and, with ten

per cent more power, was Porsche's fastest production 911 to date. With no PSM or traction control, a suspension owing more to the GT3 than the Turbo and rear drive only, this 911 was a handful and many were crashed – Porsche would never again market such a raw, old-school Turbo. Today, the 996 GT2 is much sought after.



996 C4S

13

A seminal 911, the C4S reprised the thinking behind the SSE almost 20 years before: a 911

Turbo with the looks but without the expense and running costs. Now all-wheel drive was also part of the concept. A full stitched-leather

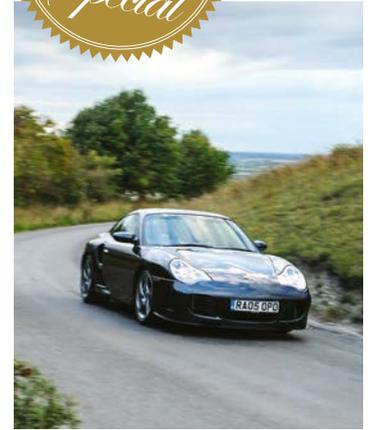
trimming of the 996's plastic cockpit and an option of a leather three-spoke steering wheel transformed the C4S's interior, while the wide-body look added a 'wow' factor to its appearance. Commercially, the C4S helped Porsche reduce the cost of the Turbo body while the model's success would make it a key member of future 911 ranges.



996 TURBO S

12

As usual, produced at the end of the 966 model life, the rarity alone of the Turbo S always made it special without taking into account its generous equipment. The Powerkit added 30bhp and ten per cent more torque, carbon composite brakes were standard, and the cabin sported leather and tastefully apposed carbon fibre fittings. Comfortable, practical and reliable, the 190mph Turbo S once again reinforced Porsche's reputation as the purveyor of the ultimate all-round super car.



997 SPORT CLASSIC

11

With its 'Fuchs look' wheels and neat ducktail, the 997 Sport Classic pulled unashamedly at the heartstrings of Porsche enthusiasts. The quirky double bubble roofline thrown in by the Exclusive department for good measure was never a Porsche feature, but all the more striking for that. More than mere window dressing, this 997 was properly specified with the 408hp Powerkit version of the 3.8-litre engine and sold only with the manual gearbox. Carbon composite brakes were standard. All 250 cars were finished in grey with coffee interior: the 997 Sport Classic was surely one of the most desirable 911s ever built.



997 GT2 RS

10

A fascinating and unexpected amalgam, the 997 GT2 RS was the first of its kind, with

sporting prowess drawn from the very successful GT3 RS. Developed to homologate the Porsche 911 Turbo in rear-wheel-drive form for such competitions as Le Mans and the United States Le Mans Series, the 537hp 997 GT2 RS made headlines as the first production Porsche to exceed 200mph, reaching a top speed of 204mph. A much more resolved GT2 than its predecessor, the 997 successfully melded suspension and aerodynamic lessons from the GT3 with the power of the Turbo S – a quite extraordinary 911, unlikely to be repeated with a manual gearbox.



997 GTS

9

Often billed as a pertinent swansong to the 997 generation, the GTS was a very well specced Carrera

S with Powerkit, plus GT3-inspired centre-lock wheels and an alcantara interior. Values of the 997 GTS have never dipped too far from original list

price, an incredible feat for a 911 still well shy of its tenth birthday which, you'll remember, wasn't limited in its production. Indeed, the 997 proved the start of an inspired sub-brand that continues to this day, though the GTS badge was later diluted slightly with all-wheel drive and PDK options available in Cabriolet and Targa bodies.



991.1 GTS

8

Intended to bridge the gap between the Carrera and GT3, the 991 GTS was effectively a top specification Carrera S with a Powerkit fitted. Introduced in 2014, its base options included Sport Chrono, Sport Exhaust, 10mm lowered suspension, PTV and 20-inch centre-

lock wheels to name a few. It was the fastest manual gearbox 991 you could buy for a time and combined with a ride that was firm rather than forgiving, as well as responsive rear-wheel drive, it was a traditional, virile 911 and appropriately the last naturally aspirated one. Revving to a scintillating 7,600rpm crescendo would be no more.



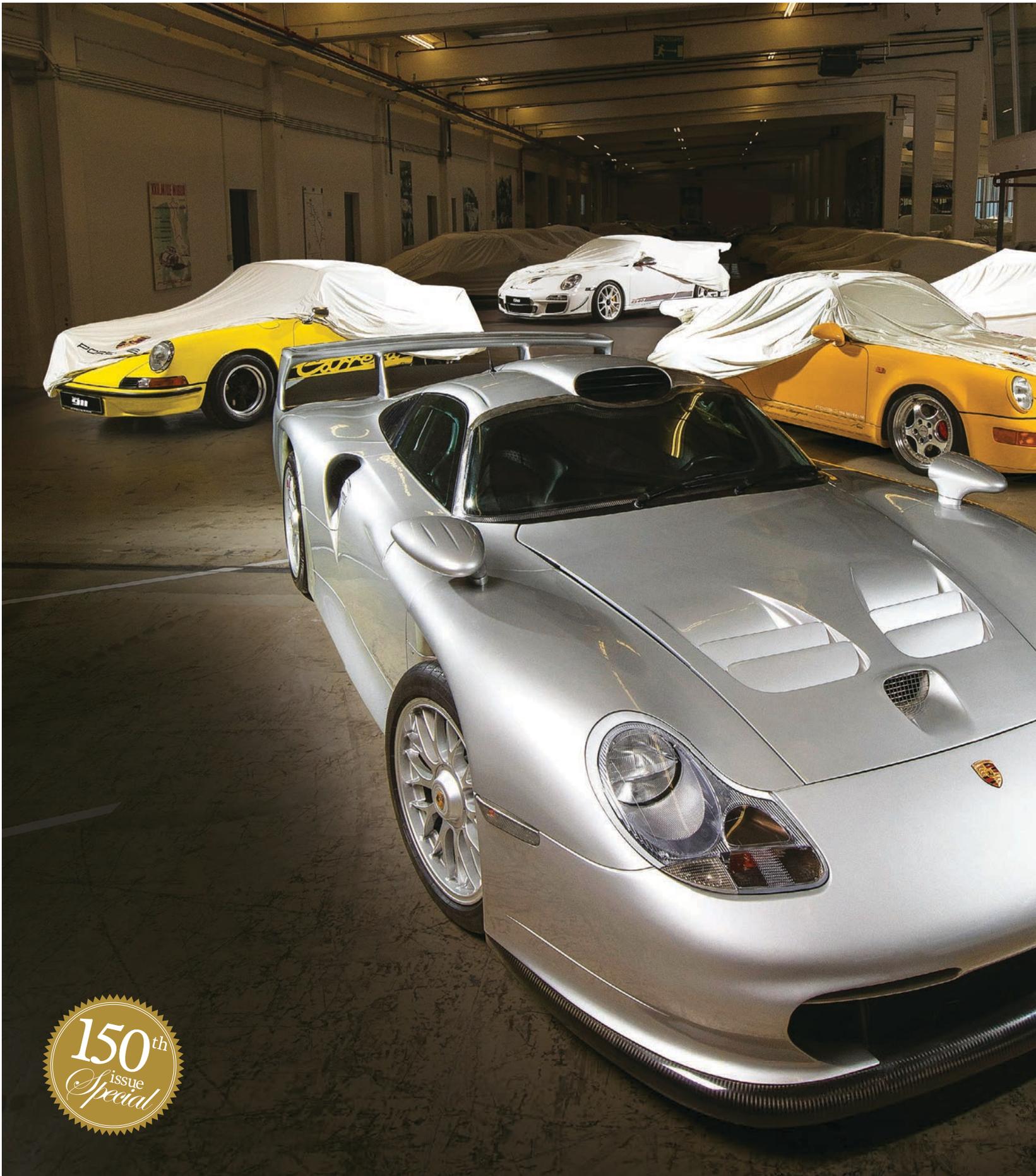
911 R

7

In 2016 Preuninger struck again: he saw that purists wanted mechanical interaction with their 911s, and resurrected plans for a manual 991 GT3, which in the name of

track speed had not been pursued. The 911 R, with a six-speed manual gearbox considered sportier and more natural, was intended as a marker that Porsche had not lost touch with its roots. With no wing, the R was a supreme road car – the best of a generation.





150th
Issue
Special



SIX OF THE BEST

Written by **Lee Sibley** Photography by **Dan Pullen**

These 911s are among the greatest to have left the factory. Now, in celebration of our 150th issue, **Total 911** teams up with the Porsche Museum to count down the top six road-going Neunelfers

The room before us is utterly cavernous in its layout. Tall, wide and stretching back almost as far as the eye can see, the vast space is filled with row upon row of pristine Porsche metal, some hidden under soft cloth covers, others fully exposed. Major gangways dictate a sensible path in which to walk and, following it, we soon come to an opening that leads into another room stacked to the ceiling – literally – with yet more Porsche vehicles.

This labyrinth of Zuffenhausen's finest sports cars is not an elaborate showroom, nor is it the factory floor. For while there are new cars here, they are joined by examples of just about every conceivable production Porsche ever built, along with prototypes, notable racing cars and, better still, some special treasures from the Porsche family.

A veritable automotive sanctuary, the cars sit silently as we walk slowly past each telling column of Porsche history, the dull marching of our footsteps on the concrete floor the only source of noise. Ambient temperature is neither too warm nor too cool, the air noticeably dry; an absence of any moisture in the atmosphere provides the perfect environment for these automotive artefacts to rest peacefully, before select public appearances in the Museum and at notable events around the world.

We're inside Porsche's secret warehouse, off-limits to the public yet home to quite simply the greatest collection of original, canonised Porsche cars anywhere in the world. We've been invited to the secret warehouse to meet with representatives of the Porsche Museum, specifically those responsible for bringing you an ever-changing, eclectic presentation of historical Porsche vehicles displayed inside the Delugan Meissl-designed architectural masterpiece on Porscheplatz.

Chief among the Porsche Museum clientele with us is Alexander Klein, head of historic car management. A walking encyclopedia of Porsche knowledge, Alexander has worked at the company for many years and has a deep affinity with the noteworthy cars used to illustrate Porsche's story at the Museum and beyond. A 996 GT3 owner himself, Alexander kindly accepted our offer to join us in the secret warehouse for a unique assignment in celebration of our special 150th issue of **Total 911** magazine. His brief was simple: select six models from the 911's entire history that best underlines its unprecedented evolution as the world's most iconic sports car.

Here, then, we have your halo half-dozen of elite Neunelfers, with Alexander himself explaining the reasons behind his venerable choices to your Editor. There may be a surprise or two in store... ➔

964 TURBO S

6

The tone for our top six countdown is set with Alexander's first choice of a 964 Turbo S, representing a standout moment in Porsche's history. "In 1991 we won the IMSA Supercar Championship in a 964 Turbo 3.3, which was great as the US market has always been very important to us," he says. "This road-going Turbo S is close to that race car, though what's interesting about the Turbo S is it was the first built as a production car by our Exclusive department. It's a rare 911." The Turbo S is the fastest and lightest of the three turbocharged cars Porsche produced for the 964 generation, so is it a Turbo RS in disguise? "No," Alexander says. "For sure, you can do some sporty driving but really it is a strong, competitive Turbo 911. This example is actually the Geneva Motor Show car, so it has buffalo leather inside and is used to being the subject of many photos! Built for model year 1992, it's not an end of the line production car – it's an early model year 964 Turbo that is special in its own right."

Power: 386hp
Weight: 1,290kg
Numbers made: 81
Years in production: 1992-93



991.2 TURBO S

5

A 2017 car in our all-time top six? Your eyes are not playing tricks on you. Alexander's fifth entry may come as a surprise but, as he removes its cover to reveal the 991.2 Turbo S's bulging bodywork, it doesn't take long for his case to prove positively compelling.

"I love this car!" he exclaims, stepping back to admire the Graphite blue 911. His facial expression

turns serious as he continues: "I'm old enough to like the earlier cars but the 991 Turbo S can be used every day. If you think about it, this car actually has the best combination of three or four 911 worlds built into its DNA. It has the power of the GT1, it's aggressive enough to match the 964 Turbo S, it's smooth enough to be a 993, and it's as simple to drive as a 2.7 RS. It's the quintessential sports car." Alexander continues, "It has everything and it's the first 911 not limited

in production that's capable of over 200mph. The maximum speed of the Turbo S surpasses that of the 959, yet there will be far less sweat on your forehead reaching such a speed in a modern-day Turbo S."

Power: 580hp
Weight: 1,600kg
Numbers made: Currently in production
Years in production: 2016-



993 C4S

4

“It would have been easy to just select limited numbers cars,” says Alexander as we turn our attention to the Guards red 993 C4S. “But I picked the car out of the hundreds of

911s in our stock because the 993 is an icon of its own era – the era of the air-cooled cars. This was one of the last ambassadors of its generation.”

Values of the Type 993 cars have, along with the 964s, rocketed skywards in the last five years or so, which is undeniable proof of the high regard in which enthusiasts and collectors now view them. Alexander is similarly fond of the last luftgeküht Neunelfer: “The 993 was built as a textbook classic; it’s a companion for life. Many people grew up dreaming of a 993 and now they are older, with the time and money to buy the car, they can own it for life, as it’s a very reliable

car with a solid build quality. It’s a very resounding landmark in the Porsche 911 history.” The car in our pictures has been in Porsche’s own collection since it left the production line, and has the look and feel of a new car. But why has Alexander chosen the 993 C4S and not its more purist C2S sister?

Alexander explains: “Performance wise there’s not a great deal of change over the rear-drive Carrera S, save for a little bit of understeer. The C2S is slightly rarer but in terms of build technique, the C4S sits a little bit closer to the 911 Turbo, which has always been a special car for us.” ➔

Power: 289hp
Weight: 1,520kg
Numbers made: 6,948
Years in production: 1995-96





997 GT3 RS 4.0

3

The 997 GT3 RS 4.0 needs very little introduction to readers of **Total 911** magazine. A favourite of the publication since the car's launch in 2010, the RS 4.0 proved to be an

instant classic, its market value never dropping to anywhere near original list price. Until the arrival of the new 911 R in 2016 it was, to all intents and purposes, the last manual Porsche GT car, with collectors and enthusiasts alike pining over its pertinent motorsport specification – not to mention the fact it's the last road-legal Porsche 911 with that famous 'Mezger' engine.

Alexander is equally fanciful over this last-of-the-997-generation Rennsport, which had a production run limited to just 600 units worldwide: "The 997 GT3 RS 4.0 is so special because many technical elements are used in this car that come directly from Weissach's bona fide race cars. For example, it has the crank from the RSR, and some suspension items too.

As you know, our 911 Cup cars, GT3 Rs and RSRs are built for competitive track driving only, and our GT cars are very close in terms of engine capacity, suspension and the like, yet they are also permitted to be driven on the road. This is especially true of the 997 GT3 RS 4.0: it really is based on a Porsche race

car. It's not merely a Rennsport with an increase in engine capacity."

Issue 148 of **Total 911** may have shown that the 991 GT3 RS has moved the game on significantly in terms of pure Rennsport performance, but the 997 GT3 RS 4.0 arguably finds a sweet spot in terms of serving up vast amounts of unadulterated driver involvement in tandem with breathtaking accomplishment. The technical masterpiece of a certain Mr Andreas Preuninger, current market values of the 997 GT3 RS 4.0 reach far north of a quarter of a million pounds, an ample indication of the sheer size of this jewel in the Porsche 911 crown.

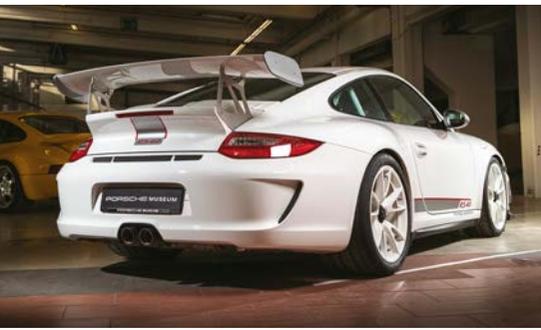
With the engine placed firmly out back, mated to a transmission that shifts gears via a manual gear shifter, the famed 4.0-litre 997 represents the last of the truly classic Rennsport era – the legacy of which was founded nearly 40 years previously. And, in the grand scheme of the Porsche 911's lineage, it is the original car that can be considered even more iconic than this third-placed Neunelfer in our countdown... ➔

Power: 500hp
Weight: 1,360kg
Numbers made: 600
Years in production: 2010



In or out? How Alexander chose the top six

"It was difficult to pick out six cars!" says Alexander. "Which cars very nearly made my list? An SC RS could have made the cut. I like the sports cars from the 1970s and 1980s so an RS 3.0-litre would have come close too. The 964 RS 3.8 could also have made it. And the 993 GT2! This is a very unique occasion for myself to sit with you among these iconic cars. I think these cars are good representatives of each Porsche era of the last few decades – each decade features special cars and these are, from my point of view, those icons. Of course, all Porsche cars are icons to different people. Each car fits to its owner: some like GTs, while some like Cabriolets. These, then, are my choices, but we can expect each of your readers to have a different top six. That's the beauty of the 911: it's one car but there's something in its DNA for everyone."



Left The 997 GT3 RS 4.0, launched in 2010, was offered in Carrera white, or Black, as well as Paint to Sample. Just 600 examples were produced worldwide

Below left The 4.0-litre Mezger flat-six engine, the largest engine offered on a street-legal 911, produced 500hp and 460Nm of power and torque respectively, and achieved a 0-62mph time of 3.9 seconds

Right With an aerodynamic package including this aggressive rear wing on taller uprights, the 997 GT3 RS 4.0 lapped the Nürburgring in just seven minutes and 27 seconds





Left The 2,687cc engine produced 213hp and 255Nm of power and torque respectively, achieving a top speed of 152mph and a 0-62mph time of 5.8 seconds – sprightly for 1973

Below The 2.7 Carrera RS came with Fuchs wheels, which became a Porsche 911 icon



“The 2.7 Carrera RS, for many fanatics, is the ultimate expression of the Porsche 911”

2.7 CARRERA RS

2

“It’s not only the ducktail. The whole construction around the car was very unusual for its time, and has set a precedent since.” Mr Klein is, of course, referring to the original

Rennsport, the 2.7 Carrera RS of 1973. The car is, for many fanatics, the ultimate expression of the Porsche 911: a symbol of technical superiority while retaining wonderful simplicity. Plenty of examples were still raced well into the century after they were made, before their real worth was realised. Today, these cars are valued at more than half a million pounds for a matching numbers example, usually more if the car is part of the first 500 run of cars required for homologating the 2.8 RSR. As such, the likelihood of ever seeing one being driven on the road is now starkly remote, with most 2.7 RSs tucked away in private collections. Needless to say, the fact that it makes Alexander’s top six is hardly surprising.

“The 2.7 RS was built for sports purpose so it’s a homologation car for the later RSRs that competed in Group 3 and Group 4 racing. As is commonly known, Porsche went on to achieve huge success in this era, and that was all possible thanks to the 2.7 Carrera RS,” Alexander informs us. “The more interesting thing around the car though, is how it drives and actually how easy it is to drive. Sure, now it’s an expensive car, but you can just sit in it, turn the key, enter a rally, go to a racetrack, or embark on a road

trip to, say, Venice or Paris. It is the very embodiment of what makes a Porsche 911, a 911. This is why it is an icon for so many.”

The example in front of us at the secret warehouse is stunning in its immaculacy, its Light yellow coachwork and leatherette interior totally unblemished. It is fitting that Porsche should hold such a pristine example of their archetypal icon – and as Alexander explains, condition is just the start of this particular car’s résumé: “It’s a very special car indeed because it’s a third series car, so one of the last 2.7 RSs to be built, and which used the reinforced aluminium instead of magnesium crankcase. We acquired the car three or four years ago and the price of it has tripled since!”

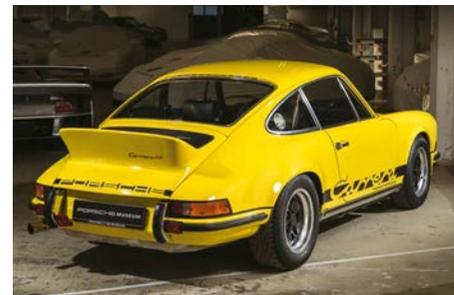
Porsche has in its collection a Sport, a Touring and an RSR, meaning the company is well placed to ensure the 2.7 RS can still be seen by many, rather than enjoyed by few. They have good form on the subject, too – the last time **Total 911** saw the very car sat in front of us, it was suspended 35 metres up in the sky as part of the ‘50 years of 911’ Central Feature at Goodwood’s 2013 Festival of Speed. It seems the 2.7 RS really is a 911 considered ‘out of this world’. ➔

Power: 213hp
Weight: 1,075kg
Numbers made: 1,590
Years in production: 1973



Above Initially produced as a homologation special, the first 500 2.7 Carrera RSs sold within a week of the cars international launch at the 1972 Paris Motor Show. Since then, values have rocketed skywards, the 2.7 RS becoming a collectors' gem

Below The 2.7 Carrera RS was the first production car to be fitted with a rear wing. The 'ducktail' has since gone down in automotive folklore







996 GT1

1

“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,” Alexander says 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 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 ➔





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





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, and there's 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 *Straßenversions* built remains something of 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!"

And that's our top six 911s, as chosen by the Museum's Mr Alexander Klein. Gazing back at the half dozen cars now bereft of their cloth covers, the realisation of their sheer historical significance is resoundingly engrossing. Leaving this place is going to be hard.

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

**FREE
GIFT**
Worth up to
£18.99



Free Haynes Manual

Subscribe by 31 March to receive your free gift



Your Porsche 911 was simply built for the track, and now you can pedal your pride and joy with confidence thanks to the Haynes Track Day Manual. With a hive of information for all abilities, from novice to seasoned campaigner, it's perfect preparation for any day on circuit.

Lee Sibley Editor



Never miss an issue

13 issues a year, and you'll be sure to get every single one



Delivered to your home

Free delivery of every issue, direct to your doorstep



Get the biggest savings

Get your favourite magazine for less by ordering direct



Six month subscription

- ✓ Automatic renewal – never miss an issue
- ✓ Pay by Direct Debit

Recurring payment of £21 every 6 issues, saving 30% on the retail price



Instruction to your Bank or Building Society to pay by Direct Debit

Originator's reference
5 0 1 8 8 4

Name of bank

Address of bank

Account Name

Postcode

Sort Code

Account no

Please pay Imagine Publishing Limited Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Imagine Publishing Limited and, if so, details will be passed on electronically to my Bank/Building Society. Banks & Building Societies may not accept Direct Debit instructions for some types of account

Signature

Date



One year subscription

- ✓ Great offers, available world-wide
- ✓ One payment, by card or cheque

A simple one-off payment ensures you never miss an issue for one full year. That's 13 issues, direct to your doorstep

UK £58.50 (saving 30% on the retail price)

Europe £67 USA £78 Rest of the world £78

Pay by card or cheque

Pay by Credit or Debit card

VISA Visa Mastercard Mastercard Amex Amex

Card number

Expiry date

 /

Pay by Cheque

I enclose a cheque for

£

Made payable to
Imagine Publishing Ltd

Signature

Date

Your information

Name

Telephone number

Mobile number

Email address

Address

Postcode

Please post this form to

Total 911 Subscriptions, 800 Guilatt Avenue, Kent Science Park, Sittingbourne, Kent ME9 8GU

Please tick if you do not wish to receive any promotional material from Imagine Publishing Ltd
 By post By telephone By email

Please tick if you do not wish to receive any promotional material from other companies
 By post By telephone
 Please tick if you DO wish to receive such information by email

Order securely online www.imaginesubs.co.uk/t9e

Enter the promo code **PS17G** to get these great offers



Speak to one of our friendly customer service team

Call **0844 249 0463**

These offers will expire on

31 March 2017

Please quote code **PS17G**

Calls cost 7p per minute plus your telephone company's access charge

This offer entitles new subscribers to receive a copy of The Track Day Manual from Haynes worth £18.99. Offer code PS17G must be quoted to receive this special subscription offer. Subscriptions will start with the next available issue. Details of the Direct Debit Guarantee are available on request. Gift stock is subject to availability. Imagine reserve the right to substitute the gift for an alternative or withdraw this offer at any time should stock run out. Please allow up to 6 weeks for your gift to arrive. This offer expires 31 March 2017.



930 VERSUS 996 GT3

A TALE OF TWO WINGS

Whether it's a daily driver or an investment, there's a 911 out there for everybody – we look at two vastly different examples at an £80,000 price point

Written by **Wilhelm Lutjeharms**

Photography by **Michael Schmucker**



If you're as passionate about the Porsche 911 as we are, it's more than likely that you too get hot under the collar when someone expresses the opinion that "all 911s are the same." It is often doubly irksome when the people who make this nonsensical statement claim to be so-called motoring enthusiasts. That's because the variety of 911s produced during the past 54 years is unlike those of any other series-production sports car. Distinctive body shapes, with vastly different engine/transmission combinations, constitute a long and storied lineage of cars that offer an immense array of driving experiences. Depending on your budget, there is an abundance of 911s to choose from in the classifieds and from specialists when you take mileage, condition and age into account. This is proven by these two 911s we've lined up around 50 miles outside Johannesburg, South Africa.

In the UK, from around the £80,000 mark you can purchase Porsche's first turbocharged 911 in the

shape of the wide-arched 3.3-litre 930 Turbo. This is the bottom end in current market conditions for these cars, as their asking prices rise to over double this figure, depending on the factors mentioned previously, as well as history, provenance or if any special models are considered.

But, on the opposite end of the 911 scale in terms of driving experience, one of Porsche's early water-cooled road racers can be sourced in the shape of the 996.2 GT3. However, in this instance, you will be able to choose one of the best examples on the market... so which of these rather iconic 911 models should be considered most strongly for your £80,000 budget?

This specific 1979 930 Turbo was acquired by its current owner about a year ago, however, it needed a sizeable restoration. Although it might have looked in good condition judging by a casual walk-around inspection, the car was stripped, repainted, received a new interior and its engine was rebuilt. It was during the latter revision that 911 SC cams were fitted, ➔



Below This 996.2 GT3 was originally ordered with the 996 Rennsport's factory rear carbon fibre wing and side mirrors, and the official documents denote an 'Aerokit Cup' annotation



Left The 930's interior is wholly different to that of its 996 sibling. The seats have less lateral support but there's greater cushioning to the base, while there's a far greater distance for the gear shifter to travel when swapping ratios





a welcoming upgrade. Even the tartan inserts on the seats were imported from Germany. These seats, with the black side bolsters, are perfectly in line with the 1970s era and compliment the otherwise neat interior. This 930 Turbo was originally delivered to Hamburg, Germany, and featured options such as the right side mirror (261), air-conditioning (559) and, more importantly, colour code 99, which is this beautiful Platinum metallic paintwork.

When I open the engine cover, the squeaky clean, flat-six engine with the necessary stickers illustrates the fact that the motor has been reconditioned. The metallic finish suits the car perfectly and the colour-coded Fuchs rims add further aesthetic allure to this rare machine. It is stylish, but the performance on offer and the link with Porsche's race cars at the time is clear for all to see.

Next to the Turbo, that 996.2 GT3 appears clearly related to its older stablemate, but it is a totally different machine. The visual differences are immediately apparent: the 996's shape is soapy smooth, but as its owner rightly remarks, "the added aero does make the car pop and stand out." And that is definitely the case. According to the owner, who also bought this car only a year ago, this GT3 was originally ordered with the 996 RS's rear carbon fibre wing and side mirrors. A peek through the car's official documents reveals an "Aerokit Cup" annotation, which doesn't have a code, but states the word "coordinate" next to it. These two features simply add to the focused stance of the Silver (paint

"In the GT3 there are no electronic stability systems to rely on to save you from the ravages of physics"

code XIX1) GT3. On the road, it is a pure joy to view the Turbo from behind, but the experience is most pleasurable when the 930 delivers a burst of full-throttle acceleration and the forced-induction motor emits a barrage of whistling noises. The GT3, by contrast, produces a more mechanical, sonorous and intense sound from below the carbon fibre rear wing. For a moment, I'm thankful that I can experience the sound from the photography car. However, it is soon time to experience each car from behind their respective wheels.

As I climb behind the 930 Turbo's steering wheel for the first time, I'm reminded by how comfortable this car is. The seats are fairly comfy, while the damping is also not as stiff as other sportier 911s, like the GT3 for example. Equipped with only four gears, the driving experience is also a much more relaxed affair than the six-speed, howling 3.6-litre engine that revs to 8,200rpm. This fact adds to the Turbo's long-distance mile crunching capability. The gears are long but make no mistake, there's still plenty of excitement to be had. During the first 3,500rpm you might question the car's ability, but as

you approach 4,000rpm, the turbo is well on its way to delivering the rush it was designed to provide, and the needle swings with vigour all the way around the tachometer. I decide to change up just after 6,000rpm – after all, the engine has recently been rebuilt – but the owner reminds me that he often pushes the motor all the way to the redline (around 6,800rpm).

It is a driving experience to which you will need to become accustomed; when you keep a constant throttle (even above 4,000rpm) and then put your foot down, the boost needs to build for a moment before you receive that rush of torque and the Turbo's narrow body is pushed to the next corner. The steering wheel is, as expected, very lively, and is a strong reminder of the excellent feedback of early 911s. The power delivery is not as progressive as those of modern turbocharged cars, but that characteristic is one of several aspects that make it such an invigorating driving experience. The transmission does a good job; I never have any difficulty finding a gear.

Upon climbing into this 2004 Gen2 996 GT3, the near three-decade metamorphosis is only the first ➔



of many standout differences. There is an 8,200rpm redline for that Mezger-designed engine, a six-speed transmission, and proper bucket seats that hug me all the way up to my shoulders... and I'm just over six feet tall! This model also doesn't feature the CD holders behind the gearlever, which means there is even more focus on the short lever fixed on the transmission tunnel.

A look over my shoulder reveals there are no rear seats. I immediately feel more ensconced in the car compared with the 930, more dialled in to what it is capable of. I even have more confidence in driving the car harder than I did when positioned behind the Turbo's steering wheel.

As I turn the key, a comparatively harder, more mechanical sound erupts from the 3.6-litre flat six and its exhaust ends, even just at idle speed. The transmission has a perfect short throw through each gear, a feature that beckons me to change gears more than is actually necessary. Surely, I'm not the only one

who has felt so compelled when behind the wheel of these cars?

