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912 HOT ROD
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"PORSCHES HAVE ALWAYS BEEN IN OUR FAMILY"

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Welcome

The plight of the 991 GT3 so far has made for a bizarre episode, hasn't it? Much pomp was made of the devisive new track titan on its release at the start of 2013. Equipped with new technologies that moved it further away from its thoroughbred ideology than ever before, many hacks and enthusiasts decried the 991 – and we even questioned if Porsche had gone a step too far with it back in issue 99. However, the first drive soon silenced the purists (or technophobes as I call them) as the lastest GT3 basked in its own glory as one of the very best 911 driving machines yet.

Then came the engine fires, followed by 'stop driving' and then recall notices. This was a frustrating yet lucrative time for owners, for while their newly arrived GT3 went AWOL for a number of weeks, the compensation package offered was handsome – especially as while these performance idols were caged at OPCs, their values increased.

All affected GT3s were back on the road last year, though after Porsche announced they'd stopped building any more (for now), values of this coveted 911 continued to shoot upwards. As such, even OPCs are now selling examples for up to 50% more than original book price, and these are used 911s that are two years old don't forget. If you were a patient GT3 owner, you've probably done quite well out of the whole affair.

Of course this is just a sub plot to our mouth-watering GT3 v Turbo feature this issue. I won't spoil the unusual head-to-head for you but the test with the 991's best two supercars (outside if an RS) certainly made for a great way to see in the spring in what is the biggest year for the Porsche 911 since the fabled switch to water-cooling in 1998.

And, speaking of Rennsport, I recommend starting your own countdown to the on-sale date of the next issue, where we'll be formally welcoming an exciting new addition to the Porsche 911 family...

"This the biggest year for the 911 since the fabled switch to water-cooling"

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911 Opening Shot

The Brecon Beacons' winding western edge makes for the perfect Porsche 911 playground. The 991 GT3 and Turbo on test provoke plenty of discussion, utilising similar technology but with markedly different results.

Photograph by **Alisdair Cusick**

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