I sense there is no delay from the engine when you touch the throttle pedal. Even at 2,000rpm or 4,000rpm, there is enough torque to push this 1,380kg car irrepressibly forward. But this engine was never designed to potter around at these low

“As you approach 4,000rpm, the Turbo is well on its way to delivering the rush”

engine speeds. After all, this engine's roots can be traced back to Porsche's Le Mans winning GT1 – it has been written about numerous times. I put my foot down and relish the rev needle surging intently just beyond 8,000rpm. A clean shift into the next gear and, with my foot back on the throttle again, the clear metallic soundtrack continues. It is better to start your gear change 200-300rpm before the redline, otherwise you'll run into the limiter. The first part of the brake pedal is soft, which works out fine, because as the brake pedal starts to become firmer, the pedal is in line with the throttle, should you wish to heel-and-toe. Even if you prefer to simply blip the throttle ➔

Below The 930 3.0-litre flat six produces 304hp and 412Nm of power and torque respectively, while the 996.2 GT3's 3.6-litre Mezger engine produces 386hp and 385Nm



Model 996.2 GT3

Year 2004

Engine

Capacity 3,600cc

Compression ratio 11.7:1

Maximum power 386hp @ 7,400rpm

Maximum torque 385Nm @ 5,000rpm

Transmission Six-speed manual

Suspension

Front MacPherson struts, track control arms, longitudinal arms, springs struts, coil springs over gas-pressurised dampers

Rear Multi-link, five track control arms, coil springs over gas pressurised dampers

Wheels & tyres

Front 8.5x18-inch; 235/40/R18

Rear 11x18-inch; 295/30/R18

Dimensions

Length 4,435mm

Width 1,770mm

Weight 1,380kg

Performance

0-62mph 4.5 secs

Top speed 190mph



Model 930 Turbo

Year 1979

Engine

Capacity 3,299cc

Compression ratio 7.0:1

Maximum power 304hp @ 5,500rpm

Maximum torque 412Nm @ 4,000rpm

Transmission Four-speed manual

Suspension

Front Independent MacPherson struts, longitudinal torsion bars, anti-roll bar and telescopic dampers

Rear Independent semi-trailing arms, transverse torsion bars and double acting telescopic dampers

Wheels & tyres

Front 7x16-inch; 205/50/VR16

Rear 8x16-inch; 225/50/VR16

Dimensions

Length 4,291mm

Width 1,775mm

Weight 1,300kg

Performance

0-62mph 5.4 secs

Top speed 160mph



Above The 996.2 GT3's ride is far more focused, its chassis and engine wonderfully predictable. The 930 is an entirely different beast, with turbo lag ready to catch out the uninitiated

930 v 996 GT3: the experts' verdict

Gareth Crossley, from Cape Town's Crossley & Webb Porsche specialists, believes the Turbo is the better investment car for now, but believes collectors will need to play a waiting game with both Neunelfers. "I think you need to buy for a longer period of time at this stage," says Crossley. "Owners of both these cars, especially the 930, have seen a massive increase in the past two-to-three years. They are not going to have the same rate of return in the near future. The Turbo is currently going for more than the GT3, I think it is simply because it is more iconic. The older these cars are, the more collectable and established they are in the larger collector world. I have this formula I use for modern classics, so, give the GT3 another five years or so, and I think interest will steadily pick up."

Meanwhile, Jonathan Ostroff of London's Hexagon Classics, predicts yet bigger things for the later 930s: "In our opinion the 930 Turbo is the better investment opportunity – particularly the very last production cars with right-hand drive, supplied to the UK, with G50 gearboxes. We receive more enquiries for them, and indeed sold more of them last year, both in their Coupe and rarer Cabriolet forms."

before a down change, the engine response is truly something to experience.

As expected, there is less body movement compared to the Turbo, and the steering is sensitive and extremely direct, while providing feedback by the bucket load. There are no electronic stability systems to rely on to save you from the ravages of physics, but grip levels are high, while the limited-slip differential can be trusted. The result is that it takes a while to realise that you should apply the throttle earlier upon corner exit than you might have thought. Grip levels are obviously lower than today's modern 911, but that is one of the highlights of these earlier GT3s. Things don't happen as quickly in the newer cars, but you can have more fun at lower speeds... and more often. It is an exhilarating drive, and every moment I have I want to plant the throttle, even if it is only for a second or two to experience the engine and how light the GT3 feels on its feet.

There is a downside though, as the owner explains: "Make no mistake, it is still a hardcore car. GT3s and RSs are often portrayed as cars you can use every day. And you can, but the question is should you? I bought mine to use every day, but slowly that changed to weekends; I'll maybe take it out for a drive once in the week now." We must remember this comes from a very enthusiastic, multiple-911

owner. He admits it is not a bad thing however, as he now savours every single time he drives the 996. The owner of the 930 Turbo interjects by remarking how stylish this 1970s icon is, and he is correct, much more so than the GT3 – especially if you prefer Porsche's earlier air-cooled models. There's real heritage to those arches: it is a car that reminds you of Porsche's ferocious 911 turbo racers of the

1970s, and of course of the 1980s Carreras that tried to copy the Turbo's impressively wide stance.

At the same time, the GT3 reminds you of Porsche's more recent 996 Cup racers, part of what is today the largest one-make racing series in the world.

“The GT3 will excite at every possible opportunity”

For longer distances, especially on a continent such as Europe, I can see the appeal of a 930 Turbo. It is a car in which you can travel huge distances in relative tranquility. The luxury and comfort factors go out the window with the GT3, except if your interpretation of comfort is vastly different to that of most people. At the same time though, the GT3 will excite at every possible opportunity. It is a car that does not mind being driven hard and will put a bigger smile on your face through a twisty mountain pass. The Turbo might be good for longer distances, but the rush of the GT3 is perfect for a Sunday thrash. Needless to say, variety is truly the spice of life, and that applies to the diversity of the 911 range. **911**

SOMETHING MISSING FROM YOUR COLLECTION?



Total 911 back issues are available now in print or digital from our online store, where you can relive every single model, detail and milestone of the Porsche 911's 50-year history.

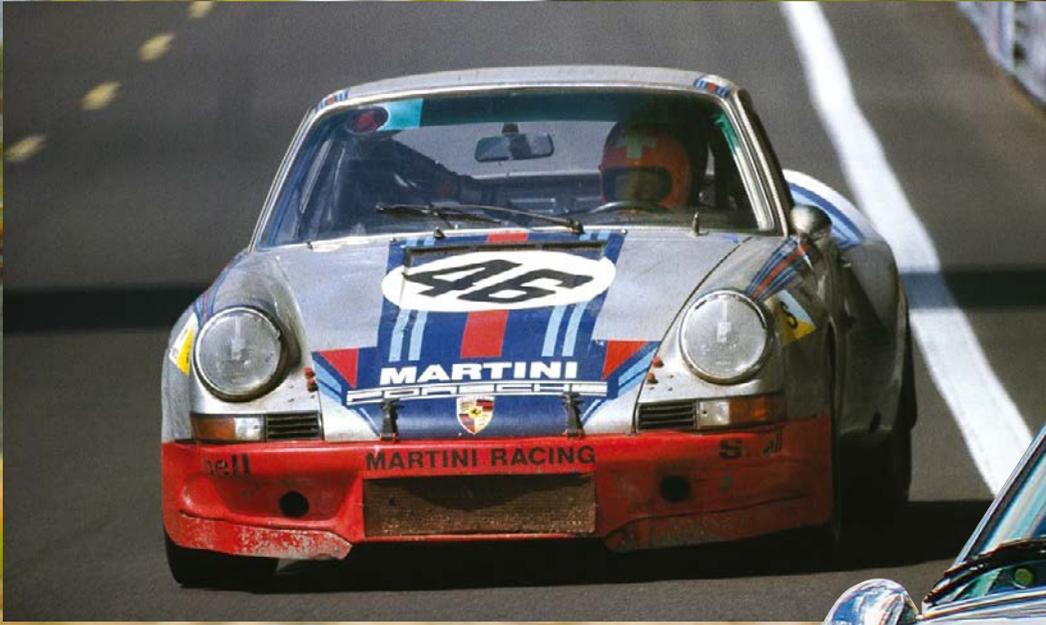
www.imagineshop.co.uk/magazines/total911

**Total
911**

Available on the following platforms*



* Limited availability of paper copies, all issues available to download in digital to your tablet, desktop or smartphone.



Written by **Johnny Tipler** Photography by **Wayne Collins**

RELIVING

The factory 'R7' RSR is an icon for Porsche fans. Now, decades after the



HISTORY

original lined up to race, we take to the track in the best replica yet



Above Even the small details of this R7 replica are period correct, such as the felt-covered dash and the paintwork ratio of dark blue to red to white, which matches the original Martini livery

The glittering array of 911s at the 2016 New Zealand Porsche Festival inspired Brent Jones to sell his 964-based 2.7 RS race car and replace it with a more authentic 911 racer. The result is a perfect replica of the factory's 1973 RSR 'R7', a car that took to the tarmac at the Targa Florio, Le Mans and the Nürburgring among others. The RSR project had faltered under its previous owner so, with a keen eye for accuracy, Jones took it on and turned the car into an R7 double, complete with the characteristic Mary Stuart collar. A famous aerodynamic aid, the Mary Stuart collar represents the transition from 2.8 RSR ducktail to fully-fledged 3.0 RSR whaletail, manifested in the 1974 IROC 3.0 RSs, and is perhaps the standout feature of the R7 RSR.

During 1973, Porsche's racing workshop built eight 911 RSRs with individual chassis numbers. Our feature car is a copy of R7, chassis no. 9113600686, taken off the production line by the race department in February 1973. Completed by mid-season, R7 competed in five races as a works car, first in the 1973 Targa Florio, where the Mary Stuart collar was fortified by two buttresses on either side. The car retired, but then came fifth in the Nürburgring 1,000km, and fourth at Le Mans where it was the first Porsche home. Then, after its final works race at the

Zeltweg 1,000km where it came ninth, it was sold to Peter Gregg in the US, who placed seventh overall with Hurley Haywood in the Watkins Glen 1,000km under the Brumos banner.

Works drivers who handled R7 during 1973 were Gijs van Lennep and Herbert Müller, George Follmer, Reinhold Jöst, Manfred Schurti and Helmuth Koinigg. In February 1974 Gregg sold the car to Mexican Formula Atlantic driver Hector Rebaque, who raced it at the 1974 Le Mans with Guillermo Rojas in red and white Viceroy tobacco colours, with a tall rear wing. In 1977 R7 passed on to Gonzalo Baca Spross in Guatemala, quickly followed by the Baliva Foundation, and in 2012 it was acquired by Ronald Hughes of Monaco, it currently residing with London-based art dealer and 911 aficionado Kenny Schachter.

The 3.0 RSR was essentially a homologation special for the post-917 era. Developed from the 2.7 RS, the 2.8 RSR that spawned it featured lightweight glass fibre bumpers with a frontal air intake for the oil cooler, and new 3.0-litre engines lifted output to 315bhp with twin-plug cylinder heads, larger valves and ports, high-lift camshafts, titanium conrods, a 10.3:1 compression ratio, and Bosch mechanical fuel injection using throttle slides for instant response. The gearbox contained racing ratios, a limited-slip differential and an oil pump for the cooler. The works

RSRs were rated at 330bhp, and while most customer teams ran 3.0 Carrera RSRs in Group 4 production class spec, the factory ran them in the prototype class where they could vie with the Ferrari 312 prototypes. Indeed, van Lennep and Müller won the Targa Florio outright in sister car R6. The transformation to RSR spec also involved subtle suspension modifications, including new semi-trailing arms, and lower, stiffer rear suspension featuring solid spherical joints with inner pivot points relocated to increase rebound on suspension compression. Front strut top mounts were made more adjustable and stub-axles placed further up the hub carriers to lower the ride-height.

Standard torsion bars were complemented by variable-rate titanium helper-springs mounted over the dampers, augmented by adjustable anti-roll bars and a quicker steering rack, along with 917-spec hubs and brakes that were mounted with 11-inch front and 14-inch rear wheels. The 911 bodysell needed to be adapted accordingly, and the front lid and rear arches were made of glass fibre, with aluminium front wings and doors, plus side windows in Plexiglass, tipping the scales at 890kg. A pair of filler apertures pierced the front lid; one for refuelling, the other to release displaced air. The RSR now featured the widest wheel arches yet, plus a front airdam – and on R6 and R7, that aforementioned Mary Stuart collar. ➔





Those rear arches were certainly broad enough to accommodate the all-embracing collar, after all.

In its heyday, R7's principal driver was van Lennep, who shared the wheel with Müller. We chatted with two-times Le Mans winner van Lennep at last September's Zandvoort Historic Grand Prix, where he was demonstrating the 1,200bhp Can-Am 917/20. He recalled Le Mans 1973: "The RSR went faster in the night than in the day, as it was colder so there was more power and the brakes stayed cooler. Ferdinand Piëch, who was then in the racing team, was giving me signs from the pits; a horizontal arrow meant I was doing okay, angled upwards meant go faster, and downwards meant slow down. I got the sign to go faster, but I didn't know how, as I was already looking for every second, pushing and pushing! We finished fourth but we were knackered. Every Le Mans was like that. The speeds in 1973 were higher because there weren't the two chicanes back then, otherwise the circuit is still much the same." Just to finish at Le Mans is laudable: R7's sister car driven by Jöst and Claude Haldi, also wearing the Mary Stuart collar, ran out of fuel in the sixth hour. As for van Lennep, he came second in 1974 with Müller in the RSR Turbo version, and was fifth with John Fitzpatrick in a GELO RSR in 1975. And then he won for the second time in 1976 with Jacky Ickx in the 936.

Fast-forward four decades to Ruapuna racetrack, Christchurch, New Zealand. Owner Brent Jones describes the build saga of his freshly made R7

replica: amazingly, it took less than a year. Jones bought the shell of a right-hand-drive (UK-delivered) 911T and a pile of components on 12 February. He'd intended to build an accurate 2.8 RSR replica, though the previous owner had already started to fabricate a facsimile of the Mary Stuart collar. "The shape wasn't right and the quality was shocking," says Jones. "And that's what gave me the idea to look up the Mary Stuart thing. I thought if we're going to do something like that we've got to do it properly." Jones' original research delved into the Paul Frère book, which states the RSR Mary Stuart tail was two-inches wider each side than the normal 2.8 RSR, giving him a starting point to work out the proportions, and the rest of the dimensions were evaluated from period photos.

The bodywork specialist who created the reproduction R7 bodywork was Jason Burke of Christchurch-based Burke's Metalworks. The donor shell was quite rusty so he sourced new inner and outer sills, front and rear wings, repaired the floor, then straightened the chassis on a jig. Much of the componentry that came with the car was either inaccurate or inferior, so Jones forged a relationship with Netherlands-based TwinSpark Racing. He needed a reliable source for components, and he'd spotted their ads in the Porsche press and paid them a visit while in Europe. "I liked their attitude, so all the glass fibre panels, the front and rear lids, the bumpers all came from TwinSpark, and as the build went through they supplied most of the ancillary

| | |
|---------------------------|---|
| Model | 911 RSR 'R7' replica |
| Year | 1973 |
| Engine | |
| Capacity | 3,500cc |
| Compression ratio | 10.3:1 |
| Maximum power | 360bhp |
| Maximum torque | 338Nm @ 6,300rpm |
| Transmission | G50 Five-speed manual |
| Modifications | Larger barrels and pistons, twin-plug cylinder heads, larger valves and ports, high-lift camshafts, titanium conrods |
| Suspension | |
| Front | Torsion bars, variable-rate titanium helper-springs and Bilstein dampers, adjustable 15mm anti-roll bar |
| Rear | Semi-trailing arms, torsion bars, Bilstein dampers, lower and stiffer rear suspension with solid spherical joints, 15mm anti-roll bar |
| Wheels & tyres | |
| Front | 11x15-inch centre locks; Avon intermediates |
| Rear | 14x15-inch centre locks; Avon intermediates |
| Dimensions | |
| Length | 4,128mm |
| Width | 1,900mm |
| Weight | 958kg |
| Performance | |
| 0-62mph | 4.5 secs |
| Top speed | 170mph |

stuff to build the motor, including CDI units, twin-plug distributor, and flat-slide throttles, all those expensive bolt ons." He sent a mechanical fuel pump to them for a rebuild and refurbishment, which came back to NZ "like brand new."

As we saw at the Dutch Historic Grand Prix (see issue 146), TwinSpark Racing know a thing or two about 3.0 Carrera RSRs. Jones elaborates: "TwinSpark provided the specialist bits that I needed to build the motor, and a set of 2.8 RSR wheel arches, which we tacked onto the wings so we knew where our two-inch extra width was going to be." Bodywork specialist Jason Burke and his partner Phil expertly fashioned the complex contours based on a wall covered in period photos of R7 taken in 1973. Another claim to fame of Burke's is the bodywork of the Ken Block Mustang stunt car, and he also built the 1929 Chrysler that won the 2016 Peking-to-Paris rally.

There are three main differences between the original R7 and Jones' copy. First of all, his donor was a right hooker – paradoxically in NZ they drive on the left but measure distance in kilometres. Second, it's a 3.5-litre flat six based on a big-bore 3.2 unit, coupled to a G50 gearbox, and third, the RSR shell is all steel while the original relied on glass fibre and aluminium – which makes the replica more of a finely crafted work of art. Jones chose the 3.2 crankcases because they're basically the same as the aluminium 3.0 ones, and he sourced them in Los Angeles. They came as a refurbished and twin-plugged package,



and the powertrain was assembled and installed by 911 specialist Wayne Graves and Ian Langham at AutoThory in Christchurch. “The dyno calculated it at 360bhp at the flywheel, and that will be reliable,” says Graves. Historic racing is going from strength to strength in NZ but it’s not run in quite the same way as in Europe, as Graves explains: “The whole race scene here is a little bit hot-rodded, and we’re not that precise with FIA compliance. A lot of our engines are bigger in capacity, although they will be period-correct.” Jones takes up the story: “Unlike Europe, where you’ll be in with a lot of other Porsches and there’ll be proper classes, here they’ll run a race based on lap times, so they might have half-a-dozen classes, but they’re all mixed up so you could be in with mid-1960s Mustangs with similar times. When you enter you submit a lap time of where you think you’re going to be and they’ll divide up the fields in an even manner to create good racing for the spectators. In any case, people love coming to see the older cars and it’s pretty popular.”

Jones, who had an international career racing motorcycles in the 1980s, is a stickler for detail, and there are a few subtle differences between his car and the genuine R7. “In 1974 someone fitted the steel retainers for the windscreen but if you look at the 1973 photos they’re not on the car. No clips on the headlight bezels then, either, and the chrome door mirror is also correct. The Paul Frère Racing Porsches book also says it had glass fibre doors so

that’s what I put on it,” he says. The colour scheme is crucial too, as Jones confirms: “The Martini livery was done by Chris Manning, a sign writer that I’ve used since 1978 when I first started racing. You’ll notice the red stripe is slightly wider, as Martini have a ratio of dark blue to red to white. The race numbers on the original overlapped, but they looked a bit ugly so I didn’t overlap them. You can see in period photos that the dash is covered in felt so we put some on to get the detail right.” The red mud flaps are aluminium. In the cabin it has a modern all-enveloping race seat and a replica 2.8 RSR passenger seat. There’s an exposed short-shift lever, a modern roll cage and quick-release Momo Prototipo steering wheel, while under the front lid the strut-brace is correct. The centre-lock 15-inch wheels – 11-inch front and 14-inch rear rims – are copies of the 1970s originals, obtained in the US, and have the correct FIA calipers and brakes supplied by TwinSpark.

We’ve come to a trackday at the Mike Pero Motorsport Park at Ruapuna, a 3.5km circuit near Christchurch, and I’m in race suit, balaclava, lid and Piloti shoes. Jones has taken me out for a few sighting laps to warm the car up, and now I’m solo, sharing the track with half a dozen race cars ranging from a BMW ETC M3 and Holden Torana V8 to a Datsun 260Z and Ford Anglia. I ease out and gradually develop a rhythm with the car as I find out which way the track goes. After two or three laps, I’m getting the feel of it and it makes more sense the

The Mary Stuart collar

In the early 1970s, aerodynamic aids were still in their infancy, even on racing cars, let alone road cars, though they were evolving in leaps and bounds. Streamlining was an obvious wind-cheating technique, but in that respect the airdam was counterintuitive. Wings, fins and spoilers were by now de rigueur – Porsche optimising the 917 with long-tails for fast circuits and short-tails for more intricate ones, for example – but although ground effect downforce was known about, its benefits would not be fully appreciated until Lotus’ F1 breakthrough in 1977. Wind tunnel research showed that downforce could be achieved by spoiling the air flow at the back of the car, hence the ducktail-spoilered engine lid, and in 1973 the Porsche racing department under Norbert Singer took the ducktail to the limit by curving the upswept tail around the entire rear end – welcome on board Mary Stuart and her extravagant collar. The woman in question was also known as Mary Queen of Scots (1542-1587), cousin of Queen Elizabeth I, and the sartorial moniker is a reference to the Tudor monarch’s astounding neckwear.

Of the eight factory RSRs, only R6 and R7 were thus equipped. So, while the original RS ducktail engine lid remained in place, it was effectively extended on either side by complex compound curves springing from either side of the rear wheel arches, sweeping upwards and around the back of the car. By the end of 1973, R7’s Mary Stuart collar had gone the way of its Tudor namesake: chopped off, and replaced by a longer, squarer rear end, in line with the advances in aerodynamic thinking. The whaletail and the teatray waited in the, ahem, wings.

Thanks

Total 911 would like to thank Brent Jones for access to his stunning 911 RSR ‘R7’ replica for this feature.

quicker I go. Gear selection is perfect and I don’t miss a single gear, and it’s soon clear that I can do the circuit in third and fourth, slotting fifth along the pit straight. Steering is unassisted and quite heavy, hauling on the wheel in the hairpin, but in the quick turns I can influence turn-in on and off the throttle so the nose tucks in and out, but really it’s about drifting in and powering round the turn, leaning on the tyres. There’s so much grip from the broad Avon intermediates. Occasionally, where I’ve forgotten the corner, I carry too much speed and resort to going across the rumble strips, but it’s a relatively easy, forgiving car to drive. Nevertheless, it’s quite an energetic experience and after a few laps I’m very hot. But what a fabulous thing! I approach the infield from the hairpin and the amount of rubber on the track describes the proscribed route, and carrying the speed through the technical esses is the trickiest part; there are four tight left-handers and two fast right-handers. It’s rawer than a 3.0 RS, more like a 2.8 RSR with more torque, and the power is right there and the revs sing right round to 6,000rpm. It’s taut, beautifully balanced and in many respects feels like a new car; it’s a piece of living history.

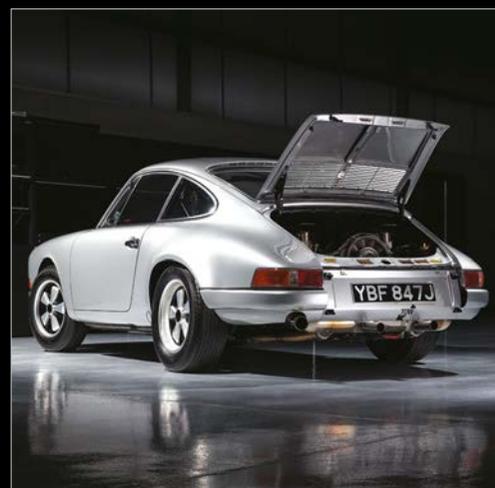
As Jones says, “I’m not keeping it wrapped up in cotton wool, it’s there to be used, although I won’t get down to the desperate stage where I think I’m going to prang it.” First race is the Skope Historic meeting at Ruapuna in February, so by the time you read this, ‘R7’ will have made a timely comeback. **911**

HISTORY OF THE **P O W E R K I T**

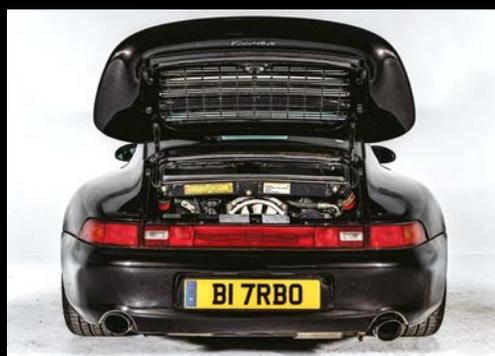
Conceived on the racetrack, Porsche has long offered extra performance for customers who desire additional punch from their road-going flat six, as Total 911 investigates...

Written by **Kieron Fennelly**





The 911 T/R, above, featured what was essentially an early Powerkit as an option. Officially developed for the SC and 930, the Turbo was then offered with a Powerkit right through to 996, coded X33 for the 930, X88 for 964, and X50 for 993 and 996. X51 was the code given to Powerkitted Carrera Ss (below)



A builder of racing as well as production cars, Porsche also made factory upgrades for the 356, even though its main competition offering was the potent 'Fuhrmann' four-cam flat four. In the 1960s, Porsche even built a handful of customer-order flat-eight Carreras. Once Porsche 911 production was underway, its sporting prowess opened the way for a more comprehensive tuning offer. Even before the launch of the 911S in late 1966, the 911 was already being raced extensively and once the range had extended to include the 911T, Porsche devised the Powerkit's precursor, the *Sportpaket*. Until 1970, under FIA rules it was possible to homologate one body shape with different engines so Porsche took full advantage and registered the 911 and 911L in Group 2 (modified touring cars), and the 911T and S in Group 3 (GT cars).

For the 911 and 911T, a 'Rally' engine was developed producing 150bhp using camshafts and pistons from the S. With a straight-through competition exhaust, 160bhp was possible. Rally kits were also developed for the 911S. A Phase 1 *Sportpaket* raised output to 170bhp using harder spark plugs and re-jetted Webers, while Phase 2 added another 5bhp by removing silencing

baffles from the exhaust. The 1967 Marathon-de-la-Route-winning 911 was so equipped. Clients could even specify a 911 with the 210bhp Carrera 6 engine. The various *Sportpakets* were developed in Porsche's racing department under the supervision of Valentin Schäffer, who later achieved fame as Porsche's turbo wizard.

The advent of the Group 3 2.7 RS presented clients with an off-the-shelf racer and requirement for the *Sportpaket* evaporated. In any case, Porsche's attention now turned to the Turbo, which in competition terms would materialise for the 1975 season as the brutal 934. It was left to the aftermarket to provide more power for 911s and as the specific output of the 911 fell from the 213hp of the 2.7 Carrera to the 200hp of the 3.0 Carrera, such tuners as Alois Ruf and Max Moritz were happy to oblige. When the 1978 911 SC could muster only 183hp, Ruf and Moritz offered bored-out 210bhp plus versions of the 3.0. Ernst Fuhrmann had already halted 911 development in favour of the new flagship 928, but some in Porsche felt they had to respond to fans who were turning to the aftermarket. So the factory produced a more powerful variant, which used cylinders from the 3.3 Turbo for a displacement of 3,122cc. This was a discreet and unadvertised

dealer-fit modification, which delivered an impressive 210bhp, though it was withdrawn once the revised 204bhp SC was launched in 1981.

During the 1980s, Porsche's focus was largely on the 959. However, thanks to Rolf Sprenger of the *Sonderwunsch* department, who claimed many of his customers could "never get enough power," a sportkit, known as the X33, was developed for the 3.3 Turbo. With a larger intercooler and turbocharger, plus attention to the turbine vanes to enhance throttle response, this delivered 330bhp and featured in the immensely profitable run-out Turbo SE and LE models. This *Sportpaket* came into its own in 1990 as it provided the motive power for the hastily designed 964 3.3 Turbo, a model which crucially had been missing from the 964 range because of the late abandonment of the 965.

Two sportkits were available for the 993: the X51 raised the capacity of the 3.6 to 3,746cc using the 102mm bores of the RS, and at £9,000, this dealer-fit option made the 993 virtually as expensive as the 993 RS, and so take up was very limited. Also on offer was the X50, a reprise of the X33 kit, for the 993 Turbo. This was the engine upgrade fitted to the sign-off Turbo S, which was lavishly equipped and priced. The X50 that ➔



followed very much the modifications made to the competition-oriented GT2, endowed the 'S' with an amazing 450bhp and a 186mph top speed, making it the fastest production 911 yet. The power-kitted Turbo S would henceforth be the top model in the Porsche 911 range.

Zuffenhausen celebrated 40 years of the 911 in 2003 by making a special limited edition 996. This, like the previous *30 Jahre* 964, was beautifully turned out with full equipment including leather upholstery, an improvement on the plastics of the standard 996. However, for the £6,000 premium, the buyer also got a 345bhp engine as opposed to the stock 320bhp, achieved by internal tuning rather than an increase in cubic capacity. The X51 upgrade was an option for the 3.6 996 and comprised revised cylinder head and inlet and exhaust manifolds and correspondingly recalibrated ECU. Thenceforth, the 'Powerkit' as Porsche's sales literature now referred to it, became a regular catalogue item.

For the first-generation 997, the X51 logically was available on the Carrera S, which sported the larger 3,824cc engine, rather than the base 3.6. As

such, it added 25 more horses to match the 997.2 S 3.8's 385hp. More expensive than the 996's X51 at almost £8,000, the additional power was noticeable at the top and bottom of the rev range.

A feature of the much admired 2009 Sport Classic, which was based on a 997.2 C2, was the addition of the Powerkit, which raised output to 408hp, similar to the 993 Turbo and equal to 107bhp/litre. The Powerkit option for the Carrera S continued on the 991 series, but then in 2013, Porsche launched the 911 GTS, a fully specified model that included a Powerkit engine and which was priced only a couple of thousand pounds more

than a Carrera S with Powerkit option. It should have made potential Powerkit purchasers hesitate.

Except they didn't: although with the GTS badge Porsche has deftly created a sub-category for each of its sports and SUV models, once again its marketing people had cleverly spotted a niche – the buyer who simply wanted their Porsche 911 with the extra go of the Powerkit. It goes without saying that Valentin Schäffer would never have imagined that his *Sportpaket*, conceived essentially for competition, would still be selling 50 years later. **911**

“The Sportpaket was developed by the racing department”



Top Powerkits were available on 996, 997 and 991 Carrera Ss. The option was not available for the base-model Carrera. The Powerkit was inspired by Valentin Schäffer (below left)





AUTOFARM

PURELY PORSCHE SINCE 1973



OVER 40 YEARS OF PURELY PORSCHE
Independent specialists for servicing, repair,
improvement, storage, sales and restoration



Best 911 Restoration Specialist
Best Independent Porsche Specialist For Servicing
Total 911 Awards 2015

workshop@autofarm.co.uk
www.autofarm.co.uk
01865 331234



THE ULTIMATE IN PROTECTION & PRESERVATION



SPECIALISED COVERS

TAILORED CAR COVERS FOR INDOOR & OUTDOOR STORAGE

For over 35 years, we've been the market leader in
supplying innovative solutions in car protection.

British designed and manufactured we're proud of
our heritage and it shows in the
unrivalled quality of our products.

10% Discount Code T911-2016
Call us on 01943 864 646
Email info@specialisedcovers.com
Visit specialisedcovers.com



"The Best Classic Car Insurance"

RICHARD, HANTS - JAN 2016

YOUR CLASSIC CAR INSURANCE POLICY INCLUDES:

- ▶ Free Agreed Value¹
- ▶ Salvage Retention²
- ▶ UK & EU breakdown worth over £100
- includes Homestart
- ▶ Up to £100,000 Legal Expenses cover
in the event of an accident that's not your fault
- ▶ Club member discounts²

YOU COULD
SAVE 41%
WITH A MULTI-CLASSIC POLICY*



Carole Nash, a name you can trust
0800 144 4677

Classic | Camper Van | Specialist | Military | Performance
cherished.carolenash.com [f/insideclassics.com](https://www.facebook.com/insideclassics) [@insideclassics](https://twitter.com/insideclassics)



CAROLE NASH
The care it deserves

96% reevoov of customers would recommend Carole Nash
Based on reviews from July 2013 - December 2015

Opening hours in the UK: Mon-Fri 9am-7pm, Sat 9am-5pm. ¹Based on an average customer, saving 41% when compared to buying three separate Carole Nash policies. Average customer = 57 year old male with full 10 years plus NCB, driving a 1965 MG B, 1973 MG B and 1972 MG Midget. Previous multi-classic car savings from 7.2.2014 until 11.5.2015 were 28%. Up to 41% savings available from 11.5.2015. *Terms and conditions apply - cherished.carolenash.com/terms-and-conditions.aspx ²Terms and conditions apply - call for details Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

Valentin Schäffer

Another keen young recruit to Zuffenhausen in the 1950s, Valentin Schäffer would become Porsche's racing turbo specialist and engineer the induction systems that endowed Porsche sports racers with a dominance that lasted decades

Written by **Kieron Fennelly**



The compact figure of Valentin Schäffer trots up the steps of the Porsche Museum with the zest of a man much younger than 85, his broad smile suggesting someone who has lost none of his enthusiasm. We have come to Stuttgart to meet this sprightly retired engineer, Porsche's turbo wizard whose career neatly spans the pre-A to the introduction of water cooling.

Born in a German speaking part of Hungary, Schäffer moved with his family to Stuttgart in 1943 after his father, a Wehrmacht soldier, was killed. Schäffer began at Gymnasium (grammar school) the same year. He joined Porsche in 1955 at the age of 24 as an experienced motor mechanic, at a time when Zuffenhausen was an engineering hothouse. What had started as an open car based on VW Beetle mechanicals a few years earlier, had become the renowned manufacturer of the fastest four-cylinder Coupe on the market. Porsche was also the source of 1,500cc racers, class winners at Le Mans since 1953, and prevalent in European hillclimbs.

"I went straight into the racing department," says Schäffer. "In my entire career, I practically only ever worked on racing engines." It was a busy time with long days followed by evenings at Stuttgart Technical Institute where over a period

of years he obtained his engineer's certificate. "Once we got the four-cam engine (largely developed by his department colleague Ernst Fuhrmann) there was a rush of racing customers," says Schäffer. Within 18 months, he was a racing team mechanic, accompanying Herbert Linge and Hans Herrmann to Florida in 1957. Thanks to importers like John von Neumann and the irrepressible Max Hoffman, the US was already Porsche's largest market. A racing presence was deemed essential and works cars became regulars at Daytona and Sebring just as they were at Le Mans. It was the beginning of Schäffer's travel career during which he reckons he must have attended 1,000 races.

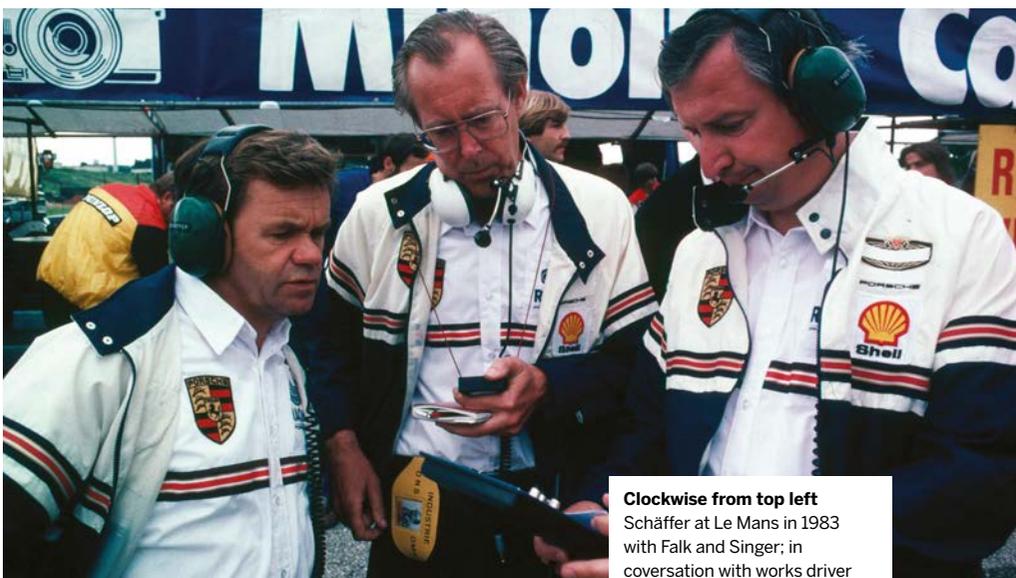
If the flat four, even with outputs approaching 180bhp, was rarely powerful enough to beat its 3.0- and 4.0-litre opposition on fast circuits such as Monza, the Porsche's famous dexterity enabled it to win outright at the 1956 Targa Florio, and on the Alpine hillclimbs it became unbeatable, driven by Edgar Barth to three championships in the 1960s. This was the RSK 718, latterly fitted with a 2.0-litre flat eight, whose career from 1959 to 1963 when it was overlapping with the 904 was so long that it was known affectionately as 'die Grossmutter'. "I went to many races supporting that car," says Schäffer. "That was in the days of Huschke von Hanstein. He was an organiser, a manager not an engineer. He didn't care what

went on under the bonnet but when Ferdinand Piëch took over, all that changed. Piëch had big ambitions. The 2.0-litre eight cylinder was a great engine and the 3.0-litre of the 908 brought a lot more torque, but Piëch wanted more power. He asked me whether it was feasible to put two flat sixes together to make an F12. I told him that if all the parts fitted, then yes, in principle. He gave the green light – when he'd enquired about this elsewhere, they'd told him it would take six months to get an answer!"

The Porsche racing department became a very exciting place under Piëch, as he left no stone unturned or exotic metal untested in his quest to win the Le Mans 24 hours. Not everyone in Porsche appreciated his demanding approach but in Schäffer, he identified one engineer who was potentially vital to this endeavour. The latter says of Piëch, former chairman of the VW group: "He was a hard man but he was always fair with me. People always say he was an engineer but I think his real talent was in understanding engineering concepts and getting people to carry them out."

By now a seasoned engineer himself, Schäffer had been involved in several significant projects, including Porsche's 1962 GP car, the 804: "We tested all the rally engines before they were sent to customers and we developed the *Sportpaket* for the 911." Piëch evidently trusted Schäffer enough to leave him considerable autonomy: ➔





Clockwise from top left
Schäffer at Le Mans in 1983 with Falk and Singer; in conversation with works driver Manfred Schurti; en route to Le Mans in 1965; Schäffer enjoying the opening of Weissach's new Motorsport department in 2007



he was charged with building a turbocharged 911 and a 914/6, officially an engineering exercise but not unconnected with the fact that a turbocharged BMW 2002 had beaten a 911T in the German touring car championship.

"It was top secret," he recalls. "Piëch sent me to Eberspächer to buy a couple of turbos. People didn't just buy turbos over the counter then: I asked what on earth should I tell them – that they were for my motorbike? When I got there, they asked how much horsepower I wanted. I had no idea so I said 1,000!" As it turned out, that was exactly the kind of output they needed; the real opposition was not BMW in Europe but the McLaren Chevrolets of the Can-Am series. For if the naturally aspirated 917 was able to vacuum up prizes in Europe – to such effect that the FIA would ban it – it was clearly not powerful enough for the Can-Am. Jo Siffert had campaigned a privately entered 917 in several Can-Am rounds in 1971 and his results confirmed that the 917 was left behind by the mighty 8.0-litre 800bhp McLarens. Schäffer says Piëch had Weissach construct a flat 16 of 7.2-litres but it still fell 100hp short. Then Toyota revealed it had obtained promising results from its attempts to mount twin turbochargers on its 5.0-litre Group 7 racers (a project later aborted). This looked like the answer and by mid-1971, Porsche was experimenting at Weissach with a blown 917 and Schäffer was

discovering the complexities of balancing twin turbos while reducing the crippling turbo lag, which meant that power would come in suddenly, at worst throwing the 917 off its trajectory.

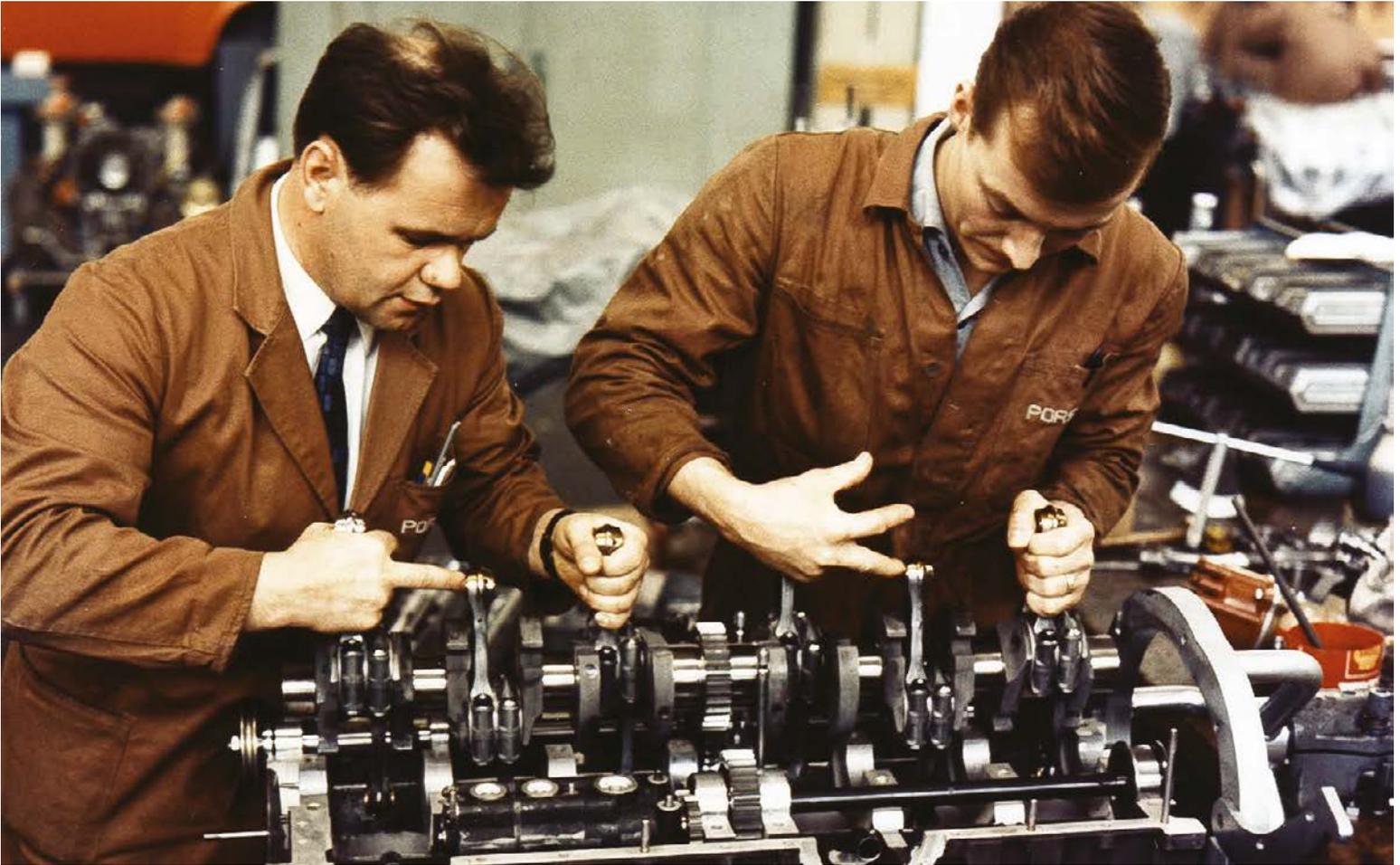
The problems were still not resolved before the 1972 season, yet the company had contracted to supply a car to Roger Penske's team and driver Mark Donohue. Porsche had appointed Helmut Flegl as managing engineer and Schäffer continued in his role as turbo engineer. It became apparent that the fuel injection system, designed for natural aspiration, was not coping with the sudden rush of air as the turbochargers reached their operating velocity. From dynamometer readings showing fuel flow throughout the rev range, Flegl and Schäffer devised a cam that metered fuel flow according to boost pressure; it operated a wastegate to evaluate the excess pressure, allowing the turbos to spin freely rather than die back in enclosed compressed air. This calibration of the fuel/air/boost combination was the breakthrough that set the 917 on the road to the first of its two Can-Am championships. Subsequent turbocharging improvements would relate to boost pressures and flow rates. But the most radical advance had, in a sense, been made.

Attention now turned to a production application: Porsche's new CEO Ernst Fuhrmann, recently invited back to Zuffenhausen after a 15 year stint at Goetze, saw the company urgently

needing to revitalise its main product, the ageing 911. Turbocharging was by far the quickest route to get a new, lucrative model on the market. Porsche was also well aware of work being done on turbocharging by Swiss engineer Michael May at his Esslingen workshop in southern Stuttgart and if it was officially dismissive of May's blown Ford Capris, it had not been above copying the twin turbo configuration he had devised for Toyota's stillborn race car. Heads turned to Schäffer, who would carry out initial development: "I had a turbocharged 2.7 running by April 1973. It didn't take long." He then handed the project on to Herbert Ampferer for development and turning the 911 Turbo into a manufacturing reality.

Schäffer is a cheerful, engaging and voluble fellow and you imagine he must have been a popular colleague. He recounts how Fuhrmann, a respected engineer in his own right, used to speak to him: "If he wanted to know something, he'd often come directly down and see me." He chuckles: "Bott used to get cross about it – strictly, Fuhrmann should have gone through him but Bott was a chassis man, never an engine man, and he just used to get impatient with us – 'why aren't those verdammte engines ready yet?'"

After 20 years at Porsche, Schäffer's newly discovered turbo expertise suggested he would be at Weissach for life, particularly as Fuhrmann had authorised a Turbo 911, the 934, to race in ➔



“In my entire Porsche career, I practically only ever worked on racing engines”

Group 4. This quickly led to the 935, which won Porsche the World Championship of Makes in 1976 and 1977 and would notch up many victories with private teams. All the indications were that the technology of forced induction was now crucial to the company's development. But this was to reckon without Piëch. Schäffer found that Porsche's former technical director was trying to poach him. In company with other members of the ruling Porsche and Piëch families, he had been obliged to resign in 1972. Now he was the key technical figure at the new VW subsidiary Audi-NSU at Ingolstadt and working on a turbocharged range for Audi, which would materialise as the stunning Audi Quattro among others. Understandably, he wanted the best people on this project – and that included Schäffer.

“He campaigned quite hard to get me; he offered me a much better paid job, a house, and schooling for my kids – all very tempting. Bott objected strongly though, and eventually I turned him down. In 2009 I saw Piëch, just after the VW takeover, and I asked whether he was still angry with me for not accepting. ‘No, not at all’, he said, ‘just look at everything you’ve done for me at

Porsche since then!’” And indeed he did plenty: Porsche's turbo dominance would go on over a decade in Group 5 and sports racing cars, and furnish championship-winning race engines to F1, though the TAG venture was the one occasion where, Schäffer says, he was not involved. But when Mark Donohue took the 917-30 to Talladega in 1975 for his brave and successful attempt (221.12mph) on the closed-circuit world record, Schäffer's presence was deemed essential.

Porsche began looking for other avenues in the US and alighted upon Indianapolis. But despite immense development work, Porsche's 2.7-litre engine was never raced due to changes in the rulebook. “The real problem was control,” he says. “With Roger Penske, Porsche provided the car and the support and it worked, but here we were supplying only the engine.” The Indy experiment surfaced again in 1987 and lasted through several seasons but the outcome was again a disappointment. Although the Porsche-engined March was starting to come good after two poor years, Porsche withdrew: “We had developed a chassis, but instead, Al Holbert wanted to use a March chassis. If we could have tested it

properly at Weissach, it would have been right, but relationships with March were difficult.” At the end of the 1980s, Porsche was severely affected by the fall in the US dollar. There were many changes, leading to the appointment of Wendelin Wiedeking. “Things were bad. When I was 60 in 1991, Porsche said to me ‘you’re the oldest guy in the racing department. You can take extended leave on full salary as we owe you the weekends you worked! I was happy to accept,” says Schäffer. “Porsche was changing: I said to Norbert Singer that the research department had become a coffee drinkers’ club as it now took a year to accomplish what we did in a week!”

Schäffer retired in 1993 during a wave of redundancies: “They gave me the option and I took it!” Once a keen tennis player, he has finally had to give that up but the lithe physique remains. Schäffer returns periodically to Porsche, usually to help with research projects in the Archive. He says he is always surprised at how many young employees seem to know who he is. It is typical of the man – modest, unassuming and still evidently delighted if not a little surprised that people take so much interest in his startling career. **911**



WANT MORE?

Go to GreatDigitalMags.com and get great deals on brilliant back issues & exclusive special editions

INSTANT ACCESS TO BACK ISSUES

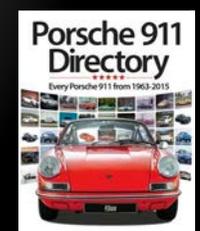
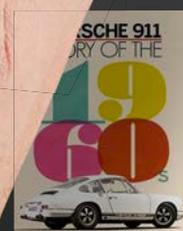
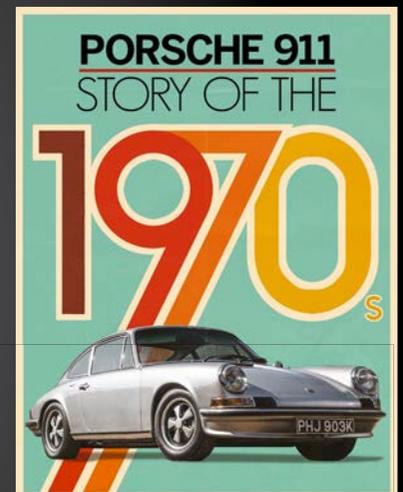
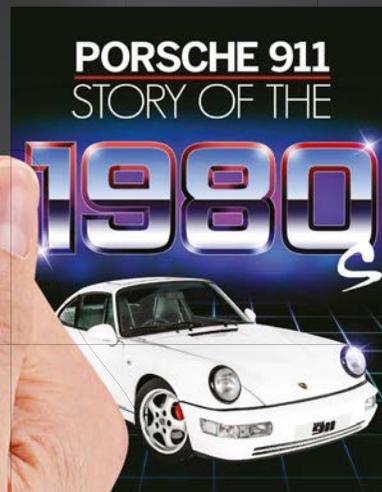
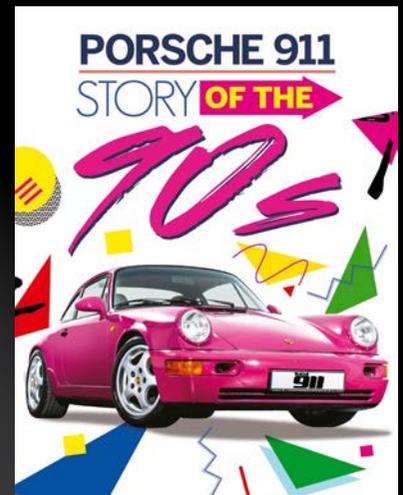
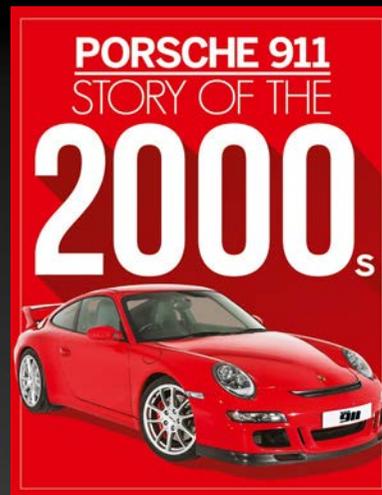
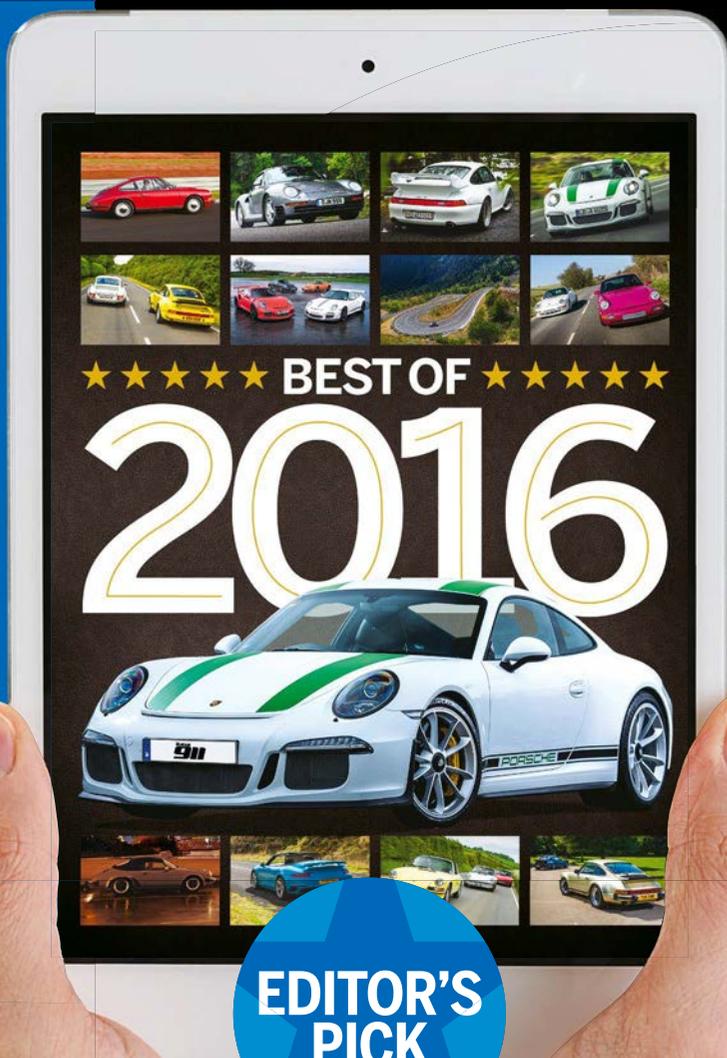


PLUS SAVE EVEN MORE IF YOU SUBSCRIBE



EXCLUSIVE BOOKS & SPECIAL EDITIONS

★ GO TO GREATDIGITALMAGS.COM NOW ★



ALL AVAILABLE TODAY ON
GREATDIGITALMAGS.COM

Living the Legend

Our band of contributors from around the world share their real-life experiences with their Porsche 911s



Michael Meldrum
Houston, Texas

 @p911r

Model 911T Targa
Year 1972 Acquired 2013

Model 911E
Year 1972 Acquired 2014

Model 930 Turbo 3.0
Year 1977 Acquired 2014

Model 930 Turbo 3.0
Year 1977 Acquired 2015

Model Carrera 3.0
Year 1977 Acquired 2016

Model 911 SC
Year 1981 Acquired 2015

Model 911 Carrera
Year 1986 Acquired 2015

Model Carrera M491
Year 1988 Acquired 2015

Model 993 C4S
Year 1996 Acquired 2016

Model 964 Carrera 4
Year 1994 Acquired 2016



Modifying a classic air-cooled Porsche 911 is a fun, exciting and liberating experience but not all cars are good candidates for

customisation, and sometimes keeping your car original is the better and more sensible option.

For example, my Silver 1977 930 Turbo Carrera is a well-documented car and has a great factory specification, including factory sunroof delete, sports seats, and my favourite interior option: tartan seat inlays. These are some of the less common options for a 930 3.0 Turbo but more importantly, these are choices that I absolutely love.

In honour of its 40th birthday, I've commissioned a mechanical and light cosmetic refresh for the car. The aim is to preserve the original features and refresh all parts of the Turbo to its factory original configuration. At the time of writing, the nice chaps over at Eurocar-Werk have the engine out and the engine case split. The engine rebuild is a full

mechanical and cosmetic project, with an emphasis on creating a very period-correct external look.

This engine rebuild will include new Mahle pistons and cylinders, new valve guides, new bearings, complete reseat, refreshed fan housing, refreshed engine tin with a few discreet upgrades (including 964 cams, upgraded oil pump, ARP head studs, connecting rod bolts) that will be totally concealed without opening the engine case.

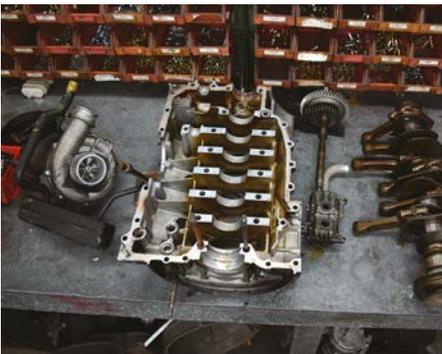
A new engine pad and a set of period-correct engine decals will finish up the engine compartment to a really functional but period-correct appearance. One of the nice features of the rebuild is that all the period-correct emission items, required for the United States in the 1970s, will be included but will not be connected and robbing horsepower – which is definitely a best-of-both-worlds solution.

A period-correct exception will be the exhaust, headers and wastegate. Eurocar-Werk has recommended B&B for the best horsepower gains. I'll report back on the outcome when the build is finished.

Externally, the paintwork is not perfect, however, it is not so bad to require a fresh coat of paint, so I have decided to do a two-stage paint correction to revive the existing paint and the 16-inch Fuchs wheels have also been refinished. The interior has been getting some love and attention too, of course. We started off with the sports seats – all have been sympathetically restored and the period-correct tartan inlays were replaced (and this very much pleases my Scottish roots).

Next the damaged parcel shelf is being restored and the icing on the cake will be a period-correct Blaupunkt Bamberg radio, with completely useless but delightfully retro microphone (to record your thoughts to cassette while driving down the autobahn circa 1977 at 180mph, of course).

Finally, the 930's brake system and suspension will be refreshed, including new front struts and master brake cylinders. Once the project is completed, my 930 will be ready to be daily driven and enjoyed the way Porsche 911s are meant to be.



Gina Purcell
Oxford, UK

Model 911 SC
Year 1982
Acquired April 2014

Model 964 Carrera 4
Year 1989
Acquired September 2004



Living next to one of south England's coldest spots means I have a lot of driving 'downtime' in winter. Our local council must have an inexhaustible supply of road salt, scattered with regularity and determination, so the S4 Avant has been the weapon of choice. When a gap in the weather opened after heavy rain, I leapt at the chance to unleash Wolfi the C4. My excitement had built to fever pitch...

I never get bored when at the wheel of either of my 911s, but of the two, Wolfi is the one that's much easier to get into the groove with, of course. It gives up a reasonable amount of initial feedback, which quickly settles into a smooth murmur of suggestions at speed. It's that relative 964 'modernity' kicking-in; that quieter, insulating competence that leads you to believe you're going slower than you are... oops! Even 250bhp can throw you about. Whip-crack gear changes preceded a pop 'n' bang from a hot exhaust, the nose bobbing slightly. It was all going on.

After a long stint in the Audi, Wolfi felt like a fizzing ball of energy, its short wheelbase giving the impression of wanting to change direction like a mid-engined car! I was shocked at the feedback I was getting after 1,000 miles with the dead helm of an Audi

– maybe I was getting complacent about what the C4 offered. So, on this opportunist drive, I looked about me with fresh eyes. In-period reviews of the 964 damned the interior with faint praise, which, if your job was driving several marques a month, may have grated. But after 26 years this is my 'normal' state of car interior, my happy place, so those old road tests grate with me. I understand I'm sat in a motoring icon. I've been staring at air-cooled 911 cockpits for 160,000-plus miles and still love every detail of their classic instrumentation. I love the sharpness of the switch to the 'modern' Microgramma Bold font, a typographic icon in itself from 1952, used on the 964's dials, and the elegant taper of their needles. Iconic Porsche sports seats are *the* most comfortable seats I know, and they are perfection for vigorous driving. I also notice that the gearshift's mushroom shape echoes that of 356s and the VW Beetle! Icons everywhere, from the pedals to the aroma you inhale, from the door releases to the 'Elastoplast' headlining; from the quarter light windows to the dashboard buttons that a young Jeremy Clarkson described as "boiled sweets." But it all works. It's all you need and no more, and to me, it looks fresh and beautiful. I realised I wasn't being complacent with Wolfi – I desperately needed that deep 911 infusion. Wolfi laughs in the face of huge, modern sports cars. It's not just small – it's 'right-sized' in modern Porsche parlance. It can carry two adults plus luggage for two weeks' worth of touring, then find room on any road to explore multiple lines. It's the perfect package. Put simply, for me, driving Wolfi that day was *pure joy!* Meanwhile, the killjoy local council have put more salt down, so Wolfi's back in the garage and the excitement will have to build again...



Dana Pawlicki
Maplewood, New Jersey

Model 993 Carrera
Year 1995
Acquired May 2007

Model 991 Carrera S
Year 2013
Acquired March 2013

Model 930 3.3
Year 1986
Acquired April 2014

Model 964 Carrera
Year 1994
Acquired June 2014

Model 930 Targa
Year 1988
Acquired April 2015



Since winter is in full swing, I thought I would talk about the scramble to get cars properly stored for this cold season. Early this fall, I had

an issue with the 930 Targa, where the starter would turn but the car would not start. First, though, let me tell you a bit about my 1988 930 Targa. The car is one of 12 Turbo Targas registered in the US, and I believe the only one in Venetian blue – a fantastic colour! The seats are light cream with blue piping. The car was previously owned by the president of the Midwest PCA region and is in fantastic condition and nearly 100 per cent stock. It also has factory coloured Fuchs, which are a nice touch.

Ironically, when I went to call the flatbed, I thought I'd try it one more time and it started instantly, upon which I immediately drove it to the nearest specialist. Rudy's European in Lewes, Delaware, was a relatively new business in the area, but was well established in Florida. The owner, Rudy, has owned several "old-school" 911s and 1980s BMW M cars, which gave me great confidence, as there is nothing like owning them to truly understand them.



Rudy noticed that my 930 had a Perma-tune ignition control unit, which is apparently a popular upgrade, but the company makes it very clear that if you replace the factory unit, you should also replace the Bosch ignition coil with theirs. In my car's case, this had not been done. Rudy had checked, cleaned, and tightened several other areas beyond replacing the coil with a Perma-tune unit, but once he was done, the car started quickly every time. I got the car back to my garages just before the bad weather.

In other news, it is always an interesting debate what to do with batteries over the winter. Clearly, the best solution is a Battery Tender or other maintainer, but what if electricity is not available? The next best route is to disconnect the battery, or "cut-off" switch, but that also has its issues. If

you go down this route, I am convinced the key is to not jump-start the car with a charging station when you return the vehicle to service. I have made this mistake and damaged key electrical components. Also, as a German car guru I know recently told me: "Do not use the alternator as a battery charger. Just because the car starts, doesn't mean you should restore the battery this way." Therefore, the second best option is to disconnect the battery, and then before starting in the spring, slow charge the battery with a computer-controlled charger over a day or two, and resist the temptation to just "start it up", "jump" the vehicle, or even worse, "boost charge it."

Although winter has now set in, I recently had a fantastic visit to one of Roger Penske's Porsche dealerships, but more on that next month!



Tony McGuiness
San Diego, USA

[@tonygt3rs](#)

Model 997.2 GT3 RS
Year 2011
Acquired February 2011

Model 991 GT3
Year 2015
Acquired December 2014



According to 2015 statistics from the California Department of Motor Vehicles, there were 24,487,807 registered automobiles in

the state of California. Incidentally, that massive number doesn't include other vehicles such as trucks and motorcycles. You might think in a state whose life's blood is the automobile, the standards required for allowing a car to be registered on the road would be very high indeed. Interestingly, and perhaps unfortunately, the standards are not very high. The California Department of Motor Vehicles (DMV) does not require regular safety inspections or a brake and light inspection. So you see all sorts of cars on the road that in many other places would perhaps not be deemed roadworthy.

Not surprisingly though, California has some of the most stringent smog laws. In order to renew a car's registration, vehicles must undergo a smog inspection every two years. Gasoline cars, model year 1975 and older, are exempt though. Vehicles six years old or less simply pay an annual smog abatement fee with the



vehicle registration. My 2015 991 GT3 still has four years to go before it needs a smog inspection. Yet, as my GT3 RS has just turned six, I received the registration renewal via the post from the DMV indicating I needed to take the GT3 RS for a smog inspection certificate.

There are several smog inspection shops in my area; I took the RS to Hoen Porsche in nearby Carlsbad. While a smog certification is quite simple, I would not be comfortable with anyone who isn't intimately familiar with the GT3 RS completing the inspection test.

Since Hoen is a Porsche dealer, they have all the state-of-the-art equipment necessary. The technician visually checked and electronically tested the car in under 30 minutes, and the car passed and the certificate was sent electronically to the DMV. This permitted me to complete the vehicle registration of the GT3 RS. It won't need another inspection for two years – not that I thought it would fail! It is good to know that, in a state with nearly 25 million automobiles, my GT3 RS is compliant with some of the strictest smog laws in the country.



Lee Sibley
Bournemouth, UK

@lee_sibs

Model **996.2 Carrera 4**
Year **2004**
Acquired **February 2016**



The start of February marked one year of Porsche 911 ownership for me, which also meant it was time for another service for the 996.

For its major service last year I decided to try an independent specialist, so this time round, in the interests of balance, I opted to try my nearest OPC for the minor service.

The car was booked in with Porsche Centre Bournemouth, who loaned me a Basalt black Macan GTS while my 996 was having its annual service and subsequent health check (what an absurdly awesome mini SUV that is, by the way). I like the idea of getting a new car to ferret about in while my own car is being serviced; it means I can carry on with my life and don't have to sit around for a couple of hours. Even better, then, that the loan car in question sports the same badge on the bonnet as my own 911 – brand indoctrination it might be, but we all drive a Porsche because we choose to, and not many of us are going to turn down the opportunity to drive another one.

A courtesy call the next morning informed me the service was complete, and a video link emailed through provided visual evidence of the technician's health check of the 996



(interestingly, the car had a health check at the same centre a year ago and I was pleased to note the same observations were coming up, so kudos to Porsche Bournemouth's technicians for consistency).

I couldn't help but chuckle when I got the health check paperwork back. I think the difficulty here is the technician lists what is needed to make your car showroom perfect; in my case, it's a 13-year-old Porsche 911 worth £20,000 or less, so that's never going to happen. The car has its foibles and, you know what, some of them I quite like. I'm sure your 911 has them too. So, while it presents a great opportunity to get your Porsche on the ramps and have it looked over for any pressing issues, a health check should always be approached with a pinch of salt, unless you're adamant on one day giving the car back to a main dealer to sell.



Anyway, the day after I handed my 996 over for its service, I went back to collect it and found the car resplendent out the front. Pleasingly, it had been cleaned and vacuumed, with a selection of complimentary Porsche jelly sweets fanning out from the cubby in the centre console – a great touch and a job well done for a pleasant experience. Porsche Centre Bournemouth: I shall be back.



Rob Clarke
Bristol, UK

@rob911_ltl

@Rob996LTL

Model **996.1 Carrera 4**
Year **1999**
Acquired **February 2014**



While on holiday my car was repaired due to my little indiscretion last month. It had new undertrays, refreshed brake lines, and

minor repairs to the underside. But the first issue was unlocking the car. Like all 911s, mine shuts itself down after five days to save battery and as the garage left the car on my drive, I had to use the spare key. I went through the procedure to wake up the car and all was fine.

The next day I went back to the car, click, nothing, so I went back through the key procedure... still nothing. I unlocked the car, set the alarm off, and then fired up the engine to stop the alarm. Then all but the driver's door would open and all the deadlocks had kicked in. So with the engine off, I locked and unlocked the car and fired the engine all in quick succession, to make sure the car was not deadlocked. Clearly I have a lock issue. I pondered this for a few hours thinking should I get the other key from



the garage to see if it was the fob, or should I just change the battery in the fob and hope it was that? I took the latter approach, slipped a new button cell in and tried again, but still nothing. The alarm went off, and with frustration mounting and thoughts of electrical nightmares, I took the key fob apart again. This is when I spotted my error – I had left the safety sticker cover on the button cell... idiot (I put it down to jet lag)! Cover removed, key back together, click and... success.

My euphoria was short-lived though, as when I got into the car the next day there was something on the driver's car



mat. I thought it looked like veneer from a kitchen worktop but soon realised it was the veneer from my walnut-trimmed steering wheel! I knew my veneer had cracks but I didn't expect it to fall apart! My wheel has a cover so any further loss will be minimised but this is where I need help. Do I get it refurbished? Can the walnut shading be matched, or do I get a new wheel? Are there alternative wheels, and do I also get paddles added to replace the Tiptronic buttons? I have lots of questions. Any advice from the **Total 911** community would be greatly received. You can contact me via Twitter or Instagram.



Greg James
Mercer Island, Washington

Model 3.2 Carrera
Year 1985
Acquired 2008
Model 993 Turbo
Year 1997
Acquired 2016



Winters in Seattle are not quite as nice as somewhere like San Diego, a city I lived in for nearly a decade back in the 1970s and 1980s. Although

Seattle doesn't get the biting cold of the American Midwest, we are still fairly far north, and the period from November to the end of March is often fairly cool and rainy. That said, we do have one big plus, and that concerns the roads in the winter... there is no salt. So unlike cars on the east coast and upper Midwest, out here they're mostly well preserved and rust-free. Winters for me are spent skiing and working but it's also a good time to look at other cars, and occasionally take my two Porsches out for runs on dry, sunny (and usually cold) days.

I'm a conformed Porsche lover and have owned nine 911s over the years. All have been air-cooled. It's not that I have anything against the later cars, I honestly feel that it's more about the style for me. Pre-1999 cars just have a more appealing shape in my eyes; they are sleeker, smaller, and just look sportier. That said, a few months ago I got bitten by the old bug and came across a 1963 green/white VW pickup for sale in the Midwest



(originally from Texas, so no rust!). The owner was selling part of his car collection and I must admit, I've always loved the older buses, so I decided to buy it. After payment I had to arrange shipping, which if you've ever done it, can be a hassle. As expected, this time it again proved to be a bit of a fire drill as delivery times were knocked back several times due to bad weather, delays and closed winter passes.

Eventually, the driver got the car out here (two weeks late), and to my surprise, he was also delivering another car to a Seattle area customer, and it turned out to be a gorgeous Mexico blue 1974 Carrera. While not an MFI Euro Carrera, it was still a stunning car to look at, and the combination of the colour, the Carrera side graphic, and the ducktail



made it a real showstopper. The car was in immaculate condition and there was something really sexy about its overall appearance. The new owner is a local Seattle racing legend that campaigned a pair of Porsche 962s in the 1980s, and I'm sure he'll love this new addition to his already extensive collection – which still includes the two 962s!



David Grover
Harpenden, UK

Model 991 Carrera S
Year 2014
Acquired March 2016

Model 997 Cup
Year 2014
Acquired December 2016



About a year ago I wrote about the promising new season ahead, both on track and trying a few GT Cup races in my newly acquired

2012 997 Gen2 Cup car. You may recall that I managed to destroy that 997 Cup car in winter testing at Silverstone after a full and expensive rebuild. Luckily, it was insured. My track and race plans then went on hold for understandable reasons: confidence levels somewhat lowered, alongside the bank account.

Well with Christmas just around the corner, I took an impromptu visit to GT Marques in High Wycombe to see a 2014 rebuilt car they had up for sale in great

condition and hardly used in recent years. I got on well with the owner of the business, Paul Mace, and promptly bought it, so we are back in the game and very excited about the year ahead.

The plans will largely be the same; I will get back out for some testing first and get used to the extreme nature of a Cup car, and then I will be taking some coaching from a Cup car specialist to build that confidence level back up again, so that I am ready for more intense activity – although the number one thing is that I get enjoyment by driving one of the purist 911 variants out there and stay safe. So there is plenty to do. First pick some days that work in terms of testing and getting some practice in, then decide which races to dip my toes into in the

GT Cup series. I will select limited events to get used to competing again and get down as much track time as I can in what looks to be a busy year.

In the meantime, we have some fun things to do, mostly related to spending money on the new car. I need to get a new helmet so will have researched for one at the Autosports Show at the Birmingham NEC in January, and I will also need to get some accessories to replace older items (gloves and nomex) and need to start planning a graphics scheme to make this beauty look like a race car – currently it is plain original-spec white. I have a few ideas, although much will, of course, relate to potential sponsors/partners for the season ahead.

Then I need to decide whether to fit a paddle system to the car – Hollinger seem to do a popular kit – and Bosch ABS, the same system as I had before. The latter in my mind will help confidence building in all weathers. I also want to take the opportunity to get some parts from my last car and, fortunately, it is at specialist RPM Technik, as they bought the car as salvage from the insurer. So it's been an exciting start to 2017 with plenty to report along the way.



Joel Newman
London, UK

Model 996 Turbo
Year 2003
Acquired April 2014



After months of bad luck with the Turbo, I've finally gone over the crest; the car has spent over two weeks at Porschacare and I can safely say that

performance has leaped to a different stratosphere. I'm sure the car has never run to its full potential until now. Let's begin with the first issue: the three-amp drain that was killing the battery. After some diagnostic work, we traced it back to the alternator. The good news was that I didn't require a whole new part; I just needed to replace the alternator's voltage regulator, which at £58 in comparison to the £550, was a stroke of good fortune. We also found a tracker on the car, which was also disconnected, as it was causing a further drain; we got that down to 0.04 amp, which I am told is very good.

With the Turbo now able to hold charge we needed to address the car's inability to boost. I had the car remapped at AMD Tuning a while back, and afterwards the maximum boost I remember seeing was 0.9 bar, but three months ago that started to drop off, and in the end, boost pressure would not exceed 0.6 bar. The performance felt a touch flat, but as I was so used to the car and as the process was gradual, I hadn't noticed how down it must have been. We started to look for leaks in the boost pipe system and the notorious boost control solenoid or N75 valve, which was likely limiting boost. As expected, the boost valve needed replacing – it was limiting the car to 0.6 bar, there was a leak in the



pipework connected to the diverter valve, and a split O-Ring on a boost pipe. All of the above were replaced and I decided to bite the bullet and have my annual service with all new fluids, filters and oil. Oh and remember the LTL driving tour we did in Wales? Well I finally had the two front arch liners I cracked replaced. Now I don't want to get into hyperbole but honestly, it's like a brand new car!

First of all, the engine feels a lot smoother; there was always a tiny flat spot just above 2,000rpm, which I thought was normal as the Turbo started to spool, but apparently it wasn't as it has stopped doing that! It is, however, the acceleration I need to tell you about. My car was purchased with a GT2 intercooler



and radiator and GT3 short shift kit, and since then, I have added lightweight OZ Racing wheels, a lightweight QuickSilver sports exhaust with 200-cell race cats and a remap. I am told this should equate to around 520bhp but I have not dyno'd the car. It is now boosting to 1.0 bar and I can safely say that from 4,000-7,000rpm, I have never felt acceleration like it. It's gone from very fast to stupid and silly fast; for the first time I'm actually scared of it and I will have to adjust to the sheer, brutal pace.

I have always found my Turbo to be a hugely fast and hugely capable car, but it has always lacked a bit of drama. But that's all changed. You cannot simply point and squirt, you must think about every input if you are pushing on, and I like that. That is what I think has been missing; it feels like a supercar now. A new adventure has begun.



Richard Klevenhusen
Rio de Janeiro, Brazil

Model 930 3.3
Year 1976
Acquired May 2012

@richardkle



I recently wrote an article for **Total 911** (issue 141) about erratic fuel level readings on my 930 and so I decided to replace my fuel

level sensor unit. Unfortunately, the fuel level sensor unit did not work as it was supposed to. I even thought the problem was on the display itself. After some searching, we found out that the aluminium tube, in which the fuel level sensor is inserted, was holding it in place and preventing it from measuring the correct level of fuel in the tank. Apparently this is a common problem in older 911 models. The solution was to remove the aluminium tube, allowing the fuel level sensor to correctly measure the level of fuel in the 930's tank. Now it is finally working!





Chris Wallbank

Leeds, UK

chris_wallbank

@chrisjwallbank

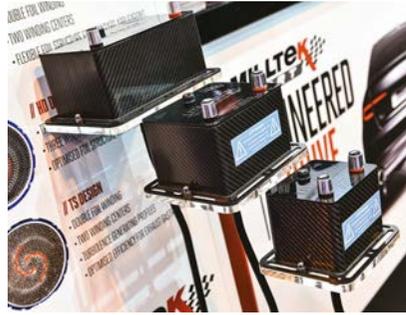
Model 997.1 Carrera S
Year 2005
Acquired November 2012



The start of the New Year is always a little quiet in the Automotive Photography game, and with the icy weather my 997S

doesn't get much chance to see daylight either – but there's one thing I always look forward to in January and that's the Autosport Show at the Birmingham NEC. It's a great opportunity to catch up with good old friends from the industry and have a look at new products as well as a variety of Porsches, old and new!

There was plenty on offer this year, including some rare one-offs like the rather wide RAUH-Welt 964 in the auction section, along with the latest Carrera Cup cars on display at the official Porsche stand. It was the first time I'd had the chance to have a look round the 718 Cayman and its new turbo engine spec, and I must say, I was impressed with how it looked in its Miami blue paintwork and with its stunning interior. It left me wondering what it sounds and drives like, as I haven't seen any out on the roads yet.



A couple of new products caught my attention though. Milltek Sport announced the introduction of super-light titanium versions of their popular exhaust range, which will include the 911 models in the near future. Also, on the subject of weight saving, a German company called 'LiteBlox' (en.liteblox.de) unveiled a lovely range of carbon clad batteries, specifically for the majority of Porsche 911 models, saving a huge 25kg over the standard lead acid battery, and for a price not much more than a battery from your main Porsche dealer. Definitely something for the motorsport-inspired Porsches out there! Over the next month I plan to give the 997 a general health



check, fit a Pipercross replacement air filter element I've ordered, and I'd like to get the car on the rolling road to find out if its horsepower now matches the figures it should've rolled out of the factory with!



Sean Parr

Harpenden, UK

@inveloveritas

Model 912
Year 1967
Acquired November 2014

Model 911 SC
Year 1976
Acquired May 2015



This month sees me on the other side of the world in Australia, where I was on a long holiday visiting my two eldest children. It is wonderful to

escape the English winter and come Down Under to high summer. What a treat. It's been just lovely to get away from those bitter British frosts and short, wintry, grey days.

There's limited Porsche news unfortunately, but I have been driving – a lot! As many of you may know, driving in Australia is generally over long distances and invariably on great driving roads, because they have far fewer of the UK's boring, long, straight and grid-locked motorways. And there are few roads anywhere in the world better than the

Great Ocean Road, which runs west from Geelong (near Melbourne, Victoria's capital city). The road is 250 kilometres long and winds all the way along the south coast to Warrnambool.

It is a simply phenomenal drive; the road is virtually clear of any traffic and the tarmac hugs the coast for a large part of the drive. The sights on offer in this beautiful part of the world are terrific and some of the highlights are the views of the Twelve Apostles (actually, there are only nine I believe, as they keep falling into the ground, but you'll soon discover in Australia that exaggeration is a national pastime – and before too many letters are sent to the Editor, I am actually an Aussie!)

The towns along the road are wonderful, generally with a feel of small country towns, rather than the often

tasteless and 'kiss-me-quick' beach towns of our beloved United Kingdom. Food in Victoria (and in Australia generally) is a religion and they take it very seriously, but never more so than when they are making coffee. This is the High Priest of Beverages in Australia, taking over from the beer, which used to be a national pastime. The food is extraordinary, plentiful and wonderful in taste, but the coffee, now that is divine!

We then travelled back to Melbourne and drove up and along the East Coast, which is full of more wonderful roads, all of which I wished I had my old 1967 912 for, but unfortunately it was a Subaru Outback and a Mercedes Vito that we had to share the journey with. However, if the roads are still great in a LWB Vito, imagine just how amazing they would be in a Porsche 911.



Joe Croser
Northamptonshire, UK

@jcx911

Model 997.2 Turbo
Year 2010
Acquired March 2016



I know we don't get headings or titles for our columns in LTL but that never stops me thinking about how to frame each submission. This is

my thirteenth LTL column and it marks my one-year anniversary as a contributor, and it was the number twelve which my fingers tapped out first. Twelve months...

It's been quite a year, vanishing in a blur even when I wasn't driving my 997. Time seems to move faster as you age; perhaps we should drive slower cars to help reduce the affects. That may be a hard sell to you lot! So, where has my car taken me and what have we done?

I started my column last year with an introduction to my Porsche history. My 997 is my sixth Porsche, my fourth 911, but my first Turbo. And a year after acquiring it, it remains my favourite. As something of a history fan, my second column highlighted the research I had conducted to uncover my car's history. Using the DVLA's superb service for acquiring previous history and by using social media, I traced five of the six previous owners and opened up a dialogue with each. Lovely, passionate people with a shared love for Porsches. A year later I still correspond with a couple

As spring turned to summer, I visited Porsche Silverstone to renew my Extended Warranty – fear of very expensive parts and failures saw me handing over my credit card with a big smile on my face where a grimace would usually be when parting with that sort of cash. PCGB membership enabled me to join a super skills-honing course at the Silverstone PEC where I was reminded of what I already knew; I'll run out of talent a long time before my mighty car runs out of ability. Soon after on a sunny June Sunday, I joined others at the PCGB HQ for a summer BBQ. Lots of Porsches attended and a fun time was had by all.

I attended various car shows at Sharnbrook and Salon Privé where I bagged a runner-up trophy in the Supercar Concours competition class for 911 Turbos. It was an amazing day even though it rained. A week in the summer saw me using my 'high days and holidays' Porsche as my daily driver while waiting for my new car to arrive. By the end of the week I would have been quite content to keep the 911 as the daily driver but it's not a family car, no matter how hard I try to convince myself.

In late summer, I got to meet up with fellow LTL chaps for a weekend of more wet weather weaving through Wales' finest countryside. It wasn't meant to be



wet of course, but it was summer so we should have expected it. Still, we had fun and I popped my Evo Triangle cherry!

On various occasions, I donated tools and took the car out, 'just for fun' with no higher purpose. It carried me up to Yorkshire and around the dales and moors for a couple of days before dropping in on a family funeral. And as 2016 drew to a close, I renewed the MOT without a hiccup and finally in December I SORned my car due to yucky weather and a lack of time to get out and drive it. A month later and I'm still waiting for the weather to pick up. Fingers crossed. Until then, it's all tucked up, nice and warm.



Kyle Fortune
Warwickshire, UK

@kylefortune205

@Kyle_Fortune

Model 993 Carrera 2
Year 1994
Acquired December 2014



Rats. Damn them. One whole day of the Christmas holidays saw me clear out the garage after rats decided to set up home in there.

I'd planned on shifting things about in the garage anyway, with my less than completely watertight roof seeing some drops landing on the 911, so my 205 GTIs switched sides, the Porsche getting the 'dry' side. Doing that saw me discover a rats' nest under the Peugeot's bonnet, which had me worrying that they might have also opted for a German address as well as a French one. A thorough check



all over, including under the bonnet, which has typically been left on the clasp to allow battery management, discovered nothing, though I'm now on full alert, checking the garage regularly for some unwanted residents.

The car has been getting some use, though, transporting me to Aston Martin for a drive in something British, the

993 looking absolutely tiny alongside Aston Martin's Vanquish S. I have more journeys planned with it too, probably down to Porsche Reading in the coming month, and more, though with that nice warm engine parking in the garage periodically, I'll be double-checking that the engine bay's not become a heated home for unwanted visitors.



RSJ SPORTS CARS

Specialising in Porsche Cars

(997) "45" 3.8 "Gen 2" PDK (10 - 2010)
Meteor Gray with Black Leather,
47k miles.....£47,000

(997) "25" 3.8 "Gen 2" PDK (10 - 2010)
Meteor grey with Black Leather,
40k miles.....£47,000

(997) "25" 3.8 "Gen 2" PDK (09 - 2009)
Meteor Gray with Black Leather,
35k miles.....£46,000

(997) "25" 3.8 "Gen 2" PDK (09 - 2009)
Aqua Blue with ocean Blue Leather,
43k miles.....£45,000

(997) "25" 3.8 "Gen 2" PDK (08 - 2008)
Red with Black Leather,
49k miles.....£41,000

(997) Turbo 3.6 Tip (08 - 2008)
GT Silver with Grey Leather,
35k miles.....£55,000

(997) Turbo 3.6 Tip (57 - 2007)
Silver with Black Leather,
54k miles.....£52,000

(997) Turbo 3.6 Tip (06 - 2006)
Basalt Black with Black Leather,
56k miles.....£50,000

(997) Turbo 3.6 Tip (07 - 2007)
GT Silver with Black Leather,
68k miles.....£48,000

(997) "45" 3.8 Tip (07 - 2007)
Basalt Black with Black Leather,
40k miles.....£36,000

(997) "45" cab 3.8 Tip (56 - 2006)
Basalt Black with Black Leather,
54k miles.....£33,000

(997) "25" 3.8 Tip
Cobalt Blue with Black Leather,
44k miles.....£33,000

(997) "25" 3.8 Tip (57 - 2007)
Red with Black Leather,
57k miles.....£33,000

(997) "25" 3.8 (57 - 2008)
Silver with Black Leather,
48k miles.....£33,000

(997) "25" 3.8 Tip (07 - 2007)
GT Silver with Black Leather,
55k miles.....£33,000

(997) "25" 3.8 Cab
Cobalt Blue with Ocean Blue Leather,
59k miles.....£32,000

(997) "45" 3.8 Tip (56 - 2006)
Cobalt Blue with Grey Leather,
59k miles.....£31,000

(997) "25" 3.8 (06 - 2006)
Basalt Black with Black Leather,
54k miles.....£29,000

(997) "25" 3.8 Tip (56 - 2006)
Silver with Ocean Blue Leather,
54k miles.....£29,000

(997) "25" 3.8 Tip (56 - 2006)
Midnight Blue with Grey Leather,
62k miles.....£28,000

Porsche Cayman "S" 3.4 PDK (13 - 2013)
Basalt Black with Black Leather,
23k miles.....£43,000

Porsche Cayman 2.7 PDK (64 - 2014)
Red with Black Leather,
13k miles.....£39,000

Porsche Cayman 2.7 PDK (14 - 2014)
White with Black Leather,
22k miles.....£38,000

Porsche Cayman 2.7 PDK (14 - 2014)
Red with Black Leather,
16k miles.....£37,000

Porsche Cayman "S" 3.4 "Gen 2" PDK (10 - 2010)
Basalt Black with Black Leather,
71k miles.....£25,000

Porsche Cayman 2.9 "Gen 2" PDK (61 - 2011)
Platinum Silver with Black Leather,
41k miles.....£27,000

Porsche Boxster "S" 3.4 PDK (63 - 2013)
White with Black Leather,
24k miles.....£40,000

Porsche Boxster "S" 3.4 PDK (12 - 2012)
Red with Black Leather,
24k miles.....£37,000

Porsche Boxster "S" 3.4 PDK (12 - 2012)
Basalt Black with Black Leather,
18k miles.....£36,000

Porsche Cayenne 3.0 Diesel Tip (63 - 2013)
White with Black Leather,
34k miles.....£39,000

Porsche Cayenne "GTS" 4.8 Tip (09 - 2009)
Basalt Black with Black Leather,
53k miles.....£26,000

Porsche Cayenne "GTS" 4.8 Tip (59 - 2009)
White with Black Leather,
62k miles.....£25,000

Porsche Cayenne "GTS" 4.8 Tip (58 - 2008)
Basalt Black with Black Leather,
50k miles.....£24,000

Porsche Cayenne "GTS" 4.8 Tip (58 - 2008)
Basalt Black with Black Leather,
58k miles.....£23,000

STS House, Bristol Way, Slough, Berkshire, SL1 3QE | T: 01753 553 969 | www.rsjsportscars.com

PORSCHE WANTED (2003 TO 2014)

PREMIER PORSCHE

Everything you need for your 911



Data file

Full specs, ratings and market values of every 911, including the 997 Carrera GTS, can be found beginning on page 88

Plus

- | | | |
|--|--|---|
| <p>096 ■ Showroom Looking for a new 911? Whether it's a coveted classic or a modern supercar, our classifieds is the first place you should look</p> | <p>100 ■ Servicing & tuning Get the very best from your Porsche 911 with the help of our specially selected performance and maintenance specialists</p> | <p>112 ■ Insurance & finance Get your Porsche 911 covered with the best insurance deals for road and track use to ensure happy, safe motoring all year round</p> |
|--|--|---|

Data file

Definitive facts and figures for every 911 model from 1964 to the present day



911s in the data file are organised in rows according to release date, beginning with the very first model in 1964. Many models were available in Coupe, Targa and Cabriolet forms, with the option of automatic transmission. Here, data has been provided from the Coupe variants unless stated. All data here has been compiled, where possible, from Porsche's own figures.

General valuations: ▲▼—

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for Q2 will be April 2017. The review for 2017 Q1 was December 2016.

Ratings: ★★★★★

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

(O series) —

911 2.0-litre 1964-67



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

| | |
|---------------------|-------------------------|
| Production numbers: | 9,250 |
| Issue featured: | 123 |
| Engine capacity: | 1.99lcc |
| Compression ratio: | 9.0:1 |
| Maximum power: | 132hp @ 6,100rpm |
| Maximum torque: | 149Nm @ 5,200rpm |
| 0-62mph: | 8.3sec |
| Top speed: | 131mph |
| Length: | 4.163mm |
| Width: | 1.610mm |
| Weight: | 1.075kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 285mm discs |
| Wheels & tyres: | |
| Front: | 4.5x15-inch; 165/80/R15 |
| Rear: | 4.5x15-inch; 165/80/R15 |

★★★★★

(O & A series) —

911S 1967-68



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

| | |
|---------------------|-------------------------|
| Production numbers: | 4,015 |
| Issue featured: | 148 |
| Engine capacity: | 1.99lcc |
| Compression ratio: | 9.8:1 |
| Maximum power: | 162hp @ 6,600rpm |
| Maximum torque: | 179Nm @ 5,200rpm |
| 0-62mph: | 8.0sec |
| Top speed: | 137mph |
| Length: | 4.163mm |
| Width: | 1.610mm |
| Weight: | 1.030kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 285mm discs |
| Wheels & tyres: | |
| Front: | 4.5x15-inch; 165/80/R15 |
| Rear: | 4.5x15-inch; 165/80/R15 |

★★★★★

(A series) —

911L 1967-68



In 1967, the 911 was updated and the range expanded: the 911L (Lux) was standard and sat alongside the high-performance 911S and entry-level 911T.

| | |
|---------------------|--------------------|
| Production numbers: | 1,603 |
| Issue featured: | 138 |
| Engine capacity: | 1.99lcc |
| Compression ratio: | 9.0:1 |
| Maximum power: | 132hp @ 6,100rpm |
| Maximum torque: | 173Nm @ 4,600rpm |
| 0-62mph: | 8.4sec |
| Top speed: | 132mph |
| Length: | 4.163mm |
| Width: | 1.610mm |
| Weight: | 1.080kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 285mm discs |
| Wheels & tyres: | |
| Front: | 5.5x15-inch; 185HR |
| Rear: | 5.5x15-inch; 185HR |

★★★★★

(A & B series) —

911T 1967-69



To save money, the 911T's engine used cast-iron cylinder heads, unlike the Biral aluminium/iron items, which gave more efficient cooling, and carbs instead of fuel injection.

| | |
|---------------------|--------------------|
| Production numbers: | 6,318 |
| Issue featured: | 127 |
| Engine capacity: | 1.99lcc |
| Compression ratio: | 8.6:1 |
| Maximum power: | 112hp @ 5,800rpm |
| Maximum torque: | 156Nm @ 4,200rpm |
| 0-62mph: | 8.8sec(est) |
| Top speed: | 124mph |
| Length: | 4.163mm |
| Width: | 1.610mm |
| Weight: | 1.020kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 285mm discs |
| Wheels & tyres: | |
| Front: | 5.5x15-inch; 185HR |
| Rear: | 5.5x15-inch; 185HR |

★★★★★

(E series) —

911T 1972



A lower compression ratio and the inclusion of Zenith 40 TIN triple-choke carburettors led to the relatively lower power output of 130bhp despite the new 2.34lcc engine size.

| | |
|---------------------|-----------------------------|
| Production numbers: | 16,933 (including F series) |
| Issue featured: | 107 |
| Engine capacity: | 2.34lcc |
| Compression ratio: | 7.5:1 |
| Maximum power: | 132hp @ 5,600rpm |
| Maximum torque: | 197Nm @ 4,000rpm |
| 0-62mph: | 7.6sec |
| Top speed: | 128mph |
| Length: | 4.163mm |
| Width: | 1.610mm |
| Weight: | 1.077kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 290mm discs |
| Wheels & tyres: | |
| Front: | 5.5x15-inch; 165HR |
| Rear: | 5.5x15-inch; 165HR |

★★★★★

(E series) —

911S 1972



A 2.4-litre engine increased torque. The mostly chrome brightwork had a black decklid grille with a '2.4' badge. External oil filler on right rear wing confused some.

| | |
|---------------------|------------------------|
| Production numbers: | 5,054 (including 1973) |
| Issue featured: | 120 |
| Engine capacity: | 2.34lcc |
| Compression ratio: | 8.5:1 |
| Maximum power: | 193hp @ 6,500rpm |
| Maximum torque: | 211Nm @ 5,200rpm |
| 0-62mph: | 5.6sec |
| Top speed: | 140mph |
| Length: | 4.163mm |
| Width: | 1.610mm |
| Weight: | 1.077kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 290mm discs |
| Wheels & tyres: | |
| Front: | 6x15-inch; 185/70/R15 |
| Rear: | 6x15-inch; 185/70/R15 |

★★★★★

(F series) —

Carrera 2.7 RS 1973



The RS had a 2.687cc engine that developed 210bhp. The body was lightened and fitted with flared rear arches and an optional ducktail rear wing. Sport and Touring available.

| | |
|---------------------|-----------------------|
| Production numbers: | 1,590 |
| Issue featured: | 145 |
| Engine capacity: | 2.687cc |
| Compression ratio: | 8.5:1 |
| Maximum power: | 213hp @ 6,300rpm |
| Maximum torque: | 255Nm @ 5,100rpm |
| 0-62mph: | 5.8sec |
| Top speed: | 152mph |
| Length: | 4.163mm |
| Width: | 1.610mm |
| Weight: | 975kg (Sport) |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 290mm discs |
| Wheels & tyres: | |
| Front: | 6x15-inch; 185/70/R15 |
| Rear: | 7x15-inch; 215/60/R15 |

★★★★★

(F series) —

911E 1973



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

| | |
|---------------------|----------------------------|
| Production numbers: | 4,406 (including E series) |
| Issue featured: | 144 |
| Engine capacity: | 2.34lcc |
| Compression ratio: | 8.0:1 |
| Maximum power: | 167hp @ 6,200rpm |
| Maximum torque: | 206Nm @ 4,500rpm |
| 0-62mph: | 7.5sec |
| Top speed: | 137mph |
| Length: | 4.163mm |
| Width: | 1.610mm |
| Weight: | 1.077kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 290mm discs |
| Wheels & tyres: | |
| Front: | 6x15-inch; 185HR |
| Rear: | 6x15-inch; 185HR |

★★★★★

(I & J series) —

911 Carrera 3.0 1976-77



Not sold in the US, the Carrera 3.0 was basically the same model as the previous Carrera, only fitted with a new 2.994cc engine, essentially for the 911 Turbo.

| | |
|---------------------|------------------------|
| Production numbers: | 3,687 |
| Issue featured: | 148 |
| Engine capacity: | 2.994cc |
| Compression ratio: | 8.5:1 |
| Maximum power: | 200hp @ 6,000rpm |
| Maximum torque: | 255Nm @ 4,200rpm |
| 0-62mph: | 6.3sec |
| Top speed: | 145mph |
| Length: | 4.291mm |
| Width: | 1.610mm |
| Weight: | 1.093kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 290mm discs |
| Wheels & tyres: | |
| Front: | 6x15-inch; 185/70/VR15 |
| Rear: | 7x15-inch; 215/60/VR15 |

★★★★★

(I & J series) —

930 3.0 1975-77



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

| | |
|---------------------|----------------------------|
| Production numbers: | 2,850 |
| Issue featured: | 144 |
| Engine capacity: | 2.994cc |
| Compression ratio: | 6.5:1 |
| Maximum power: | 264hp @ 5,500rpm |
| Maximum torque: | 343Nm @ 4,000rpm |
| 0-62mph: | 5.5sec |
| Top speed: | 155mph |
| Length: | 4.291mm |
| Width: | 1.775mm |
| Weight: | 1.140kg (1.195kg from '76) |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 290mm discs |
| Wheels & tyres: | |
| Front: | 7x15-inch; 185/70/VR15 |
| Rear: | 8x15-inch; 215/60/VR15 |

★★★★★

(I & J series) —

930 3.3 1978-83



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

| | |
|---------------------|--------------------------------|
| Production numbers: | 5,807 (plus '78-'79 Cali cars) |
| Issue featured: | 116 |
| Engine capacity: | 3.299cc |
| Compression ratio: | 7.0:1 |
| Maximum power: | 304hp @ 5,500rpm |
| Maximum torque: | 412Nm @ 4,000rpm |
| 0-62mph: | 5.4sec |
| Top speed: | 160mph |
| Length: | 4.291mm |
| Width: | 1.775mm |
| Weight: | 1.300kg |
| Brakes: | |
| Front: | 304mm discs |
| Rear: | 309mm discs |
| Wheels & tyres: | |
| Front: | 7x15-inch; 205/55/VR16 |
| Rear: | 8x16-inch; 225/50/VR16 |

★★★★★

(I & J series) —

911 SC 1978-83



From 1978, the SC was the only normally aspirated 911. Developed from the Carrera 3.0, but developed less power to suit all markets. Upgraded Sport options were available.

| | |
|---------------------|--------------------------|
| Production numbers: | 60,740 |
| Issue featured: | 127 |
| Engine capacity: | 2.994cc |
| Compression ratio: | 8.51/8.61/9.8:1 |
| Maximum power: | 183/191/207hp @ 5,500rpm |
| Maximum torque: | 265/265/267Nm |
| 0-62mph: | 6.5sec |
| Top speed: | 141/146mph |
| Length: | 4.291mm |
| Width: | 1.626mm |
| Weight: | 1.160kg (1978) |
| Brakes: | |
| Front: | 287mm discs |
| Rear: | 295mm discs |
| Wheels & tyres: | |
| Front: | 6x15-inch; 185/70/VR15 |
| Rear: | 7x15-inch; 215/60/VR15 |

★★★★★

(B series)
911E
1968-69



The 911 received its first major update, evolving into what is known as the B series. The 911E replaced the 911L as the 'standard' car. The 'E' stood for 'Einspritz' (injection).

| | |
|---------------------|--------------------|
| Production numbers: | 2,826 |
| Issue featured: | n/a |
| Engine capacity: | 1,991cc |
| Compression ratio: | 9.1:1 |
| Maximum power: | 142hp @ 6,500rpm |
| Maximum torque: | 175Nm @ 4,500rpm |
| 0-62mph: | 7.6sec |
| Top speed: | 130mph |
| Length: | 4.163mm |
| Width: | 1.610mm |
| Weight: | 1,020kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 290mm discs |
| Wheels & tyres: | |
| Front: | 5.5x15-inch; 185HR |
| Rear: | 5.5x15-inch; 185HR |



(B series)
911S
1968-69



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

| | |
|---------------------|-----------------------|
| Production numbers: | 2,106 |
| Issue featured: | n/a |
| Engine capacity: | 1,991cc |
| Compression ratio: | 9.9:1 |
| Maximum power: | 172hp @ 6,800rpm |
| Maximum torque: | 183Nm @ 5,500rpm |
| 0-62mph: | 7.0sec (est) |
| Top speed: | 140mph |
| Length: | 4.163mm |
| Width: | 1.610mm |
| Weight: | 995kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 290mm discs |
| Wheels & tyres: | |
| Front: | 6x15-inch; 185/70/R15 |
| Rear: | 6x15-inch; 185/70/R15 |



(C & D series)
911E
1969-71



Engine improvements included revised cylinder heads, larger valves and stronger con rods. 1970 'D' series cars had hot-zinc coated undersides.

| | |
|---------------------|------------------|
| Production numbers: | 4,927 |
| Issue featured: | 107 |
| Engine capacity: | 2,195cc |
| Compression ratio: | 9.1:1 |
| Maximum power: | 157hp @ 6,200rpm |
| Maximum torque: | 196Nm @ 4,500rpm |
| 0-62mph: | 7.0sec |
| Top speed: | 137mph |
| Length: | 4.163mm |
| Width: | 1.610mm |
| Weight: | 1,020kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 290mm discs |
| Wheels & tyres: | |
| Front: | 6x15-inch; 185HR |
| Rear: | 6x15-inch; 185HR |



(C & D series)
911S
1969-71



An upgrade in engine size gave the 911S 180bhp. Unlike the 911E, the S didn't gain improved low-down power and torque, so you had to keep the revs up for good power.

| | |
|---------------------|------------------|
| Production numbers: | 4,691 |
| Issue featured: | 120 |
| Engine capacity: | 2,195cc |
| Compression ratio: | 9.8:1 |
| Maximum power: | 183hp @ 6,500rpm |
| Maximum torque: | 199Nm @ 5,200rpm |
| 0-62mph: | 6.6sec |
| Top speed: | 145mph |
| Length: | 4.163mm |
| Width: | 1.610mm |
| Weight: | 1,020kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 290mm discs |
| Wheels & tyres: | |
| Front: | 6x15-inch; 185HR |
| Rear: | 6x15-inch; 185HR |



(C & D series)
911T
1969-71



Like the E, the 911T's torque curve was now flatter, making the car more driveable. Ventilated discs on the S were fitted and a five-speed gearbox became standard.

| | |
|---------------------|--------------------|
| Production numbers: | 15,082 |
| Issue featured: | 107 |
| Engine capacity: | 2,195cc |
| Compression ratio: | 8.6:1 |
| Maximum power: | 127hp @ 5,800rpm |
| Maximum torque: | 169Nm @ 4,200rpm |
| 0-62mph: | 7.0sec (est) |
| Top speed: | 127mph |
| Length: | 4.163mm |
| Width: | 1.610mm |
| Weight: | 1,020kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 290mm discs |
| Wheels & tyres: | |
| Front: | 5.5x15-inch; 165HR |
| Rear: | 5.5x15-inch; 165HR |



(E series)
911E
1972



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

| | |
|----------------------|------------------|
| Production numbers: | 4,406 |
| (including F series) | |
| Issue featured: | 117 |
| Engine capacity: | 2,341cc |
| Compression ratio: | 8.0:1 |
| Maximum power: | 167hp @ 6,200rpm |
| Maximum torque: | 206Nm @ 4,500rpm |
| 0-62mph: | 7.5sec |
| Top speed: | 137mph |
| Length: | 4.163mm |
| Width: | 1.610mm |
| Weight: | 1,077kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 290mm discs |
| Wheels & tyres: | |
| Front: | 6x15-inch; 185HR |
| Rear: | 6x15-inch; 185HR |



(F series)
911S
1973



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

| | |
|---------------------|-----------------------|
| Production numbers: | 5,054 |
| Issue featured: | 120 |
| Engine capacity: | 2,341cc |
| Compression ratio: | 8.5:1 |
| Maximum power: | 193hp @ 6,500rpm |
| Maximum torque: | 211Nm @ 5,200rpm |
| 0-62mph: | 6.6sec |
| Top speed: | 140mph |
| Length: | 4.163mm |
| Width: | 1.610mm |
| Weight: | 1,075kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 290mm discs |
| Wheels & tyres: | |
| Front: | 6x15-inch; 185/70/R15 |
| Rear: | 6x15-inch; 185/70/R15 |



(F series)
911T
1973



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

| | |
|----------------------|--------------------|
| Production numbers: | 16,933 |
| (including E series) | |
| Issue featured: | 127 |
| Engine capacity: | 2,341cc |
| Compression ratio: | 7.5:1 |
| Maximum power: | 132hp @ 5,600rpm |
| Maximum torque: | 197Nm @ 4,000rpm |
| 0-62mph: | 7.6sec |
| Top speed: | 128mph |
| Length: | 4.163mm |
| Width: | 1.610mm |
| Weight: | 1,077kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 290mm discs |
| Wheels & tyres: | |
| Front: | 5.5x15-inch; 165HR |
| Rear: | 5.5x15-inch; 165HR |



(G, H, I, J series)
Carrera 3.0 RS
1974



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

| | |
|---------------------|------------------------|
| Production numbers: | 109 |
| Issue featured: | 145 |
| Engine capacity: | 2,994cc |
| Compression ratio: | 8.5:1 |
| Maximum power: | 233hp @ 6,200rpm |
| Maximum torque: | 275Nm @ 5,000rpm |
| 0-62mph: | 5.3sec |
| Top speed: | 152mph |
| Length: | 4.135mm |
| Width: | 1.680mm |
| Weight: | 900kg |
| Brakes: | |
| Front: | 300mm discs |
| Rear: | 300mm discs |
| Wheels & tyres: | |
| Front: | 8x15-inch; 215/60/VR15 |
| Rear: | 9x15-inch; 235/60/VR15 |



(G, H, I, J series)
911
1974-77



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

| | |
|---------------------|------------------|
| Production numbers: | 9,320 |
| Issue featured: | 121 |
| Engine capacity: | 2,687cc |
| Compression ratio: | 8.0:1 |
| Max power: | 150hp @ 5,700rpm |
| (165bhp from 76) | |
| Max torque: | 235Nm @ 3,800rpm |
| (4,000 from 76) | |
| 0-62mph: | 8.5sec |
| Top speed: | 130mph |
| Length: | 4.291mm |
| Width: | 1.610mm |
| Weight: | 1,075kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 290mm discs |
| Wheels & tyres: | |
| Front & rear: | 6x15-inch; 185VR |



(G, H, I, J series)
911S
1974-77



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

| | |
|---------------------|------------------|
| Production numbers: | 17,124 |
| Issue featured: | n/a |
| Engine capacity: | 2,687cc |
| Compression ratio: | 8.5:1 |
| Maximum power: | 175hp @ 5,800rpm |
| Maximum torque: | 235Nm @ 4,000rpm |
| 0-60mph: | 7.0sec |
| Top speed: | 142mph |
| Length: | 4.291mm |
| Width: | 1.610mm |
| Weight: | 1,080kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 290mm discs |
| Wheels & tyres: | |
| Front: | 6x15-inch; 185VR |
| Rear: | 6x15-inch; 185VR |



(G & H series)
911 Carrera 2.7
1974-76



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

| | |
|---------------------|------------------|
| Production numbers: | 16,667 |
| Issue featured: | 134 |
| Engine capacity: | 2,687cc |
| Compression ratio: | 8.5:1 |
| Maximum power: | 213hp @ 6,300rpm |
| Maximum torque: | 255Nm @ 5,100rpm |
| 0-62mph: | 6.3sec |
| Top speed: | 148mph |
| Length: | 4.291mm |
| Width: | 1.610mm |
| Weight: | 1,075kg |
| Brakes: | |
| Front: | 282mm discs |
| Rear: | 290mm discs |
| Wheels & tyres: | |
| Front: | 6x15-inch; 185VR |
| Rear: | 7x15-inch; 205VR |



SC RS
1984



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

| | |
|---------------------|------------------------|
| Production numbers: | 21 |
| Issue featured: | 109 |
| Engine capacity: | 2,994cc |
| Compression ratio: | 10.3:1 |
| Maximum power: | 259hp @ 7,000rpm |
| Maximum torque: | 250Nm @ 6,500rpm |
| 0-62mph: | 4.9sec |
| Top speed: | 153mph |
| Length: | 4.235mm |
| Width: | 1.775mm |
| Weight: | 940kg |
| Brakes: | |
| Front: | 304mm discs |
| Rear: | 309mm discs |
| Wheels & tyres: | |
| Front: | 7x16-inch; 205/55/VR16 |
| Rear: | 8x16-inch; 225/50/VR16 |



930 3.3
1984-89



Revised engine added more power and torque in 1984, while in 1987 Motronic engine management improved efficiency and emissions upon its return to the US market.

| | |
|---------------------|----------------------------|
| Production numbers: | 11,135 |
| Issue featured: | 144 |
| Engine capacity: | 3,299cc |
| Compression ratio: | 7.0:1 |
| Maximum power: | 304hp @ 5,500rpm |
| Maximum torque: | 432Nm @ 4,000rpm |
| 0-62mph: | 5.4sec |
| Top speed: | 161mph |
| Length: | 4.291mm |
| Width: | 1.775mm |
| Weight: | 1,300kg (1,335kg from '86) |
| Brakes: | |
| Front: | 304mm discs |
| Rear: | 309mm discs |
| Wheels & tyres: | |
| Front: | 7x16-inch; 205/55/VR16 |
| Rear: | 8x16-inch; 225/50/VR16 |



Carrera 3.2
1984-89



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

| | |
|---------------------|------------------------|
| Production numbers: | 70,044 |
| Issue featured: | 148 |
| Engine capacity: | 3,164cc |
| Compression ratio: | 10.3:1 |
| Maximum power: | 234hp @ 5,900rpm |
| Maximum torque: | 284Nm @ 4,800rpm |
| 0-62mph: | 6.2sec |
| Top speed: | 152mph |
| Length: | 4.291mm |
| Width: | 1.652mm |
| Weight: | 1,210kg |
| Brakes: | |
| Front: | 286mm discs |
| Rear: | 294mm discs |
| Wheels & tyres: | |
| Front: | 7x15-inch; 195/65/VR15 |
| Rear: | 8x15-inch; 215/60/VR15 |
| (16 inches for 89) | |



930 SE
1986-89



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

| | |
|---------------------|------------------------|
| Production numbers: | 50 (UK only) |
| Issue featured: | 146 |
| Engine capacity: | 3,299cc |
| Compression ratio: | 7.0:1 |
| Maximum power: | 335hp @ 5,500rpm |
| Maximum torque: | 432Nm @ 4,000rpm |
| 0-62mph: | 4.6sec |
| Top speed: | 173mph |
| Length: | 4.291mm |
| Width: | 1.775mm |
| Weight: | 1,335kg |
| Brakes: | |
| Front: | 304mm discs |
| Rear: | 309mm discs |
| Wheels & tyres: | |
| Front: | 7x16-inch; 205/55/VR16 |
| Rear: | 9x16-inch; 245/45/VR16 |



959
1986-1988



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

| | |
|------------------------------|---------------------------|
| Production numbers: | 337 |
| Issue featured: | 142 |
| Engine capacity: | 2,850cc |
| Compression ratio: | 8.3:1 |
| Maximum power: | 456hp @ 6,500rpm |
| Maximum torque: | 500Nm @ 5,000rpm |
| 0-60mph: | 3.9sec |
| Top speed: | 196mph |
| Length: | 4.260mm |
| Width: | 1,840mm |
| Weight: | 1,450kg |
| Brakes: | |
| Front and rear: | Ventilated drilled discs; |
| 4-piston aluminium callipers | |
| Wheels & tyres: | |
| Front: | 8x17-inch; 235/45/ZR17 |
| Rear: | 9x17-inch; 255/40/ZR17 |



Speedster
1989



Carrera 3.2 with a chopped, steeply raked windscreen and hood and stripped-out interior. Porsche insisted the simple hood was not designed to be 100 per cent watertight.

| | |
|-----------------------------------|------------------------|
| Production numbers: | 2,274 |
| (for both wide and narrow-bodied) | |
| Issue featured: | 128 |
| Engine capacity: | 3,164cc |
| Compression ratio: | 10.3:1 |
| Maximum power: | 235hp @ 5,900rpm |
| Maximum torque: | 284Nm @ 4,800rpm |
| 0-60mph: | 6.0sec |
| Top speed: | 148mph |
| Length: | 4.291mm |
| Width: | 1.775mm |
| Weight: | 1,220kg |
| Brakes: | |
| Front: | 286mm discs |
| Rear: | 294mm discs |
| Wheels & tyres: | |
| Front: | 6x16-inch; 205/45/VR16 |
| Rear: | 8x16-inch; 245/60/VR16 |



Gears, differentials, and components for racing



Limited Slip Differentials

- Billet 4340 Chromoly Body
- CNC machined
- Fully adjustable



Close Ratio Gearsets

- CNC Machined
- Shotpeened for longer life
- Latest F1 gear profiles

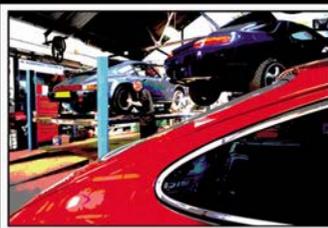


GUARD
Transmission LLC

Coming Soon!

- 991 Cup Car LSD
- 991 Cup Car Ring & Pinion

(970) 669-7144 www.guardtransmission.com



- Servicing
- Repair
- MOT testing station
- Restoration
- Rebuild
- 4 wheel alignment



www.brauntonengineering.co.uk

01271 814144



DEVON
PORSCHE



930 LE 1989



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

| | |
|---------------------|------------------------|
| Production numbers: | 50 |
| Issue featured: | 110 |
| Engine capacity: | 3,299cc |
| Compression ratio: | 7.0:1 |
| Maximum power: | 335hp @ 5,500rpm |
| Maximum torque: | 432Nm @ 4,000rpm |
| 0-62mph: | 4.6sec |
| Top speed: | 173mph |
| Length: | 4,291mm |
| Width: | 1,775mm |
| Weight: | 1,335kg |
| Brakes: | |
| Front: | 304mm discs |
| Rear: | 309mm discs |
| Wheels & tyres: | |
| Front: | 7x16-inch; 205/55/VR16 |
| Rear: | 9x16-inch; 245/45/VR16 |



3.2 Clubsport 1987-89



Removing 'luxuries' sliced off around 40kg of weight. Revised engine management gave a higher rev limit of 6,840rpm. Suspension uprated and LSD standard.

| | |
|---------------------|------------------------|
| Production numbers: | 340 |
| Issue featured: | 126 |
| Engine capacity: | 3,164cc |
| Compression ratio: | 10.3:1 |
| Maximum power: | 234hp @ 5,900rpm |
| Maximum torque: | 284Nm @ 4,800rpm |
| 0-60mph: | 5.1sec |
| Top speed: | 152mph |
| Length: | 4,291mm |
| Width: | 1,650mm |
| Weight: | 1,160kg |
| Brakes: | |
| Front: | 286mm discs |
| Rear: | 294mm discs |
| Wheels & tyres: | |
| Front: | 6x16-inch; 205/55/VR16 |
| Rear: | 7x16-inch; 225/55/VR16 |



964 Carrera 4 1989-93



Heavily revised bodywork, deformable bumpers over coil-spring suspension and four-wheel-drive marked this radical overhaul of the '87 per cent new' 911.

| | |
|---------------------|------------------------|
| Production numbers: | 13,353 (Coupe) |
| Issue featured: | 111 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 254hp @ 6,100rpm |
| Maximum torque: | 310Nm @ 4,800rpm |
| 0-62mph: | 5.7sec |
| Top speed: | 162mph |
| Length: | 4,250mm |
| Width: | 1,652mm |
| Weight: | 1,450kg |
| Brakes: | |
| Front: | 298mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 6x16-inch; 205/55/VR16 |
| Rear: | 8x16-inch; 225/50/ZR16 |



964 C2 Speedster 1993-94



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

| | |
|---------------------|------------------------|
| Production numbers: | 936 |
| Issue featured: | 128 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 254hp @ 6,100rpm |
| Maximum torque: | 310Nm @ 4,800rpm |
| 0-62mph: | 5.5sec |
| Top speed: | 161mph |
| Length: | 4,250mm |
| Width: | 1,652mm |
| Weight: | 1,340kg |
| Brakes: | |
| Front: | 320mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 7x17-inch; 205/50/ZR17 |
| Rear: | 9x17-inch; 255/40/ZR17 |



964 Turbo 3.6 1993-94



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

| | |
|---------------------|-------------------------|
| Production numbers: | 1,437 |
| Issue featured: | 120 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 7.5:1 |
| Maximum power: | 365hp @ 5,500rpm |
| Maximum torque: | 520Nm @ 4,200rpm |
| 0-62mph: | 4.8sec |
| Top speed: | 174mph |
| Length: | 4,250mm |
| Width: | 1,775mm |
| Weight: | 1,470kg |
| Brakes: | |
| Front: | 320mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 8x18-inch; 225/40/ZR18 |
| Rear: | 10x18-inch; 265/35/ZR18 |



964 Anniversary 1993-94



'30 Jahre' anniversary 964 utilised a 'Turbo' wide body melded to the four-wheel-drive Carrera running gear. Available in Viola metallic, Polar silver or Amethyst.

| | |
|---------------------|----------------------|
| Production numbers: | 911 |
| Issue featured: | 112 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 254hp @ 6,100rpm |
| Maximum torque: | 310Nm @ 4,800rpm |
| 0-62mph: | 5.7sec |
| Top speed: | 162mph |
| Length: | 4,250mm |
| Width: | 1,775mm |
| Weight: | 1,470kg |
| Brakes: | |
| Front: | 298mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 7x17-inch; 205/50/17 |
| Rear: | 9x17-inch; 255/40/17 |



993 Turbo 1996-98



Fitted with two KKK turbochargers in order to reduce lag. Power went to all four wheels using the Carrera 4's transmission system. Brakes were 'Big Reds'.

| | |
|---------------------|-------------------------|
| Production numbers: | 5,937 |
| Issue featured: | 147 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 8.0:1 |
| Maximum power: | 414hp @ 5,750rpm |
| Maximum torque: | 540Nm @ 4,500rpm |
| 0-62mph: | 4.3sec |
| Top speed: | 180mph |
| Length: | 4,245mm |
| Width: | 1,795mm |
| Weight: | 1,500kg |
| Brakes: | |
| Front: | 322mm discs |
| Rear: | 322mm discs |
| Wheels & tyres: | |
| Front: | 8x18-inch; 225/40/ZR18 |
| Rear: | 10x18-inch; 285/30/ZR18 |



993 Carrera S 1997-98



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

| | |
|---------------------|-------------------------|
| Production numbers: | 3,714 |
| Issue featured: | 118 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 289hp @ 6,100rpm |
| Maximum torque: | 340Nm @ 5,250rpm |
| 0-62mph: | 5.4sec |
| Top speed: | 168mph |
| Length: | 4,245mm |
| Width: | 1,795mm |
| Weight: | 1,450kg |
| Brakes: | |
| Front: | 322mm discs |
| Rear: | 322mm discs |
| Wheels & tyres: | |
| Front: | 8x18-inch; 225/40/ZR18 |
| Rear: | 10x18-inch; 285/30/ZR18 |



993 Turbo S 1998



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

| | |
|---------------------|-----------------------|
| Production numbers: | 345 |
| Issue featured: | 115 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 8.0:1 |
| Maximum power: | 456hp @ 5,750rpm |
| Maximum torque: | 585Nm @ 4,500rpm |
| 0-62mph: | 4.1sec |
| Top speed: | 186mph |
| Length: | 4,245mm |
| Width: | 1,795mm |
| Weight: | 1,583kg |
| Brakes: | |
| Front: | 320mm discs |
| Rear: | 322mm discs |
| Wheels & tyres: | |
| Front: | 8x18-inch; 225/40/18 |
| Rear: | 10x18-inch; 285/30/18 |



964 Carrera 2 1990-93



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

| | |
|---------------------|------------------------|
| Production numbers: | 19,484 |
| Issue featured: | 119 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 254hp @ 6,100rpm |
| Maximum torque: | 310Nm @ 4,800rpm |
| 0-62mph: | 5.6sec |
| Top speed: | 162mph |
| Length: | 4,250mm |
| Width: | 1,652mm |
| Weight: | 1,350kg |
| Brakes: | |
| Front: | 298mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 6x16-inch; 205/55/ZR16 |
| Rear: | 8x16-inch; 225/50/ZR16 |



964 Turbo 1991-92



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

| | |
|---------------------|------------------------|
| Production numbers: | 3,660 |
| Issue featured: | 116 |
| Engine capacity: | 3,299cc |
| Compression ratio: | 7.0:1 |
| Maximum power: | 324hp @ 5,750rpm |
| Maximum torque: | 450Nm @ 4,500rpm |
| 0-62mph: | 5.4sec |
| Top speed: | 168mph |
| Length: | 4,250mm |
| Width: | 1,775mm |
| Weight: | 1,470kg |
| Brakes: | |
| Front: | 320mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 7x17-inch; 205/50/ZR17 |
| Rear: | 9x17-inch; 255/40/ZR17 |



964 C4 Lightweight 1991



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

| | |
|---------------------|------------------------|
| Production numbers: | 22 |
| Issue featured: | 131 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 269hp @ 6,720rpm |
| Maximum torque: | 304Nm @ 6,720rpm |
| 0-62mph: | 4.5sec |
| Top speed: | 125mph |
| Length: | 4,275mm |
| Width: | 1,652mm |
| Weight: | 1,100kg |
| Brakes: | |
| Front: | 322mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 7x16-inch; 205/55/ZR16 |
| Rear: | 9x16-inch; 245/55/ZR16 |



964 RS 1991-92



Around 120kg saved by deleting 'luxuries' and fitting magnesium Cup wheels. Power was boosted by 10bhp, suspension lowered by 40mm and updated, as were brakes.

| | |
|---------------------|------------------------|
| Production numbers: | 2,405 |
| Issue featured: | 131 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 264hp @ 6,100rpm |
| Maximum torque: | 310Nm @ 4,800rpm |
| 0-62mph: | 5.4sec |
| Top speed: | 162mph |
| Length: | 4,250mm |
| Width: | 1,650mm |
| Weight: | 1,230kg (Sport) |
| Brakes: | |
| Front: | 320mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 7x17-inch; 205/50/ZR17 |
| Rear: | 9x17-inch; 255/40/ZR17 |



964 Turbo S 1992-93



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

| | |
|---------------------|-------------------------|
| Production numbers: | 81 |
| Issue featured: | 108 |
| Engine capacity: | 3,299cc |
| Compression ratio: | 7.0:1 |
| Maximum power: | 386hp @ 6,000rpm |
| Maximum torque: | 490Nm @ 4,800rpm |
| 0-62mph: | 4.6sec |
| Top speed: | 180mph |
| Length: | 4,250mm |
| Width: | 1,775mm |
| Weight: | 1,290kg |
| Brakes: | |
| Front: | 320mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 8x18-inch; 225/40/ZR18 |
| Rear: | 10x18-inch; 265/35/ZR18 |



964 3.8 RS 1993



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

| | |
|---------------------|-------------------------|
| Production numbers: | 55 |
| Issue featured: | 12 |
| Engine capacity: | 3,746cc |
| Compression ratio: | 11.6:1 |
| Maximum power: | 304hp @ 6,500rpm |
| Maximum torque: | 359Nm @ 5,250rpm |
| 0-62mph: | 4.9sec |
| Top speed: | 169mph |
| Length: | 4,250mm |
| Width: | 1,775mm |
| Weight: | 1,210kg |
| Brakes: | |
| Front: | 322mm discs |
| Rear: | 290mm discs |
| Wheels & tyres: | |
| Front: | 9x18-inch; 235/40/ZR18 |
| Rear: | 11x18-inch; 285/35/ZR18 |



964 RS America 1993-94



Offered in five colours, fixed whaletail wing and two cloth sports seats, with just four options: air-con, sunroof, 90 per cent locking rear differential and stereo.

| | |
|---------------------|------------------------|
| Production numbers: | 701 |
| Issue featured: | 102 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 254hp @ 6,100rpm |
| Maximum torque: | 310Nm @ 4,800rpm |
| 0-62mph: | 5.5sec |
| Top speed: | 164mph |
| Length: | 4,250mm |
| Width: | 1,650mm |
| Weight: | 1,340kg |
| Brakes: | |
| Front: | 298mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 7x17-inch; 205/50/ZR17 |
| Rear: | 8x17-inch; 255/40/ZR17 |



993 Carrera 1993-97



Restyled bodysell had swept-back headlamps, curvaceous wings and blended-in bumpers. Engine was revised, with VarioRam available from 1996.

| | |
|---------------------|------------------------|
| Production numbers: | 38,626 |
| Issue featured: | 110 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 276hp @ 6,000rpm |
| Maximum torque: | 330Nm @ 5,000rpm |
| 0-62mph: | 5.6sec |
| Top speed: | 168mph |
| Length: | 4,245mm |
| Width: | 1,735mm |
| Weight: | 1,370kg |
| Brakes: | |
| Front: | 304mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 7x16-inch; 205/55/ZR16 |
| Rear: | 9x16-inch; 245/45/ZR16 |



993 Carrera 4 1994-97



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

| | |
|---------------------|------------------------|
| Production numbers: | 2,884 (Coupe) |
| Issue featured: | 111 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 276hp @ 6,000rpm |
| Maximum torque: | 330Nm @ 5,000rpm |
| 0-62mph: | 5.8sec |
| Top speed: | 166mph |
| Length: | 4,245mm |
| Width: | 1,735mm |
| Weight: | 1,420kg |
| Brakes: | |
| Front: | 304mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 7x16-inch; 205/55/ZR16 |
| Rear: | 9x16-inch; 245/45/ZR16 |



993 Carrera 4S 1995-96



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

| | |
|---------------------|-------------------------|
| Production numbers: | 6,948 |
| Issue featured: | 109 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 289hp @ 6,100rpm |
| Maximum torque: | 340Nm @ 5,250rpm |
| 0-62mph: | 5.3sec |
| Top speed: | 168mph |
| Length: | 4,245mm |
| Width: | 1,795mm |
| Weight: | 1,520kg |
| Brakes: | |
| Front: | 322mm discs |
| Rear: | 322mm discs |
| Wheels & tyres: | |
| Front: | 8x18-inch; 225/40/ZR18 |
| Rear: | 10x18-inch; 285/30/ZR18 |



993 Carrera RS 1995-96



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

| | |
|---------------------|------------------------|
| Production numbers: | 1,014 |
| Issue featured: | 119 |
| Engine capacity: | 3,746cc |
| Compression ratio: | 11.5:1 |
| Maximum power: | 304hp @ 6,000rpm |
| Maximum torque: | 355Nm @ 5,400rpm |
| 0-62mph: | 5.0sec |
| Top speed: | 172mph |
| Length: | 4,245mm |
| Width: | 1,735mm |
| Weight: | 1,279kg |
| Brakes: | |
| Front: | 322mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 8x18-inch; 225/40ZR18 |
| Rear: | 10x18-inch; 265/35ZR18 |



993 GT2 1995-96



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

| | |
|---------------------|-------------------------|
| Production numbers: | 173 |
| Issue featured: | 131 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 8.0:1 |
| Maximum power: | 436hp @ 5,750rpm |
| Maximum torque: | 540Nm @ 4,500rpm |
| 0-62mph: | 3.9sec |
| Top speed: | 189mph |
| Length: | 4,245mm |
| Width: | 1,855mm |
| Weight: | 1,290kg |
| Brakes: | |
| Front: | 322mm discs |
| Rear: | 322mm discs |
| Wheels & tyres: | |
| Front: | 9x18-inch; 235/40/ZR18 |
| Rear: | 11x18-inch; 285/35/ZR18 |



996 Carrera 1998-2001



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

| | |
|---------------------|-----------------------|
| Production numbers: | 56,733 |
| Issue featured: | 117 |
| Engine capacity: | 3,387cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 304hp @ 6,800rpm |
| Maximum torque: | 350Nm @ 4,600rpm |
| 0-62mph: | 5.2sec |
| Top speed: | 174mph |
| Length: | 4,430mm |
| Width: | 1,765mm |
| Weight: | 1,320kg |
| Brakes: | |
| Front: | 318mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 7x17-inch; 205/50/R17 |
| Rear: | 9x17-inch; 255/40/R17 |



996 Carrera 4 1998-2001



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

| | |
|---------------------|-----------------------|
| Production numbers: | 22,054 |
| Issue featured: | 111 |
| Engine capacity: | 3,387cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 304hp @ 6,800rpm |
| Maximum torque: | 350Nm @ 4,600rpm |
| 0-62mph: | 5.2sec |
| Top speed: | 174mph |
| Length: | 4,430mm |
| Width: | 1,765mm |
| Weight: | 1,375kg |
| Brakes: | |
| Front: | 318mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 7x17-inch; 205/50/R17 |
| Rear: | 9x17-inch; 255/40/R17 |



996 GT3 1998-2000



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

| | |
|---------------------|------------------------|
| Production numbers: | 1,858 |
| Issue featured: | 117 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 11.7:1 |
| Maximum power: | 365hp @ 7,200rpm |
| Maximum torque: | 370Nm @ 5,000rpm |
| 0-62mph: | 4.8sec |
| Top speed: | 188mph |
| Length: | 4,430mm |
| Width: | 1,765mm |
| Weight: | 1,350kg |
| Brakes: | |
| Front: | 330mm discs |
| Rear: | 300mm discs |
| Wheels & tyres: | |
| Front: | 8x18-inch; 225/40/R18 |
| Rear: | 10x18-inch; 285/30/R18 |



996 Turbo 2001-05



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

| | |
|---------------------|------------------------|
| Production numbers: | 20,499 |
| Issue featured: | 114 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 9.4:1 |
| Maximum power: | 426hp @ 6,000rpm |
| Maximum torque: | 560Nm @ 2,700-4,600rpm |
| 0-62mph: | 4.2sec |
| Top speed: | 189mph |
| Length: | 4,435mm |
| Width: | 1,830mm |
| Weight: | 1,540kg |
| Brakes: | |
| Front: | 330mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 8x18-inch; 225/40/R18 |
| Rear: | 11x18-inch; 295/30R18 |



996 Carrera 4S 2001-05



Basically a Carrera 4 featuring a Turbo bodysell, without rear air intakes, but with a full-width rear reflector panel. Suspension and brakes were similar to the Turbo spec.

| | |
|---------------------|------------------------|
| Production numbers: | 23,055 |
| Issue featured: | 124 |
| Engine capacity: | 3,596cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 324hp @ 6,800rpm |
| Maximum torque: | 370Nm @ 4,250rpm |
| 0-62mph: | 5.1sec |
| Top speed: | 174mph |
| Length: | 4,435mm |
| Width: | 1,830mm |
| Weight: | 1,495kg |
| Brakes: | |
| Front: | 330mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 8x18-inch; 225/40/R18 |
| Rear: | 11x18-inch; 295/30/R18 |



996 GT2 2001-03



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

| | |
|---------------------|------------------------|
| Production numbers: | 1,287 |
| Issue featured: | 127 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 9.4:1 |
| Maximum power: | 468hp @ 5,700rpm |
| Maximum torque: | 620Nm @ 3,500-4,500rpm |
| 0-62mph: | 4.1sec |
| Top speed: | 196mph |
| Length: | 4,450mm |
| Width: | 1,830mm |
| Weight: | 1,440kg |
| Brakes: | |
| Front: | 350mm discs |
| Rear: | 350mm discs |
| Wheels & tyres: | |
| Front: | 8x18-inch; 235/40/R18 |
| Rear: | 12x18-inch; 315/30/R18 |



Sales debate: Can there be too many 991 GTS models?



The 997 GTS was the last hurrah for that generation and a Total 911 favourite, but the 991.1 GTS was launched much earlier and was available in every body style. That meant there was a version for everyone but did too many cooks spoil this particular 911's broth?

"You could argue that making it available across so many variants had diluted the GTS badge," says Paragon's Jason Shepherd. "But having said that, I think that being the last of the normally-aspirated 911s helps its case, and goes some way to offsetting any accusations of being less exclusive. The GTS cars are always well-received by buyers, so I don't really think that it affected how they were perceived." It's a view broadly echoed by Greig Daly from RPM Technik: "It's understandable that Porsche would want to capitalise on the popularity of the 997 GTS, and while I think it's a pity it arrived so early in the 991's lifecycle, it's still a more focused model. So, no, I don't see it as having diluted what the GTS stands for, and Jason's right in that being the last of the non-turbo cars definitely adds further appeal as far as many buyers are concerned."

The cache of the GTS name seems secure, then, so is it safe to assume that values are unaffected by the expanded 991 lineup? Daly certainly thinks so, saying "prices have remained stable at around £90,000 for the last 12 months and I can't really see that changing. The wider choice of variants has made what is still a very special car a more appealing prospect to a bigger audience, and that can only be a good thing. I'd expect values to remain steady, with a GTS still a good place to put your money." Shepherd agrees: "Values seem to be holding firm of late, and while it's difficult to predict how they'll change, I can't see any major fluctuation on the horizon." That brings us to which version our experts view as the pick of the bunch, a question we put to Daly first.

"The Coupe is always a sound choice but I'd go for the Targa. It's proved really popular and looks cool and I'd be happy to go for one with a manual gearbox, which I find perfectly okay to use although not everyone agrees." Shepherd has a different choice: "I don't think the manual was that well received, so for me it would be PDK. It makes the most of the extra performance offered by the Powerkit, so a two-wheel-drive Coupe with PDK would be a really good specification." Ultimately, while opinions might differ on choices, it seems Porsche were right all along with the Gen1 991 GTS. Did we really ever doubt them?

Gen2 996 C2 2002-04



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

| | |
|---------------------|-----------------------|
| Production numbers: | 29,389 |
| Issue featured: | 136 |
| Engine capacity: | 3,596cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 324hp @ 6,800rpm |
| Maximum torque: | 370Nm @ 4,250rpm |
| 0-62mph: | 5.0sec |
| Top speed: | 177mph |
| Length: | 4,430mm |
| Width: | 1,770mm |
| Weight: | 1,370kg |
| Brakes: | |
| Front: | 318mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 7x17-inch; 205/50/R17 |
| Rear: | 9x17-inch; 255/40/R17 |

★★★★☆

Gen2 996 C4 2002-04



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

| | |
|---------------------|-----------------------|
| Production numbers: | 10,386 |
| Issue featured: | 107 |
| Engine capacity: | 3,596cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 324hp @ 6,800rpm |
| Maximum torque: | 370Nm @ 4,250rpm |
| 0-62mph: | 5.0sec |
| Top speed: | 177mph |
| Length: | 4,430mm |
| Width: | 1,770mm |
| Weight: | 1,430kg |
| Brakes: | |
| Front: | 318mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 7x17-inch; 205/50/R17 |
| Rear: | 9x17-inch; 255/40/R17 |

★★★★☆

996 Anniversary 2003-04



Available in GT silver, and included a Turbo front bumper and chrome Carrera wheels. Powerkit, 10mm sports suspension and mechanical LSD standard.

| | |
|---------------------|------------------------|
| Production numbers: | 1,963 |
| Issue featured: | 112 |
| Engine capacity: | 3,596cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 350hp @ 6,800rpm |
| Maximum torque: | 370Nm @ 4,800rpm |
| 0-62mph: | 4.9sec |
| Top speed: | 175mph |
| Length: | 4,430mm |
| Width: | 1,770mm |
| Weight: | 1,370kg |
| Brakes: | |
| Front: | 330mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 8x18-inch; 225/40/R18 |
| Rear: | 10x18-inch; 285/30/R18 |

★★★★☆

Gen2 996 GT3 2003-04



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

| | |
|---------------------|-------------------------|
| Production numbers: | 2,313 |
| Issue featured: | 142 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 11.7:1 |
| Maximum power: | 386hp @ 7,400rpm |
| Maximum torque: | 385Nm @ 5,000rpm |
| 0-62mph: | 4.5sec |
| Top speed: | 190mph |
| Length: | 4,435mm |
| Width: | 1,770mm |
| Weight: | 1,380kg |
| Brakes: | |
| Front: | 350mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 8.5x18-inch; 235/40/R18 |
| Rear: | 11x18-inch; 295/30/R18 |

★★★★☆

997 Carrera S 2004-08



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

| | |
|---------------------|------------------------|
| Production numbers: | 41,059 |
| Issue featured: | 107 |
| Engine capacity: | 3,824cc |
| Compression ratio: | 11.8:1 |
| Maximum power: | 360hp @ 6,600rpm |
| Maximum torque: | 400Nm @ 4,600rpm |
| 0-62mph: | 4.8sec |
| Top speed: | 182mph |
| Length: | 4,427mm |
| Width: | 1,808mm |
| Weight: | 1,420kg |
| Brakes: | |
| Front: | 330mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 8x19-inch; 235/35/R19 |
| Rear: | 11x19-inch; 295/30/R19 |

★★★★☆

997 Carrera 4 2005-08



Like the 997 Carrera, but with drive to all four wheels via a multi-disc viscous coupling, transferring between five and 40 per cent of traction to the front. 44mm wider at rear.

| | |
|---------------------|------------------------|
| Production numbers: | 8,533 |
| Issue featured: | 3 |
| Engine capacity: | 3,996cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 330hp @ 6,800rpm |
| Maximum torque: | 370Nm @ 4,250rpm |
| 0-62mph: | 5.1sec |
| Top speed: | 174mph |
| Length: | 4,427mm |
| Width: | 1,852mm |
| Weight: | 1,450kg |
| Brakes: | |
| Front: | 318mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 8x18-inch; 235/40/R18 |
| Rear: | 10x18-inch; 295/35/R18 |

★★★★☆

997 Carrera 4S 2005-08



The same 3.8-litre, 355bhp engine as the Carrera S, with four-wheel-drive system on C4. 44mm wider than Carrera S to accommodate for wider rear wheels and tyres.

| | |
|---------------------|------------------------|
| Production numbers: | 30,973 |
| Issue featured: | 111 |
| Engine capacity: | 3,824cc |
| Compression ratio: | 11.8:1 |
| Maximum power: | 360hp @ 6,600rpm |
| Maximum torque: | 400Nm @ 4,600rpm |
| 0-62mph: | 4.8sec |
| Top speed: | 179mph |
| Length: | 4,427mm |
| Width: | 1,808mm |
| Weight: | 1,475kg |
| Brakes: | |
| Front: | 330mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 8x19-inch; 235/35/R19 |
| Rear: | 11x19-inch; 295/30/R19 |

★★★★☆

997 Turbo 2005-10



Similar to the 997 C4S body, but with extra intakes at the front and sides. Essentially the 996 Turbo engine, but with all-new twin turbos. VTG gave the best of small and large turbos.

| | |
|---------------------|-------------------------|
| Production numbers: | 19,201 (up to 2008) |
| Issue featured: | 107 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 9.8:1 |
| Maximum power: | 487hp @ 6,000rpm |
| Maximum torque: | 620Nm @ 1,950-5,000rpm |
| 0-62mph: | 3.9sec |
| Top speed: | 193mph |
| Length: | 4,450mm |
| Width: | 1,852mm |
| Weight: | 1,585kg |
| Brakes: | |
| Front: | 350mm discs |
| Rear: | 350mm discs |
| Wheels & tyres: | |
| Front: | 8.5x19-inch; 235/35/R19 |
| Rear: | 11x19-inch; 305/30/R19 |

★★★★☆

Gen2 997 C2 2008-12



Revised with restyled LED rear lights and front driving lights. M97 engine replaced with a 91 DFI unit, using fewer parts – with no problematic Intermediate Shaft.

| | |
|---------------------|---------------------------|
| Production numbers: | 10,500 |
| Issue featured: | 144 |
| Engine capacity: | 3,614cc |
| Compression ratio: | 12.5:1 |
| Maximum power: | 345hp @ 6,500rpm |
| Maximum torque: | 390Nm @ 4,400rpm |
| 0-62mph: | 4.9sec |
| Top speed: | 179mph |
| Length: | 4,435mm |
| Width: | 1,808mm |
| Weight: | 1,415kg |
| Brakes: | |
| Front: | 330mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 8x18-inch; 235/40/ZR18 |
| Rear: | 10.5x18-inch; 265/40/ZR18 |

★★★★☆

Gen2 997 C2 S 2008-12



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

| | |
|---------------------|-------------------------|
| Production numbers: | 15,000 |
| Issue featured: | 61 |
| Engine capacity: | 3,800cc |
| Compression ratio: | 12.5:1 |
| Maximum power: | 385hp @ 6,500rpm |
| Maximum torque: | 420Nm @ 4,400rpm |
| 0-62mph: | 4.7sec |
| Top speed: | 187mph |
| Length: | 4,435mm |
| Width: | 1,808mm |
| Weight: | 1,425kg |
| Brakes: | |
| Front: | 330mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 8x19-inch; 235/35/ZR19 |
| Rear: | 11x19-inch; 295/30/ZR19 |

★★★★☆

Gen2 997 C4 2008-12



Numerous engine and body changes as per the Carrera, but with a wider rear end plus full-width rear reflector. New all-wheel drive was initiated from the 997 Turbo.

| | |
|---------------------|-------------------------|
| Production numbers: | 1,384 (Coupe) |
| Issue featured: | 41 |
| Engine capacity: | 3,614cc |
| Compression ratio: | 12.5:1 |
| Maximum power: | 345hp @ 6,500rpm |
| Maximum torque: | 390Nm @ 4,400rpm |
| 0-62mph: | 5.0sec |
| Top speed: | 176mph |
| Length: | 4,435mm |
| Width: | 1,852mm |
| Weight: | 1,470kg |
| Brakes: | |
| Front: | 330mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 8x19-inch; 235/40/ZR18 |
| Rear: | 11x18-inch; 295/35/ZR18 |

★★★★☆

Gen2 997 C4S 2008-12



Bodywork as per C4, but with larger engine. Utilised the 997 Turbo's four-wheel drive and PTM. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.

| | |
|---------------------|-------------------------|
| Production numbers: | 7,910 (Coupe) |
| Issue featured: | 111 |
| Engine capacity: | 3,800cc |
| Compression ratio: | 12.5:1 |
| Maximum power: | 385hp @ 6,500rpm |
| Maximum torque: | 420Nm @ 4,400rpm |
| 0-62mph: | 4.7sec |
| Top speed: | 185mph |
| Length: | 4,435mm |
| Width: | 1,852mm |
| Weight: | 1,480kg |
| Brakes: | |
| Front: | 330mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 8x19-inch; 235/35/ZR19 |
| Rear: | 11x19-inch; 305/30/ZR19 |

★★★★☆

996 GT3 RS
2004-05



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

| | |
|---------------------|-------------------------|
| Production numbers: | 682 |
| Issue featured: | 118 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 11.7:1 |
| Maximum power: | 386hp @ 5,700rpm |
| Maximum torque: | 385Nm @ 5,000rpm |
| 0-62mph: | 4.4sec |
| Top speed: | 190mph |
| Length: | 4,435mm |
| Width: | 1,770mm |
| Weight: | 1,360kg |
| Brakes: | |
| Front: | 350mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 8.5x18-inch; 235/40/R18 |
| Rear: | 11x18-inch; 295/30/R18 |



996 Turbo S
2004-05



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

| | |
|---------------------|------------------------|
| Production numbers: | 1,563 |
| Issue featured: | 62 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 9.4:1 |
| Maximum power: | 456hp @ 5,700rpm |
| Maximum torque: | 620Nm @ 3,500-4,500rpm |
| 0-62mph: | 4.2sec |
| Top speed: | 191mph |
| Length: | 4,435mm |
| Width: | 1,830mm |
| Weight: | 1,590kg |
| Brakes: | |
| Front: | 350mm discs |
| Rear: | 350mm discs |
| Wheels & tyres: | |
| Front: | 8x18-inch; 225/40/R18 |
| Rear: | 11x18-inch; 295/30/R18 |



997 Carrera
2004-08



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

| | |
|---------------------|------------------------|
| Production numbers: | 25,788 |
| Issue featured: | 112 |
| Engine capacity: | 3,596cc |
| Compression ratio: | 11.3:1 |
| Maximum power: | 330hp @ 6,800rpm |
| Maximum torque: | 370Nm @ 4,250rpm |
| 0-62mph: | 5.0sec |
| Top speed: | 177mph |
| Length: | 4,427mm |
| Width: | 1,808mm |
| Weight: | 1,395kg |
| Brakes: | |
| Front: | 318mm discs |
| Rear: | 299mm discs |
| Wheels & tyres: | |
| Front: | 8x18-inch; 235/40/R18 |
| Rear: | 10x18-inch; 265/40/R18 |



997 GT3
2006-07



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

| | |
|---------------------|-------------------------|
| Production numbers: | 2,378 |
| Issue featured: | 117 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 12.0:1 |
| Maximum power: | 421hp @ 7,600rpm |
| Maximum torque: | 405Nm @ 5,500rpm |
| 0-62mph: | 4.3sec |
| Top speed: | 192mph |
| Length: | 4,445mm |
| Width: | 1,808mm |
| Weight: | 1,395kg |
| Brakes: | |
| Front: | 380mm discs |
| Rear: | 350mm discs |
| Wheels & tyres: | |
| Front: | 8.5x19-inch; 235/35/R19 |
| Rear: | 12x19-inch; 305/30/R19 |



997 GT3 RS
2006-07



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

| | |
|---------------------|-------------------------|
| Production numbers: | 1,106 |
| Issue featured: | 110 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 12.0:1 |
| Maximum power: | 421hp @ 7,600rpm |
| Maximum torque: | 405Nm @ 5,500rpm |
| 0-62mph: | 4.2sec |
| Top speed: | 194mph |
| Length: | 4,460mm |
| Width: | 1,808mm |
| Weight: | 1,375kg |
| Brakes: | |
| Front: | 380mm discs |
| Rear: | 350mm discs |
| Wheels & tyres: | |
| Front: | 8.5x19-inch; 235/35/R19 |
| Rear: | 12x19-inch; 305/30/R19 |



997 GT2
2007-09



Essentially the 997 Turbo, but with rear-wheel drive only. Enjoyed a more track-orientated suspension and brake setup, with GT3-style interior and extra power.

| | |
|---------------------|--------------------------|
| Production numbers: | 1,242 |
| Issue featured: | 127 |
| Engine capacity: | 3,600cc |
| Compression ratio: | 9.0:1 |
| Maximum power: | 537hp @ 6,500rpm |
| Maximum torque: | 680Nm @ 2,200-4,500rpm |
| 0-62mph: | 3.7sec |
| Top speed: | 204mph |
| Length: | 4,469mm |
| Width: | 1,852mm |
| Weight: | 1,440kg |
| Brakes: | |
| Front: | 380mm discs |
| Rear: | 350mm discs |
| Wheels & tyres: | |
| Front: | 8.5x19-inch; 235/35/ZR19 |
| Rear: | 12x19-inch; 325/30/R19 |



Gen2 997 GT3
2009-12



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

| | |
|---------------------|--------------------------|
| Production numbers: | 2,200 |
| Issue featured: | 117 |
| Engine capacity: | 3,797cc |
| Compression ratio: | 12.2:1 |
| Maximum power: | 435hp @ 7,900rpm |
| Maximum torque: | 430Nm @ 6,250rpm |
| 0-62mph: | 4.1sec |
| Top speed: | 194mph |
| Length: | 4,460mm |
| Width: | 1,808mm |
| Weight: | 1,395kg |
| Brakes: | |
| Front: | 380mm discs |
| Rear: | 350mm discs |
| Wheels & tyres: | |
| Front: | 8.5x19-inch; 235/35/ZR19 |
| Rear: | 12x19-inch; 305/30/R19 |



Gen2 997 Turbo
2009-13



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

| | |
|---------------------|--------------------------|
| Production numbers: | 3,800 |
| Issue featured: | 116 |
| Engine capacity: | 3,800cc |
| Compression ratio: | 9.8:1 |
| Maximum power: | 500hp @ 6,000rpm |
| Maximum torque: | 650Nm @ 1,950-5,000rpm |
| 0-62mph: | 3.4sec |
| Top speed: | 194mph |
| Length: | 4,450mm |
| Width: | 1,852mm |
| Weight: | 1,570kg |
| Brakes: | |
| Front: | 350mm discs |
| Rear: | 350mm discs |
| Wheels & tyres: | |
| Front: | 8.5x19-inch; 235/35/ZR19 |
| Rear: | 11x19-inch; 305/30/R19 |



Gen2 997 GT3 RS
2009-12



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

| | |
|---------------------|------------------------|
| Production numbers: | 1,500 |
| Issue featured: | 125 |
| Engine capacity: | 3,800cc |
| Compression ratio: | 12.2:1 |
| Maximum power: | 450hp @ 7,900rpm |
| Maximum torque: | 430Nm @ 6,750rpm |
| 0-62mph: | 4.0sec |
| Top speed: | 192mph |
| Length: | 4,460mm |
| Width: | 1,852mm |
| Weight: | 1,370kg |
| Brakes: | |
| Front: | 380mm discs |
| Rear: | 380mm discs |
| Wheels & tyres: | |
| Front: | 9x19-inch; 245/35/ZR19 |
| Rear: | 12x19-inch; 325/30/R19 |



ENGINE REBUILDS FROM £2,200 + VAT



ENGINE REPAIR SPECIALISTS

986 987 996 997 Cayman



CHECK OUT OUR NEW ENGINE RE-BUILD VIDEO ON OUR WEBSITE

T: 01204 302809

E: auto@hartech.org

www.hartech.org



Nine Excellence
Porsche Independent Specialists



Servicing

- Servicing, Repairs & MOTs
- Engine & Transmission Rebuilds
- Restorations
- Pre-Purchase Inspections
- Detailing & Aftercare
- Alignment & Geo
- All Porsche Models Covered
- Fully Trained Porsche Technicians
- Fixed Price Servicing

Performance

- 9e Performance Packages
- 9e Performance Exhausts
- 9e Suspension & Brakes
- 9e Engine Builds
- 9e Custom Builds

Unit 3, Axiom Business Park,
41 Balcombe Road, Horley,
(Nr Gatwick) Surrey, RH6 7HF

www.nineexcellence.com
01293 226 911
service@nineexcellence.com

NORTHWAY PORSCHE LIMITED

INDEPENDENT PORSCHE SPECIALISTS

GRANGE PLACE, GRANGE LANE,
BEENHAM INDUSTRIAL AREA,
BATH ROAD, READING,
BERKSHIRE, RG7 5PT



Repairing and servicing of Porsches
for over 20 years

USED PORSCHEs IN STOCK AND WANTED FOR
OUTRIGHT PURCHASE

TELEPHONE: 0118 9714333 MOBILE: 07831 424911
EMAIL: INFO@NORTHWAY.CO.UK WWW.NORTHWAY.CO.UK

GEMBALLA



avalanche
THIRD GENERATION WORLD PREMIERE

GENEVA
INTERNATIONAL
MOTOR
SHOW
9-19 MARCH 2017

VISIT US AT BOOTH 6430.

Experience our two world premieres
live at the Geneva Motor Show 2017.

GEMBALLA GmbH
Hertichstr. 59
71229 Leonberg
Deutschland / Germany

Tel. +49 (0) 71 52/9 79 90-0
Fax +49 (0) 71 52/9 79 90-99
E-Mail: info@gemballa.com
Internet: www.gemballa.com

997 Speedster 2010



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

Production numbers: 356
Issue featured: 128
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408hp @ 7,300rpm
Maximum torque: 420Nm @ 4,400-5,600rpm
0-62mph: 4.4sec
Top speed: 190mph
Length: 4,440mm
Width: 1,852mm
Weight: 1,540kg
Brakes:
Front: 350mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19

★★★★★

997 Sport Classic 2010



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

Production numbers: 250
Issue featured: 146
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408hp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
0-62mph: 4.6sec
Top speed: 187mph
Length: 4,435mm
Width: 1,852mm
Weight: 1,425kg
Brakes:
Front: 350mm discs
Rear: 350mm discs
Wheels & tyres:
Front: 8.5x19-inch; 235/35/ZR19
Rear: 11x19-inch; 305/30/ZR19

★★★★★

997 GT3 RS 4.0 2010



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

Production numbers: 600
Issue featured: 125
Engine capacity: 3,996cc
Compression ratio: 12.6:1
Maximum power: 500hp @ 8,250rpm
Maximum torque: 460Nm @ 5,750rpm
0-62mph: 3.9sec
Top speed: 193mph
Length: 4,460mm
Width: 1,852mm
Weight: 1,360kg
Brakes:
Front: 380mm discs
Rear: 380mm discs
Wheels & tyres:
Front: 9x19-inch; 245/35/ZR19
Rear: 12x19-inch; 325/30/ZR19

★★★★★

991.1 Carrera S 2011-15



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

Production numbers: Unknown
Issue featured: 114
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400hp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
0-62mph: 4.5sec
Top speed: 188.9mph
Length: 4,491mm
Width: 1,808mm
Weight: 1,395kg
Brakes:
Front: 340mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8.5x20-inch; 245/35/ZR20
Rear: 11x20-inch; 295/30/ZR20

★★★★★

991.1 Carrera 4 2012-15



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

Production numbers: Unknown
Issue featured: 98
Engine capacity: 3,436cc
Compression ratio: 12.5:1
Maximum power: 350hp @ 7,400rpm
Maximum torque: 390Nm @ 5,600rpm
0-62mph: 4.9sec
Top speed: 177mph
Length: 4,491mm
Width: 1,852mm
Weight: 1,430kg
Brakes:
Front: 330mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8.5x19-inch; 235/40/ZR19
Rear: 11x19-inch; 305/35/ZR19

★★★★★

991.1 Carrera 4S 2012-15



Same wider body styling as Carrera 4, coupled to 3.8-litre 400bhp engine. Also features six-piston brake calipers at front, as opposed to four. PTV spread torque more evenly.

Production numbers: Unknown
Issue featured: 118
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400hp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
0-62mph: 4.5sec
Top speed: 185mph
Length: 4,491mm
Width: 1,852mm
Weight: 1,445kg
Brakes:
Front: 340mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8.5x20-inch; 245/35/ZR20
Rear: 11x20-inch; 305/30/ZR20

★★★★★

991 GT3 RS 2015-



The new turbo marks the introduction of rear axle steering, plus PDK-only transmission to forced induction 991 models. Rear fenders 28mm wider than C4.

Production numbers: 60 (UK)
Issue featured: 136
Engine capacity: 3,996cc
Compression ratio: 12.9:1
Maximum power: 500hp @ 8,250rpm
Maximum torque: 460Nm @ 6,250rpm
0-62mph: 3.3sec
Top speed: 193mph
Length: 4,545mm
Width: 1,880mm
Weight: 1,420kg
Brakes:
Front: 380mm discs
Rear: 380mm discs
Wheels & tyres:
Front: 9.5x21-inch; 265/35/ZR20
Rear: 12.5x21-inch; 325/30/ZR21

★★★★★

N/A 991.2 Carrera 2015-



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

Production numbers: Currently in production
Issue featured: 137
Engine capacity: 2,981cc
Compression ratio: 10:1
Maximum power: 370hp @ 6,500rpm
Maximum torque: 450Nm @ 1,700-5,000rpm
0-62mph: 4.2sec
Top speed: 183mph
Length: 4,499mm
Width: 1,808mm
Weight: 1,430kg
Brakes:
Front & Rear: 330mm discs
Wheels & tyres:
Front: 8.5x19-inch; 235/40/ZR19
Rear: 11.5x19-inch; 295/35/ZR19

★★★★★

N/A 991.2 Carrera S 2015-



Shares same 3.0-litre turbocharged 9A2 engine as Carrera, with revised turbos, exhaust and engine management to produce an extra 50hp. Rear axle steering now an option.

Production numbers: Currently in production
Issue featured: 132
Engine capacity: 2,981cc
Compression ratio: 10:1
Maximum power: 420hp @ 6,500rpm
Maximum torque: 500Nm @ 1,700-5,000rpm
0-62mph: 3.3sec
Top speed: 191mph
Length: 4,499mm
Width: 1,808mm
Weight: 1,440kg
Brakes:
Front: 350mm discs
Rear: 330mm discs
Wheels & tyres:
Front: 8.5x20-inch; 245/35/ZR20
Rear: 11.5x20-inch; 305/30/ZR20

★★★★★

N/A
997 918 Edition
2010



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

| | |
|---------------------|--------------------------|
| Production numbers: | 121 |
| Issue featured: | 74 |
| Engine capacity: | 3.800cc |
| Compression ratio: | 9.8:1 |
| Maximum power: | 530hp@6,250-6,750rpm |
| Maximum torque: | 700Nm @2,100-4,250rpm |
| 0-62mph: | 3.3sec |
| Top speed: | 195mph |
| Length: | 4.435mm |
| Width: | 1.852mm |
| Weight: | 1.585kg |
| Brakes: | |
| Front: | 380mm discs |
| Rear: | 350mm discs |
| Wheels & tyres: | |
| Front: | 8.5x19-inch; 235/35/ZR19 |
| Rear: | 11x19-inch; 305/30/ZR19 |



997 GT2 RS
2010-11



The GT2 went back to its roots with light weight body and interior, plus extra power. Recognisable over standard GT2 thanks to carbon fibre bonnet, air intake and mirrors.

| | |
|---------------------|-------------------------|
| Production numbers: | 500 |
| Issue featured: | 114 |
| Engine capacity: | 3.600cc |
| Compression ratio: | 9.0:1 |
| Maximum power: | 620hp@6,500rpm |
| Maximum torque: | 700Nm @2,500-5,500rpm |
| 0-62mph: | 3.5sec |
| Top speed: | 205mph |
| Length: | 4.460mm |
| Width: | 1.852mm |
| Weight: | 1.370kg |
| Brakes: | |
| Front: | 380mm discs |
| Rear: | 350mm discs |
| Wheels & tyres: | |
| Front: | 9x19-inch; 245/35/ZR19 |
| Rear: | 12x19-inch; 325/30/ZR19 |



997 C2 GTS
2010-12



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

| | |
|---------------------|--------------------------|
| Production numbers: | Unknown |
| Issue featured: | 118 |
| Engine capacity: | 3.800cc |
| Compression ratio: | 12.5:1 |
| Maximum power: | 408hp@7,300rpm |
| Maximum torque: | 420Nm @4,200-5,600rpm |
| 0-60mph: | 4.6sec |
| Top speed: | 190mph |
| Length: | 4.435mm |
| Width: | 1.852mm |
| Weight: | 1.420kg |
| Brakes: | |
| Front: | 330mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 8.5x19-inch; 235/35/ZR19 |
| Rear: | 11x19-inch; 305/30/ZR19 |



997 C4 GTS
2011-12



Like the C2 997 GTS, but slightly heavier and with four-wheel drive. In either C2 or C4 form, it represented a great saving over optioning up a 997 Carrera counterpart.

| | |
|---------------------|--------------------------|
| Production numbers: | Unknown |
| Issue featured: | 125 |
| Engine capacity: | 3.800cc |
| Compression ratio: | 12.5:1 |
| Maximum power: | 408hp@7,300rpm |
| Maximum torque: | 420Nm @4,200-5,600rpm |
| 0-62mph: | 4.6sec |
| Top speed: | 183mph |
| Length: | 4.435mm |
| Width: | 1.852mm |
| Weight: | 1.480kg |
| Brakes: | |
| Front: | 330mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 8.5x19-inch; 235/35/ZR19 |
| Rear: | 11x19-inch; 305/30/ZR19 |



997 Turbo S
2011-13



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

| | |
|---------------------|--------------------------|
| Production numbers: | 2,000 |
| Issue featured: | 123 |
| Engine capacity: | 3.800cc |
| Compression ratio: | 9.8:1 |
| Maximum power: | 530hp@6,250-6,750rpm |
| Maximum torque: | 700Nm @2,100-4,250rpm |
| 0-62mph: | 3.3sec |
| Top speed: | 195mph |
| Length: | 4.435mm |
| Width: | 1.852mm |
| Weight: | 1.585kg |
| Brakes: | |
| Front: | 380mm discs |
| Rear: | 350mm discs |
| Wheels & tyres: | |
| Front: | 8.5x19-inch; 235/35/ZR19 |
| Rear: | 11x19-inch; 305/30/ZR19 |



991.1 Carrera
2011-15



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

| | |
|---------------------|--------------------------|
| Production numbers: | Unknown |
| Issue featured: | 137 |
| Engine capacity: | 3.436cc |
| Compression ratio: | 12.5:1 |
| Maximum power: | 350hp@7,400rpm |
| Maximum torque: | 390Nm@5,600rpm |
| 0-62mph: | 4.8sec |
| Top speed: | 179.6mph |
| Length: | 4.491mm |
| Width: | 1.808mm |
| Weight: | 1.380kg |
| Brakes: | |
| Front: | 330mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 8.5x19-inch; 235/40/ZR19 |
| Rear: | 11x19-inch; 285/35/ZR19 |



991 GT3
2013-



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

| | |
|---------------------|-------------------------|
| Production numbers: | Currently in production |
| Issue featured: | 143 |
| Engine capacity: | 3.800cc |
| Compression ratio: | 12.9:1 |
| Maximum power: | 475hp@8,250rpm |
| Maximum torque: | 440Nm@6,250rpm |
| 0-62mph: | 3.5sec |
| Top speed: | 196mph |
| Length: | 4.545mm |
| Width: | 1.852mm |
| Weight: | 1.430kg |
| Brakes: | |
| Front: | 380mm discs |
| Rear: | 380mm discs |
| Wheels & tyres: | |
| Front: | 9x20-inch; 245/35/ZR20 |
| Rear: | 12x20-inch; 305/30/ZR20 |



991 Turbo
2013-15



The new Turbo marks the introduction of rear axle steering, plus PDK-only transmission to forced induction 991 models. Rear fenders 28mm wider than C4.

| | |
|---------------------|--------------------------|
| Production numbers: | Unknown |
| Issue featured: | 109 |
| Engine capacity: | 3.800cc |
| Compression ratio: | 9.8:1 |
| Maximum power: | 520hp@6,000-6,500rpm |
| Maximum torque: | 660Nm @1,950-5,000rpm |
| 0-62mph: | 3.4sec |
| Top speed: | 195mph |
| Length: | 4.506mm |
| Width: | 1.880mm |
| Weight: | 1.595kg |
| Brakes: | |
| Front & Rear: | 380mm discs |
| Wheels & tyres: | |
| Front: | 8.5x20-inch; 245/35/ZR20 |
| Rear: | 11x20-inch; 305/30/ZR20 |



991 Turbo S
2013-15



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

| | |
|---------------------|-------------------------|
| Production numbers: | Unknown |
| Issue featured: | 115 |
| Engine capacity: | 3.800cc |
| Compression ratio: | 9.8:1 |
| Maximum power: | 560hp@6,500-6,750rpm |
| Maximum torque: | 700Nm@2,100-4,250rpm |
| 0-62mph: | 3.1sec |
| Top speed: | 197mph |
| Length: | 4.506mm |
| Width: | 1.880mm |
| Weight: | 1.605kg |
| Brakes: | |
| Front: | 410mm discs |
| Rear: | 390mm discs |
| Wheels & tyres: | |
| Front: | 9x20-inch; 245/35/ZR20 |
| Rear: | 11x20-inch; 305/30/ZR20 |



991 Anniversary
2013-14



Exuberantly styled Carrera S with wide body and generous spec. Many styling cues inside and out taken from original 901. Powerkit only came as standard spec in US.

| | |
|---------------------|---------------------------|
| Production numbers: | 1,963 |
| Issue featured: | 112 |
| Engine capacity: | 3.800cc |
| Compression ratio: | 12.5:1 |
| Maximum power: | 400hp@7,400rpm |
| Maximum torque: | 440Nm@5,600rpm |
| 0-62mph: | 4.5sec |
| Top speed: | 188mph |
| Length: | 4.491mm |
| Width: | 1.852mm |
| Weight: | 1.420kg |
| Brakes: | |
| Front: | 340mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 9x20-inch; 245/35/ZR20 |
| Rear: | 11.5x20-inch; 305/30/ZR20 |



991 Carrera GTS
2014-2016



Big-spec GTS utilises wide body and a host of good options including Powerkit, PASM, Sport Chrono, Sport exhaust to name a few, all for 7,000 more than Carrera S.

| | |
|---------------------|---------------------------|
| Production numbers: | Unknown |
| Issue featured: | 121 |
| Engine capacity: | 3.800cc |
| Compression ratio: | 12.5:1 |
| Maximum power: | 430hp@7,500rpm |
| Maximum torque: | 440Nm@5,750rpm |
| 0-62mph: | 4.0sec |
| Top speed: | 190mph |
| Length: | 4.491mm |
| Width: | 1.852mm |
| Weight: | 1.425kg |
| Brakes: | |
| Front: | 340mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 9x20-inch; 245/35/ZR20 |
| Rear: | 11.5x20-inch; 305/30/ZR20 |



991 C4 GTS
2014-2016



Almost the same as the C2 GTS, but with additional traction offered by four-wheel drive. As a result, performance times are altered slightly over its rear-driven variant.

| | |
|---------------------|---------------------------|
| Production numbers: | Unknown |
| Issue featured: | 125 |
| Engine capacity: | 3.800cc |
| Compression ratio: | 12.5:1 |
| Maximum power: | 430hp@7,500rpm |
| Maximum torque: | 440Nm@5,750rpm |
| 0-62mph: | 4.4sec |
| Top speed: | 188mph |
| Length: | 4.491mm |
| Width: | 1.852mm |
| Weight: | 1.470kg |
| Brakes: | |
| Front: | 340mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 9x20-inch; 245/35/ZR20 |
| Rear: | 11.5x20-inch; 305/30/ZR20 |



N/A
991.2 Carrera 4
2016-



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

| | |
|---------------------|---------------------------|
| Production numbers: | Currently in production |
| Issue featured: | 133 |
| Engine capacity: | 2.981cc |
| Compression ratio: | 10.0:1 |
| Maximum power: | 370hp@6,500rpm |
| Maximum torque: | 450Nm @1,700-5,000rpm |
| 0-62mph: | 4.1sec |
| Top speed: | 181mph |
| Length: | 4.499mm |
| Width: | 1.852mm |
| Weight: | 1.480kg |
| Brakes: | |
| Front & Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 8.5x19-inch; 235/40/ZR19 |
| Rear: | 11.5x19-inch; 295/35/ZR19 |



N/A
991.2 Carrera 4S
2016-



As per the Carrera 4 but utilising revised turbos, exhaust and engine management from the C2S to produce an extra 50hp. Faster 0-62mph than C2S for first time.

| | |
|---------------------|---------------------------|
| Production numbers: | Currently in production |
| Issue featured: | 137 |
| Engine capacity: | 2.981cc |
| Compression ratio: | 10.0:1 |
| Maximum power: | 420hp@6,500rpm |
| Maximum torque: | 500Nm @1,700-5,000rpm |
| 0-62mph: | 3.8sec |
| Top speed: | 189mph |
| Length: | 4.499mm |
| Width: | 1.852mm |
| Weight: | 1.490kg |
| Brakes: | |
| Front: | 350mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 8.5x20-inch; 245/35/ZR20 |
| Rear: | 11.5x20-inch; 305/30/ZR20 |



N/A
991.2 Turbo
2016-



It features a revised 9A1 engine from 991.1 now producing 540hp thanks to modified inlet ports in the cylinder head, new injection nozzles and higher fuel pressure.

| | |
|---------------------|---------------------------|
| Production numbers: | Currently in production |
| Issue featured: | 135 |
| Engine capacity: | 3.800cc |
| Compression ratio: | 9.8:1 |
| Maximum power: | 540hp@6,400rpm |
| Maximum torque: | 710Nm @2,250-4,000rpm |
| 0-62mph: | 3.1sec |
| Top speed: | 199mph |
| Length: | 4.507mm |
| Width: | 1.880mm |
| Weight: | 1.595kg |
| Brakes: | |
| Front & Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 9x20-inch; 245/35/ZR20 |
| Rear: | 11.5x20-inch; 305/30/ZR20 |



N/A
991.2 Turbo S
2016-



As per 991.2 Turbo but with power boosted to 580hp thanks to new turbochargers with larger compressors. Fastest ever Porsche 911 from 0-62mph.

| | |
|---------------------|---------------------------|
| Production numbers: | Currently in production |
| Issue featured: | 145 |
| Engine capacity: | 3.800cc |
| Compression ratio: | 9.8:1 |
| Maximum power: | 580hp@6,750rpm |
| Maximum torque: | 750Nm @2,250-4,000rpm |
| 0-62mph: | 2.9sec |
| Top speed: | 205mph |
| Length: | 4.507mm |
| Width: | 1.880mm |
| Weight: | 1.600kg |
| Brakes: | |
| Front: | 350mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 9x20-inch; 245/35/ZR20 |
| Rear: | 11.5x20-inch; 305/30/ZR20 |



991 R
2016-



991 GT3 RS engine mated to specially-revised six-speed manual gearbox. Features Carrera Cabriolet active rear wing with diffuser aiding downforce. Lightweight flywheel optional.

| | |
|---------------------|-------------------------|
| Production numbers: | 991 |
| Issue featured: | 141 |
| Engine capacity: | 3.996cc |
| Compression ratio: | 13.2:1 |
| Maximum power: | 500hp@8,250rpm |
| Maximum torque: | 460Nm@6,250rpm |
| 0-62mph: | 3.8sec |
| Top speed: | 201mph |
| Length: | 4.532mm |
| Width: | 1.852mm |
| Weight: | 1.370kg |
| Brakes: | |
| Front: | 410mm discs |
| Rear: | 390mm discs |
| Wheels & tyres: | |
| Front: | 9x20-inch; 245/35/ZR20 |
| Rear: | 12x20-inch; 305/30/ZR20 |



N/A
991.2 Carrera GTS
2017-



Similar specification and 'black accent' styling as per 991.1, available in both rear-wheel drive and all-wheel drive form. C4 GTS quicker than C2 GTS for the first time.

| | |
|---------------------|-------------------------|
| Production numbers: | Currently in production |
| Issue featured: | 150 |
| Engine capacity: | 2.981cc |
| Compression ratio: | 10.0:1 |
| Maximum power: | 450hp@6,500rpm |
| Maximum torque: | 550Nm @2,150-5,000rpm |
| 0-62mph: | 4.1sec |
| Top speed: | 194mph |
| Length: | 4.528mm |
| Width: | 1.852mm |
| Weight: | 1.450kg |
| Brakes: | |
| Front: | 350mm discs |
| Rear: | 330mm discs |
| Wheels & tyres: | |
| Front: | 9x20-inch; 245/35/ZR20 |
| Rear: | 12x20-inch; 305/30/ZR20 |





HEXAGON
CLASSICS



**Porsche 911 (997)
Carrera Sport Classic (2010)**
▪ 1 of just 250 ▪ 80 Miles ▪ RHD
POA



**Porsche 911 (993) Carrera RS
3.8 Club Sport (1995)**
▪ 1 of just 227 ▪ 34,700 Miles ▪ LHD
£399,995



**Porsche 911 (930) 3.3 Turbo
Cabriolet (1989)**
▪ G50 Gearbox ▪ 23,400 Miles ▪ 2 Owners
£159,995



**Porsche 911 3.2 Speedster
Wide-Bodied (1989)**
▪ Just 1,180 Miles ▪ UK Supplied
£219,995



**Porsche 911 (993)
Turbo (1996)**
▪ 32,900 Miles ▪ UK Supplied ▪ RHD
£149,995



**Porsche 911 (997) Carrera GTS
Cabriolet (2011)**
▪ Only 26,700 Miles ▪ UK Supplied
£73,995



**Porsche 911 (997) GT2 RS 3.6
Gen II, RHD (2010)**
▪ Only 2,800 Miles ▪ 1 of only 24 UK Cars
POA



**Porsche 911 (997) Carrera GTS
PDK Coupe (2011/61)**
▪ 17,100 Miles ▪ UK Supplied
£73,995



**Porsche 911 (964) Carrera 2 Coupe
Tiptronic (1990)**
▪ 38,374 Miles ▪ UK Supplied
£59,995



Porsche 928 S4 GT 5.0 Manual (1989)
▪ RHD ▪ 43,300 Miles ▪ UK Supplied
£59,995



Porsche 911 (964) Turbo X88 3.6 (1994)
▪ RHD ▪ 58,800 Miles
£199,995



**Porsche 911 (997) Carrera GTS
Cabriolet (2011/61)**
▪ 15,600 Miles ▪ UK Supplied
£74,995

Experienced Porsche-trained technicians carry out comprehensive inspection checks and servicing, preparing the cars to the highest standard

Over 100 prestige cars in stock. Find out about our flexible finance offers. Visit Hexagonclassics.com to see more.

Jonathan Franklin

M: +44(0)7522 911 911

T: +44 (0)208 348 5151

E: jonathan@hexagon.uk.net

Jonathan Ostroff

M: +44(0)7801 629 270

T: +44 (0)208 348 5151

E: jono@hexagon.uk.net

www.hexagonclassics.com



PARAGON

The Natural Choice for Porsche

01825 830424



911 S 2.0

Silver Metallic • Black Half Leather Sport Seats • Manual Gearbox
Matching Numbers • Professional Restoration • 1968 (F)

£174,995



911 SuperSport

Jet Black • Black Leather Sport Seats
Manual Gearbox • 16" Fuchs Wheels
Electric Sunroof • 68,604 miles
1988 (E)

£89,995



911 GT3 (996)

Atlas Grey • Black Leather Sport Seats
Manual Gearbox • Air Conditioning
18" GT3 Wheels • Bi-Xenon Headlights
36,789 miles • 2003 (53)

£71,995



911 Carrera 2 (991)

GT Silver • Pebble Grey Leather Seats
PDK Gearbox • Touchscreen Satellite
Navigation • 20" Carrera Classic Wheels
18,648 miles • 2012 (62)

£64,995



911 Carrera 2 S (997)

Seal Grey • Black Leather Seats
Manual Gearbox • 19" Carrera
Sport Wheels • Satellite Navigation
27,129 miles • 2007 (57)

£35,995



Boxster 2.7 (981)

Rhodium Silver • Black Leather Sport
Seats • PDK Gearbox • 19" Boxster S III
Wheels • Sport Design Steering Wheel
16,514 miles • 2014 (63)

£34,995



911 Carrera 2 S (997)

Atlas Grey • Black Leather Seats
Manual Gearbox • Satellite Navigation
Switchable Sports Exhaust • 35,241 miles
2006 (56)

£33,995



Boxster S (987 GEN II)

GT Silver • Natural Carrera Red Leather
PDK Gearbox • Touchscreen Satellite
Navigation • 19" Sport Design Wheels
45,091 miles • 2010 (10)

£27,995



Cayman 2.9 (987 GEN II)

Basalt Black • Black Half Leather Seats
PDK Gearbox • 18" Cayman S II Wheels
Pioneer Touchscreen Satellite Navigation
36,525 miles • 2011 (61)

£27,995



Boxster 2.9 (987 GEN II)

Carrera White • Black Leather Seats
Manual Gearbox • 19" Carrera S
II Wheels • Touchscreen Satellite
Navigation • 14,926 miles • 2010 (60)

£25,995



Boxster 2.9 (987 GEN II)

Basalt Black • Black Leather Seats
Manual Gearbox • 18" Boxster S II
Wheels • BOSE Sound System • 29,732
miles • 2009 (09)

£22,995



Boxster S (987)

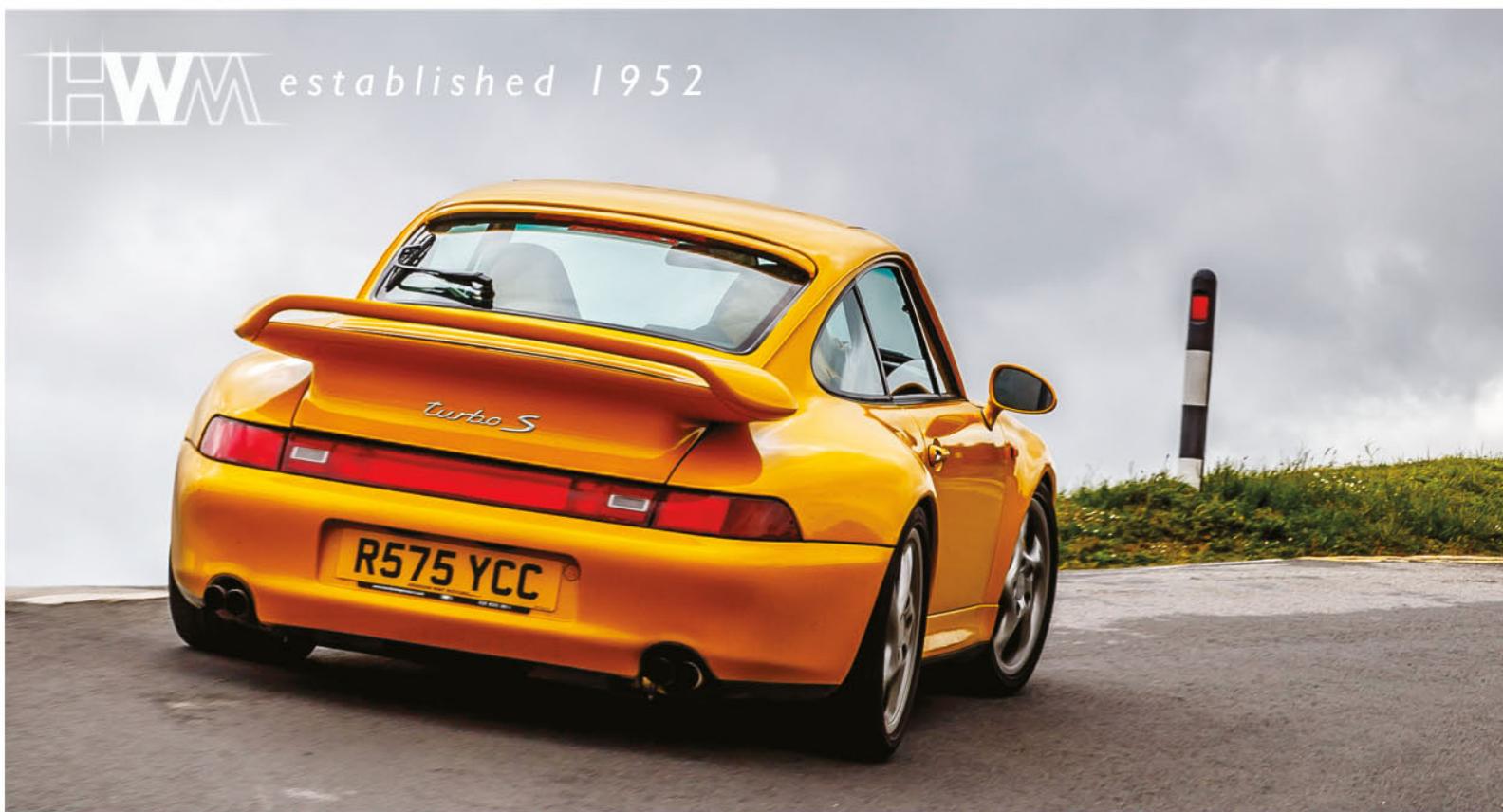
Seal Grey • Black Leather Seats
Manual Gearbox • 19" Carrera Sport
Wheels • Wind Deflector • 37,375 miles
2005 (54)

£17,995

At Paragon, we have superb in-house workshop and preparation facilities. Each car is supplied fully serviced with a new MOT and our 12-month/12,000-mile comprehensive parts and labour warranty.

See more of our current stock at paragongb.com

HENDON WAY MOTORS



HWM established 1952

FOR COLLECTORS OF MODERN ART



PORSCHE 993 C2 TARGA-TIPTRONIC - 1996



PORSCHE 991 C2S CABRIOLET - 15K MILES



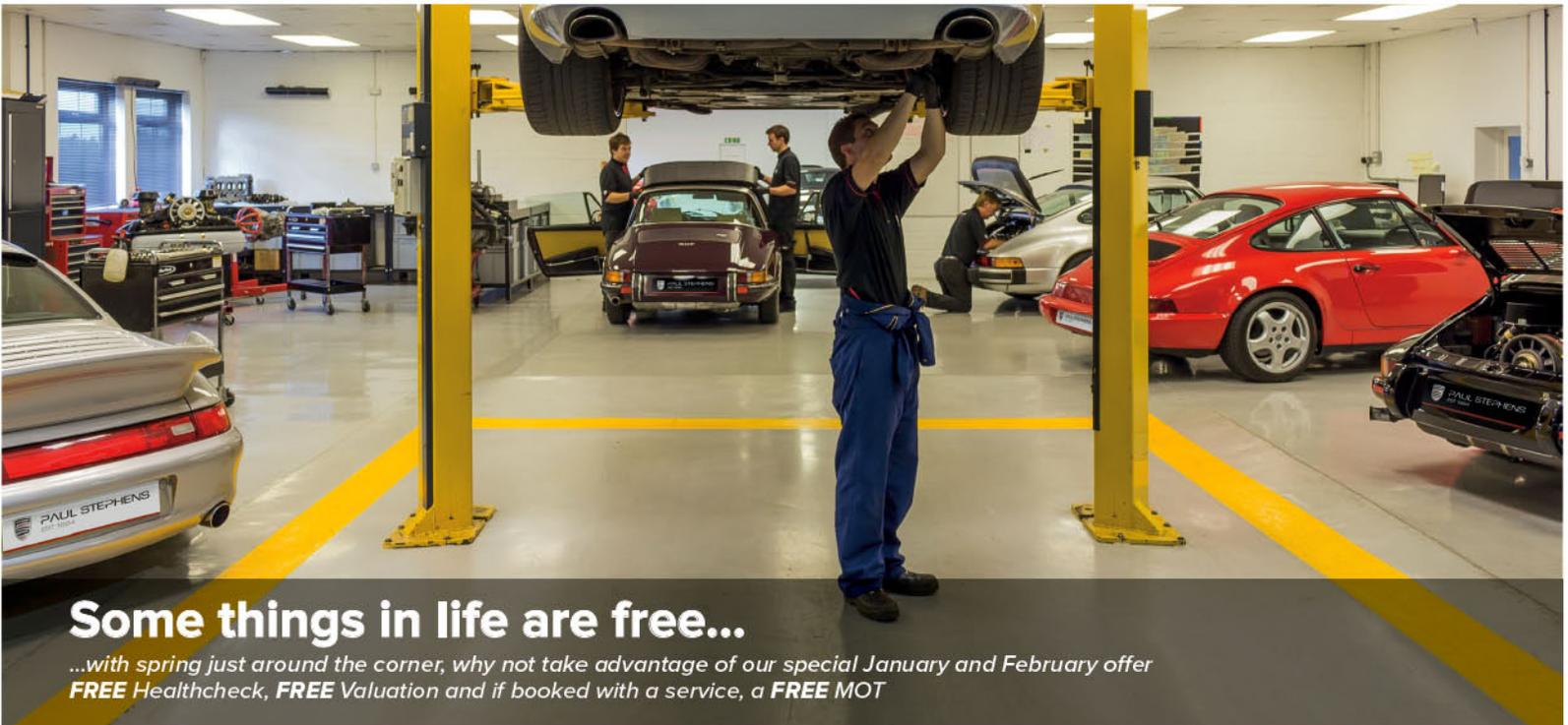
PORSCHE 997 GEN II GT3 RS 4.0 - 2011



PORSCHE 964 CARRERA 4 COUPE - 1989

See all of our cars at www.hendonwaymotors.com

393 -395 Hendon Way London NW4 3LP tel +44(0)20 82028011 fax +44(0)20 82028013



Some things in life are free...

...with spring just around the corner, why not take advantage of our special January and February offer
FREE Healthcheck, **FREE** Valuation and if booked with a service, a **FREE** MOT

Paul Stephens. Specialist in original and bespoke Porsche

Come and visit us at The London Classic Car Show, Feb 2017

Classic and Modern Sales
 Service and Performance Upgrades
 PS Autoart Restoration and
 Bespoke Builds

Sudbury Road
 Little Maplestead
 Halstead
 Essex, CO9 2SE

View our current stock at
paul-stephens.com

01440 714884   



PAUL STEPHENS
 EST 1994

TARETT

ENGINEERING

Competition Suspension Components

NEW!!! 981 & 991
SUSPENSION COMPONENTS



Swaybar and Drop Link Kits

- Fully Adjustable Roll Stiffness
- Balanced Handling
- Hollow 4130 Chromoly Material
- Adjustable Drop Links To Eliminate Preload



Monoballs and Camber Plates

- Increased Camber Adjustment Range
- Precision Teflon Lined Spherical Bearings
- Replaces Compliant Factory Rubber Bushings
- Quicker Steering Response For Better Handling



Control Arms

- Pro-Series, Cup-Series & GT3 LCA's
- Tie Rods & Toe Control Arms
- Increased Camber Adjustment
- Improved Feedback & Handling Stability



More 981 & 991 Products!

- Bolt In Roll Bars
- Brake Caliper Studs
- Competition Wheel Studs
- JRZ High Performance Coilover Kits



WWW.TARETT.COM

(858) 674-5573

SALES@TARETT.COM





- / TUNING
- / MODIFICATION
- / UPGRADES



- / EXPERIENCE
- / SERVICING
- / REPAIR



- / CLASSICS
- / RESTORATION
- / SALES



- / KNOWLEDGE
- / FACILITIES
- / VALUE



THE COMPLETE SERVICE

With nearly 30 years experience, Parr is the UK's leading Porsche specialist.

Porsche service work remains the core business for Parr and we offer the best possible service to our valued customers. Not only are we unrivalled in our Porsche knowledge and expertise but we offer excellent value – if in the unlikely event you are quoted a lower fixed price for your Porsche we will match the price on receipt of a written quote.

PARR Specialists In Porsche
5 The Faraday Centre, Faraday Road, Crawley,
West Sussex RH10 9PX

+44 (0) 1293 537 911 // PARR-UK.COM

UK DISTRIBUTOR FOR:
cargraphic
Thomas Schnur GmbH



WORLD motorsports

FREE SHIPPING WORLDWIDE

When ordered from
WORLD-MOTORSPORTS.com

PORSCHE TITANIUM LUGS

AEROSPACE QUALITY

ALSO AVAILABLE FOR: VW, Audi, BMW, Lamborghini, McLaren, Nissan, Mercedes and more.
See website for full list.



PORSCHE
Water-Cooled Lug Bolts
\$275.00

PORSCHE
Air-Cooled Open Ended Lug Nuts
\$260.00

PORSCHE
Air-Cooled Closed End Lug Nuts
\$260.00

WORLD-MOTORSPORTS.com

EuroCupGT.com

PERFORMANCE & STYLING

| | | | | | | | | |
|-----------------------|-----------------------|-----------------|---------------|------------|--------------------------|-----------------------|----------------|-----------------------------|
| Carbon Fibre Exterior | Carbon Fibre Interior | Exhaust Systems | Interior Trim | LED Lights | Performance Brake Rotors | Steering & Suspension | Turbo Upgrades | Wheel Spacers & Accessories |
|-----------------------|-----------------------|-----------------|---------------|------------|--------------------------|-----------------------|----------------|-----------------------------|



Performance Brake Kits

LED Light Kits

Intake & Induction Kits

Carbon Fibre Parts

Performance Exhausts

EuroCupGT Product Showcase



DISTRIBUTORS /TUNING AGENTS

Please go to EuroCupGT.com for your local distributor and fitting agent. All EuroCupGT distributors are established tuners in their own right and can advise on upgrade options and the compatibility of items available for your vehicle.

WEBSITE & CONTACT

www.eurocupgt.com
enquiries@eurocupgt.com

EVERY PART FOR every PORSCHE

Call our Sales Team on
+44 (0) 20 8500 8811

Visit our Online Catalogue at
www.design911.com

E-mail us on
sales@design911.com

DESIGN 911 Centre for Porsche

- LIGHTING & RUBBER SEALS
- SERVICE PARTS
- AIR COOLED ENGINE PARTS
- WHEEL & TYRES
- REPAIR & RESTORATION PARTS
- GEARBOX & DRIVE TRAIN PARTS
- SUSPENSION & EXHAUST
- PARTS DEPARTMENT
- WORLDWIDE SHIPPING



WAYS TO BUY



IN PERSON



PHONE



MOBILE SHOP



WWW



E-MAIL



5% OFF

use online code
TOTAL9119
at checkout

DESIGN911 CLASSIC CAR CENTRE

Telephone:
+44 (0) 20 8500 8811



Porsche 911T 2.0L 1969 Targa, Manual Gearbox, LHD Tangerine.



Porsche 911T 2.4L Coupe 1973, Manual Gearbox, LHD Sport Classic Gray with dark brown interior.



Porsche (911) 930 Turbo 3.3L 1987, Manual Gearbox LHD, Black with Black Interior



Porsche 911T 2.2L 1970 Coupe, Manual Gearbox, LHD Irish Green with Brown leatherette interior.

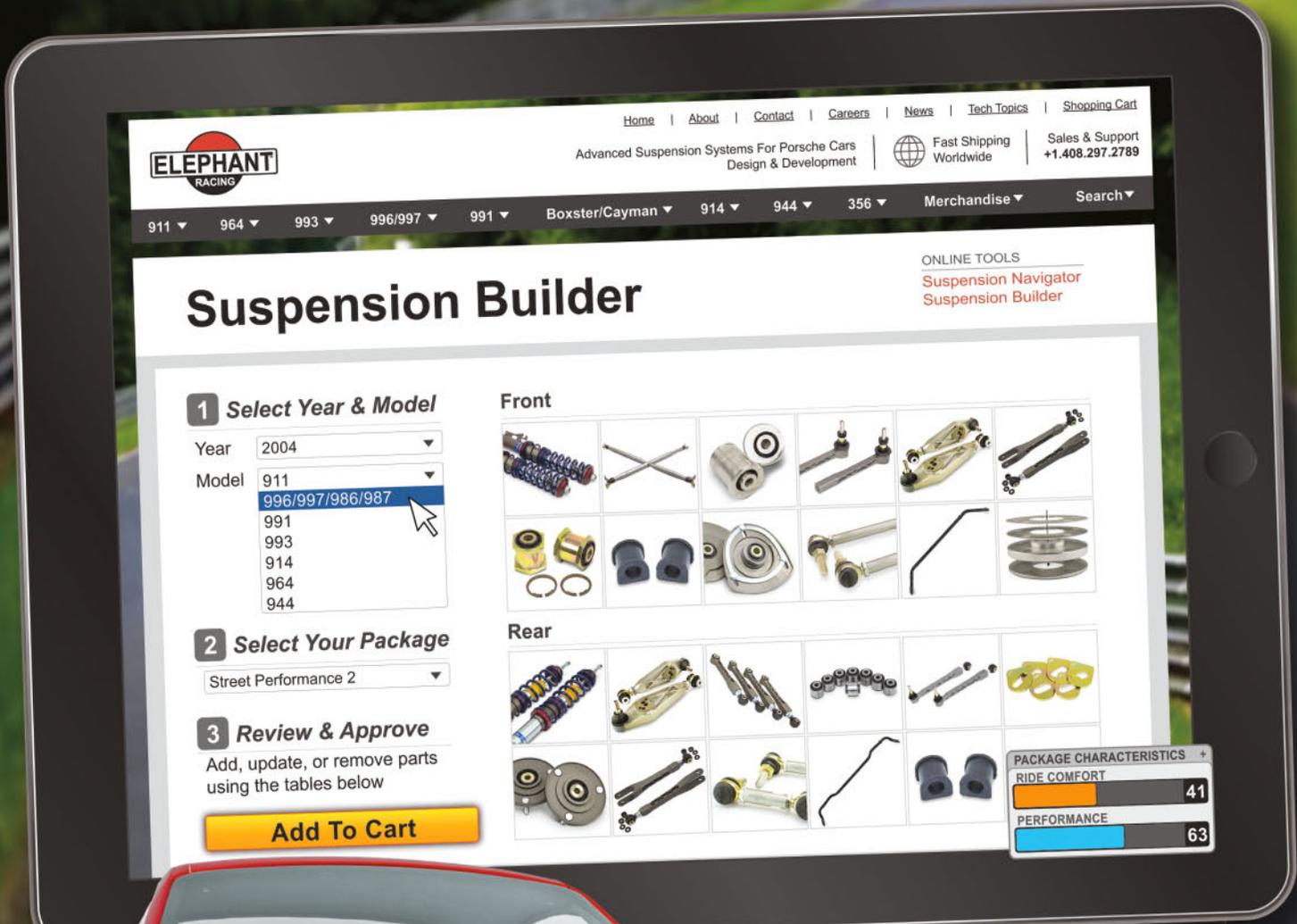


Porsche 911T 2.2L 1971 Coupe, Manual Gearbox, LHD Metallic Blue.

SEE OUR WEBSITE FOR A FULL LIST: WWW.DESIGN911.COM/CARS

Complete Suspension Packages

Build yours at ElephantRacing.com 3 clicks... Done!



+1 408.297.2789
 ElephantRacing.com
 Santa Clara, California, USA
 Fast Worldwide Shipping



CamBone

NEED A CUSTOM BADGE FOR YOUR PORSCHE CLUB?

No computer, no CNC, cast, vintage, real grille badge



CALL US: +48 429 422 115 OR OFFICE@CAR-BONE.PL
WWW.CAR-BONE.PL/SHOP

US. PAT. 8,992,089 B2 US. PAT. 9,416,697 B2

THE IMS SOLUTION IS NOW PROTECTED BY TWO US PATENTS!



IMS SOLUTION **IMS RETROFIT**

WHAT DO YOU KNOW ABOUT IMS BEARINGS?

- FACT 1**  The M96 and M97 Engine is wet sump – the IMS is submerged in oil.
- FACT 2**  Ceramic hybrid bearings only need 1cc of oil per minute.
- FACT 3**  The dual row bearings used in the Single Row Pro and Classic Dual IMS Retrofit have load ratings equal to similarly sized roller bearings.
- FACT 4**  The IMS Solution, US PATENT 8,992,089 B2, is the only permanent solution that backdates your IMS to work like in an aircooled flat 6 engine.
- FACT 5**  With over 20,000 installations since 2008, the IMS Retrofit and Solution are trusted worldwide as the first and best.



NICKIES™
PERFORMANCE AIR-COOLED CYLINDERS AND SLEEVES

**STRONGER AND COOLER.
RUN FASTER AND LAST LONGER.**



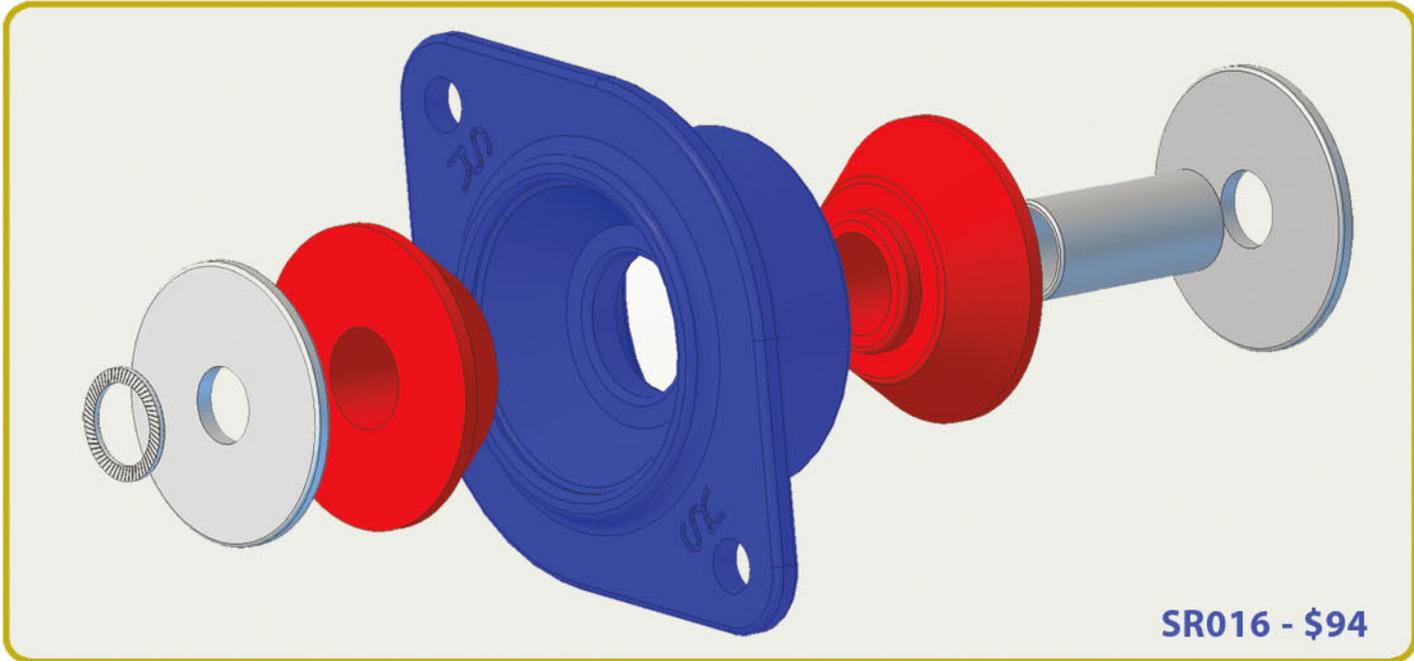
PRECISION PERFORMANCE SINCE 2002

EXCLUSIVE DISTRIBUTOR:
FAST FORWARD 
automotive

Burscheider Str. 75, D-51381 Leverkusen, Germany
Phone: + 49 2171 3416980 | info@fastforward-automotive.com

YOUR TICKET TO THE WINNER'S CIRCLE

STOMSKI RACING



SR016 - \$94

911 Semi-Solid Engine/Transmission Mounts

Rigid engine and transmission mounts provide for better handling, better acceleration, and better performance in general. Mounts that are too rigid, however, will transmit vibration and harshness into the driver's cabin. Until now.

STOMSKI RACING has developed the **FIRST** truly symmetrical 911 Semi-Solid (SS) Engine/Transmission Mount, thus allowing you to run stiffer mounts without sacrificing comfort or ride quality. Our symmetrical design allows you to custom tune your ride- determining feel, function, and fun. We provide 3 different durometers of inserts that allow you to custom tune your ride, now, and later if your application might change.

911 Precision Shift Coupler



SR010 - \$198

911 Rear Monoballs



SR018 - \$205

911 Bump Steer Kit



SR055 - \$326

911 Brake Caliper Adapter



SR046 - \$195

996/997/986/987 Rear Toe Control Arm



SR082 - \$342

996/997/986/987 Tie Rod/Bump Steer



SR083 - \$168

997 GT3 Control Arm Monoball Assembly



SR049 - \$280

996/997/986/987 Front Camber Plates



SR121 - \$440

+001(410)571-9779

www.STOMSKIRACING.com





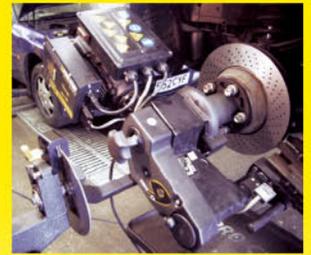
ENGINE REBUILDS - ALL MODELS
GENERAL REPAIRS & SERVICING



GEARBOX REBUILDS
ALL MODELS



AIR CONDITIONING



DISC RE-FACING



TYRE SUPPLY & FITTING
WHEEL ALIGNMENT



WHEEL BALANCING,
WHEEL STRAIGHTENING &
RE-FURBISHMENT

RGA

LONDON'S MAJOR PORSCHE SPECIALIST

UNITS 32-34 MILES ST, VAUXHALL SW8 1RY
WWW.RGAPORSCHELONDON.CO.UK

EMAIL BOB@RGAPORSCHE.CO.UK
ALL WORK TO THE HIGHEST STANDARD AND CARRIED OUT IN HOUSE
MON-FRI 7AM-7PM, SAT 9AM-6PM, SUN - CALL
TEL: 0207 793 1447 - ASK FOR BOB FOR BOOKING ADVICE



JIG REPAIRS



RESTORATION & RESPRAYS



DAMAGE REPAIR INCLUDING
FOR ALL INSURANCE COMPANIES



TORQUE TUBE OVERHAUL
924,944,968,928

NEW ExactFit Magnetic Phone Mounts

Only \$45.00



Custom tailored for your specific year and model **PORSCHE**.

Available for LH and RH drive cars.

Choose by Model >

| | | | | | | | | | | | | | | |
|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---------|--------|---------|----------|
| Classic | 911 | 964 | 993 | 996 | 997 | 991 | 924 | 944 | 968 | 928 | Boxster | Cayman | Cayenne | Panamera |
|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---------|--------|---------|----------|

WORLD LEADERS IN PARTS DIRECT

SPECIALIST

Web/Mail Order

Accessories & Gifts
 Body & Trim Parts
 Body Styling
 Books & DVDs
 Car Care & Touring
 Clothing & Shoes
 Interior Trim
 Mechanical Parts
 Motorsport Related
 Performance Parts
 Pre 74 Classics Parts
 Seats & Belts
 Sports Exhausts
 Steering Wheels
 Wheels & Accessories
 Zymol Products

Onsite Services

Porsche Car Sales
 Retail Shop
 Workshop Services

Map



Address

Unit 4 Block 2,
 Shenstone Trading Est,
 Halesowen, West Mids.
 B63 3XB. UK

Phone Number

0121 585 6088
 +44 (0) 121 585 6088

Opening Hours

Mon-Fri: 9-5:30pm
 Sat: 10-2pm

Vehicle Valuations



Pre & post purchase vehicle inspections, & insurance valuations on pre-bookings

£125+VAT

Gen-2 997 Body Updates



- All G-1 to G-2 updates are undertaken at our premises
- Using all factory Porsche parts
- 20+ Custom options available
- See website for full menu!

Available from £1,500+VAT

Service & Workshop



- Free MOT or brake fluid change with every major service
- Free collection & delivery service
- Courtesy car option on request

See Website for Menu Pricing

(All work is quoted prior to being undertaken)

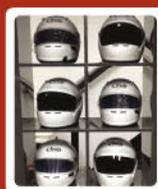
Advertise your car for sale



- Pre sale valuation & inspection at our workshop (where required)
- You decide how referrals are dealt with
- Interact with 80,000+ Porsche owners & enthusiasts through proven website visibility & interactive media
- £495+VAT, includes a minor service

No Commission!

Racewear & Helmet Deal!



Free Nomex underwear with any combination of Alpinestars, Adidas suits, and/or Arai helmets (or any two of the above combination).
 Fitting room available at our shop

Save over £100...

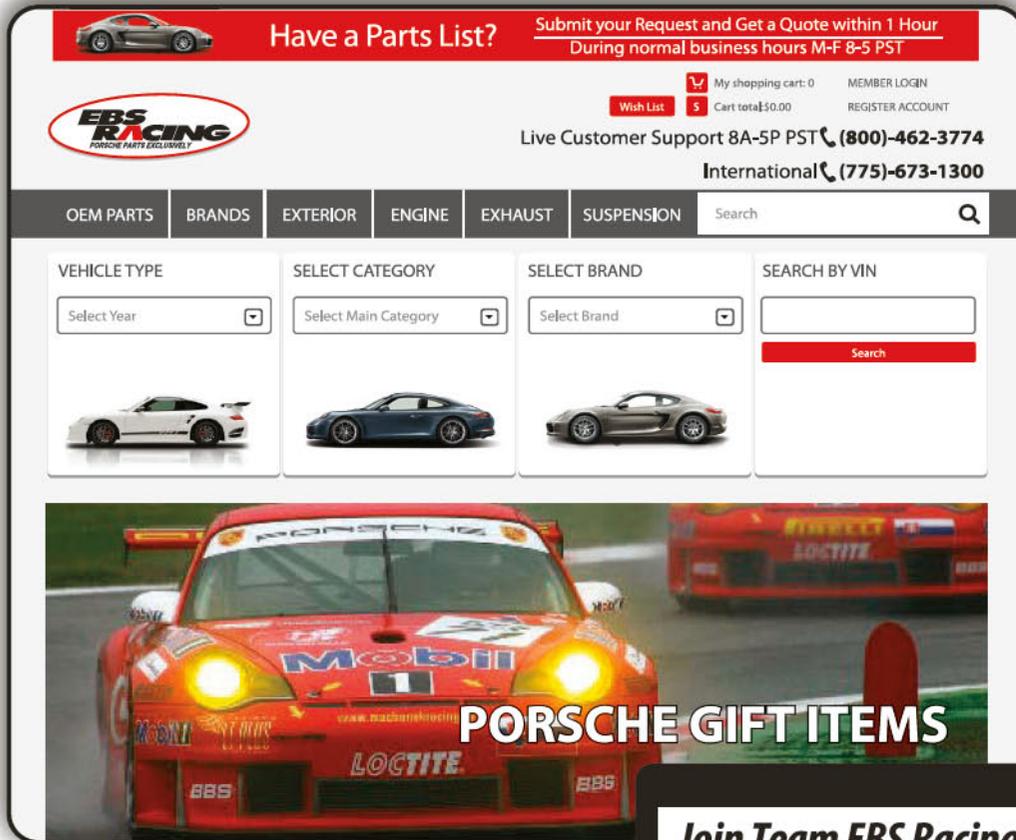
Website & Mail Order



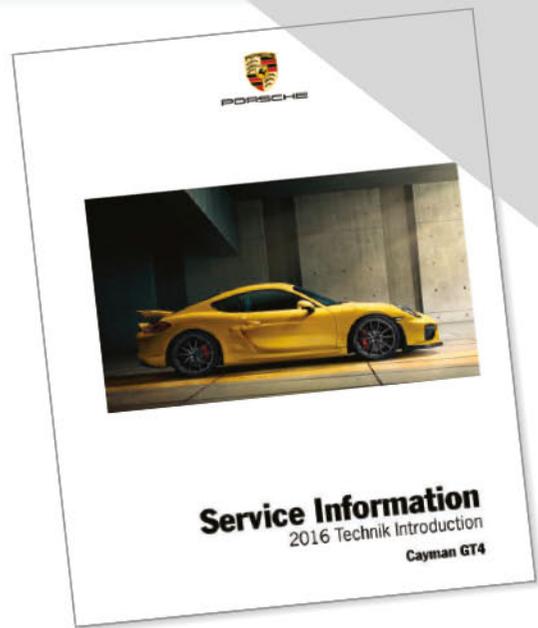
- PayPal Express checkout
- Automatic page translation
- Immediate dispatch on all stock
- UK & Worldwide courier via UPS
- iPhone & Tablet compatible

All Parts for All Models

New EBS website means...



- NEW Products
- LOWER Prices
- FREE Shipping
- NO Sales Tax
- 2-Year Warranty



Join Team EBS Racing
at
www.ebsracing.com

Dealers and customers:
Subscribe to our newsletter to see new product releases, tech info, videos, photos and more.
Signing up is absolutely FREE!

Enter Your Contact Info

Your First Name ...

Your Email Address ...

SUBSCRIBE HERE

This subscribes you to our newsletter

Join Team EBS Racing
Dealers and customers: join Team EBS Racing to receive our newsletter filled with new product releases, tech info, photos, videos and more. Sign up this month and receive a free pdf copy of the 2016 Porsche Cayman GT4 Technik Introduction.
Sign up at www.ebsracing.com.



EBSracing.com
email ebsracing@aol.com
toll-free **800-462-3774**
international **775-673-1300**
international fax **775-673-2088**
4068 S. McCarran Blvd. | Unit B | Reno, Nevada 89502



Recycle your magazine and seven days later it could come back as your newspaper.



The possibilities are endless.

www.recyclenow.com



Thinking of selling your Porsche?

Call us on 0117 992 4154 to arrange a no obligation appraisal and valuation of your car.



PORSCHE

Porsche Centre Bristol
The Paddock
Cribbs Causeway
Bristol BS10 7UH
info@porschebristol.co.uk
www.porschebristol.co.uk

HILLCREST SPECIALIST CARS

SPECIALIST IN PORSCHE



Service, Repair and Sales by factory-trained technicians



www.hillcrestspecialistcars.com 01491 642911
Whitehouse Garage, High Street, Nettlebed, Henley on Thames RG9 5DB

PORSCHE RELATED CHERISHED REGISTRATION NUMBERS

- | | | |
|----------|----------|----------|
| CAB 911X | 964 MC | 930 FF |
| REG 911E | 964 GC | XXX 911C |
| S911 LER | RSR 911K | 991 PD |
| POR 997T | RSR 911T | 911 RWS |
| POR 911K | RUF 911T | B911 RSR |
| 1974 RS | 911 SCR | A993 XXX |
| 993 G | 911 TYR | P993 POR |
| 993 POR | 911 FEG | D911 POR |
| 993 RUF | 911 MSD | 911 HDL |
| X993 POR | 911 SHE | 911 WVS |
| VNZ 911 | CAR232A | |

All on retention certificates for immediate transfer

TEL: 07730 007 694 EMAIL: erha300@aol.com

ORDER ONLINE
www.allzim.com

PARTS FOR ALL PORSCHEs LOW PRICES FAST SHIPPING

1804 RELIANCE PKWY. BEDFORD, TX 76021 USA

Fax: 001-817-545-2002
Phone: 001-817-267-4451

DRIVE THE LEGEND.

WHEN THINGS GET ROUGH.



BILSTEIN B6 4600.

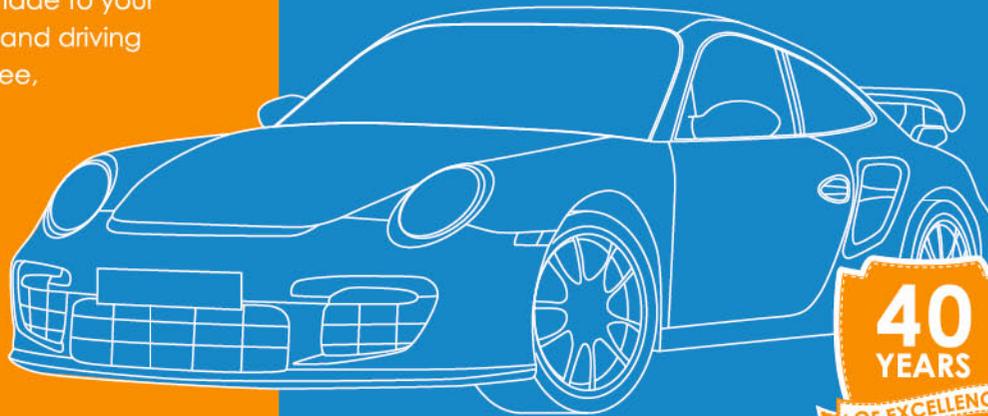
High performance when the road runs out: our BILSTEIN B6 4600 is the ideal gas-pressure shock absorber for all those who feel at home on and off the road. The precise adjustment reduces uncontrolled movement of high-bodied vehicles like SUVs and light trucks. The steering precision and the suspension's load carrying capacity are increased. That guarantees better control of your vehicle, safer handling and better traction.

bilstein.com



Specialist Car Insurance

Adrian Flux know how much you love your 911, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.



0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

Benefits available can include:

- FREE Legal Cover
- Track Day Cover
- Agreed Value
- Club Member Discounts
- Modifications Cover
- Limited Mileage Discounts

WORRIED ABOUT EXPENSIVE PORSCHE REPAIR BILLS?

15 years ONLINE

30 DAYS MONEY BACK GUARANTEE

95% POSITIVE FEEDBACK

multi AWARD WINNING



If your **Porsche** goes wrong, you could be faced with wallet busting repair bills. Not to mention the hassle of dealing with the garage and being without your motor for days, or even weeks on end.

An award-winning car repair plan from Warrantywise gives you total peace of mind when your car goes bang! All of our plans include car hire, hotel & onwards travel expenses as well as recovery as standard. You can also take your car to any VAT registered garage in the UK or Europe for repairs!

Best of all its been designed by motoring consumer champion, Quentin Willson.

Quentin Willson
Designed by **Quentin Willson**



QUENTIN WILLSON'S VIDEO GUIDE

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

Watch Quentin's Video Guide
www.warrantywise.co.uk/guide



Terms and conditions apply. Accurate at the time of printing.

Get a Quote Online
warrantywise.co.uk

Call us on Freephone
0800 678 1675


Warrantywise
Simply the Best in the Business

NEXT ISSUE

Issue 151 in shops and available for download from 22nd March



PORSCHE INDEX: 959

Complete history, drive review and buying tips
for the first 911-derived superstar



PORSCHE 911 PROTOTYPES!

Take a look through the Archives to
Porsche's famous 911 prototypes



ROAD LEGAL 3.5-LITRE RSR

We buckle up for a drive in Canford
Classics' inspired Rennsport project



993-ENGINE 3.2 CARRERA

Ninemeister's Colin Belton chucks us
the keys to his daily-driven 911 Q car



B3357, Devon

Written and photographed by **Alisdair Cusick**



© Derek Harper



© Derek Harper



© Derek Harper

LOCATION: Dartmoor, Devon
COORDINATES: 50.5524, -4.1223



©2016 Google

TOTAL LENGTH OF DRIVE:
20 miles

POINTS OF INTEREST:

- Dartmoor walks and history;
- Dartmoor ponies;
- Wistman's Wood;
- Dartmoor Zoological Park;
- Becky Falls;
- Widcombe Fair (September)

FOOD AND ACCOMMODATION:

- Two Bridges Hotel, Two Bridges
www.twobridges.co.uk;
- Ilington Country House Hotel, Ilington
www.ilington.co.uk/Home
- The Cornish Arms, Tavistock
www.thecornisharmstavistock.co.uk

A picturesque and open drive over the beautiful moors of Devon, with a variety of elevation changes, straights and bends to explore

One of the joys of Great Roads is in highlighting those tucked off the beaten track. Just take a look at our map on **Total911.com** and you'll see roads clustered out of the towns and spread all over the world. Yet there are still gaps, like the southwest of the UK. This month we right that, and offer up the B3357 in Devon.

Since 1951, Dartmoor has been a National Park. A walk there can take in everything from Bronze Age to Neolithic features, as well as the 'Tors', or hills usually topped with weathered granite. The military has long used it as a firing range, and a prison built in Princetown during the early 1800s is still in use today.

Devon has a bit of a reputation for narrow roads lined with tall, scratch-inducing hedges, which does explain the gaps in the Great Roads map. However, the B3357 is different, being a classic open-sided, well-sighted moorland to traverse.

The road is mostly open with long views, combining with undulating altitude and many bends and straights, while the built up areas are a little narrower. Leaving Tavistock we rise steadily up then open out to look over the moor, and even out to the Plymouth coast on the right. Here the road threads east, weaving an enjoyable line onwards. On the left you'll pass Wistman's Wood, and on the right will appear the eerie outline of

the prison. Look for long straights arching over hills, punctuated by a fun set of twists to break it up. The road narrows at Dartmeet but opens out for a few miles, then narrows after dropping down to Poundsgate.

Beatles fans may appreciate the bridge over the River Dart, where The Beatles' bus became stuck while filming *Magical Mystery Tour*. After this, it is a steady tootle to Ashburton. That it's a National Park means a 40mph speed limit, so be careful, though the rising and falling altitude, various bends and scenery changes mean there is always something to occupy you on the pedals. Take it steady, enjoy the drive and sample a traditional Devon cream tea on your travels! **911**

Beverly Hills Car Club

Specialized dealer of classic European & American cars



1970 Porsche 911S Targa

1970 Porsche 911S Targa featured with matching numbers and show here in its color code#1110 light ivory with gold script and black interior. It is equipped with its original 2.2 litre engine with a 5 speed manual transmission, air conditioning, Fuchs wheels and includes the jack and spare tyre. The Targa has a gorgeous patina and is an extremely collectible and sought after model. This is an excellent original blue plate California car which is mechanically sound.

Priced at.....\$125,000



1969 Porsche 911E Soft Window Targa
1969 Porsche 911E Soft Window Targa with matching numbers and comes with a Certificate of Authenticity. Featured here in red with black interior, the car originally came from the factory in an extremely desirable color code#6803 Ossie Blue. It is equipped with a manual transmission, Fuchs wheels and includes some miscellaneous parts. This is an extremely rare classic and is a perfect addition to any collection.

Priced at.....\$76,500



1972 Porsche 911T Coupe
1972 Porsche 911T Coupe with matching numbers in its original color code#117 light yellow with black interior. It's an excellent color combination and comes equipped with a 5-speed manual transmission, air conditioning, one year only external oil-filler door, Fuchs wheels and includes the jack and tool kit. An extremely original car.

Priced at.....\$38,500



1987 Porsche 930 Coupe
1987 Porsche 930 Turbo with 52,589 on the odometer and matching numbers featured in its original color code #700 black with black interior. This is a very desirable color combination. The car is equipped with a 4-speed manual transmission, BBS wheels, power windows, power seats, and sunroof and includes the jack and spare tyre. An excellent original car which is mechanically sound.

Priced at.....\$74,500



1972 Porsche 911E Coupe
1972 Porsche 911E Coupe shown here in Gulf Orange with black interior. The car is equipped with a 5-speed manual transmission, OEM radio, one year only external oil-filler door on the exterior of the car, cookie cutter wheels and includes the spare tyre. This is a very presentable Porsche which had a Limited production. The car has had the same owner for many years and is mechanically sound.

Priced at.....\$47,500



1974 Porsche 911
1974 Porsche 911 with 40,555 on the odometer and matching numbers in white with black interior with velvet inserts. It comes equipped with a 5-speed manual transmission, air conditioning, rear duck tail, cookie cutter wheels and includes the jack and spare tyre. It's been in the possession of the same owner for many years and is mechanically sound.

Priced at.....\$32,500



1977 Porsche 930 Turbo
1977 Porsche 930 Turbo with matching numbers and 60,441 on the odometer in its original color code#944 platinum metallic with green interior. This is a special order Sunroof delete. The vehicle is equipped with a 4-speed manual transmission, air conditioning, Fuchs wheels, power windows and includes the jack and spare tyre. The motor runs. This Porsche Turbo is an excellent original car and is extremely collectible and sought after.

Priced at.....\$89,500



1985 Porsche Carrera
1985 Porsche Carrera with matching numbers is featured in its original color code#700 black with black interior, which is a great color combination and is much sought after. The vehicle is equipped with a manual transmission, power windows, Fuchs wheels and includes the jack and spare tyre. It is a very clean and presentable car which is mechanically sound.

Priced at.....\$34,750



1988 Porsche 930 Cabriolet
1988 Porsche 930 Cabriolet with 75,876 on the odometer with matching numbers and featured in its original special order color code #36P Venetian Blue Metallic with white interior. It is equipped with a 4-speed manual transmission, power windows, air conditioning, power seats and includes the jack, spare tyre, boot and owner's manual. An excellent original California car which is mechanically sound.

Priced at.....\$69,500



1988 Porsche Carrera M491 Cabriolet
1988 Porsche Carrera M491 Cabriolet with matching numbers and 71,533 on the odometer shown here in its original color code #027 Guards Red with black interior. It is equipped with a factory M491 wide body, 5-speed G50 transmission, power windows, air conditioning, Fuchs wheels and includes the boot and owner's manual. It had a Limited production and is one of 171 imported for the U.S market in 1988. This Carrera is highly collectible and mechanically sound.

Priced at.....\$54,500



1972 Porsche 911 Coupe
1972 Porsche 911 featured in its original color code#117 light yellow with black interior. A beautiful color combination. The Coupe is equipped with a manual transmission, Fuchs wheels, one year only external oil-filler door, and includes the spare tyre. The car has been in the possession of the same owner for many years. The car has lots of potential and is a wonderful candidate for restoration.

Priced at.....\$34,750



1996 Porsche 993 Cabriolet
1996 Porsche 993 Cabriolet with 43,055 on the odometer in its original color code#25D Turquoise Metallic with grey interior. A gorgeous color combination and comes equipped with a 6 speed manual transmission, air conditioning, power windows and includes the tool kit, spare tyre and air compressor. A very presentable car which has had the same owner for many years. The car is mechanically sound.

Priced at.....\$47,500



1996 Porsche 993
1996 Porsche 993 with 72,105 on the odometer featured in Silver with black interior. This 993 is equipped with a manual transmission, power windows, power seats, sunroof, and air conditioning and comes with service documentation and includes the jack, spare tyre and tool kit. An excellent original California car which is mechanically sound.

Priced at.....\$44,500

Looking for classic or luxury sports cars?
• We buy and pick up from any USA location • Worldwide shipping



Please check our website as we have cars being delivered daily

Alex Manos, BEVERLY HILLS CAR CLUB 4576 1/2 Worth St., Los Angeles, CA 90063
T: +1 (310) 975-0272 <http://www.BeverlyHillsCarClub.com> E: sales@beverlyhillscarclub.com





*Made in Germany | www.fvd.net
Porsche® Tuning | Parts | Service*

since 1984

Tuning | Parts | Service



Like us on Facebook
facebook.com/fvdbrombacher



Watch our YouTube™ Channel
youtube.com/fvdbrombacher



No matter if you need parts for your aircooled or watercooled, we have everything you need.
Simply visit us at www.fvd.net and discover why more enthusiasts choose to put our passion into their Porsche®

fvd Germany

phone: +49-7665-98990

fax: +49-7665-989920

www.fvd.net

fvd North America

phone: +1-954-571-2050

fax: +1-954-571-2060

www.fvd.net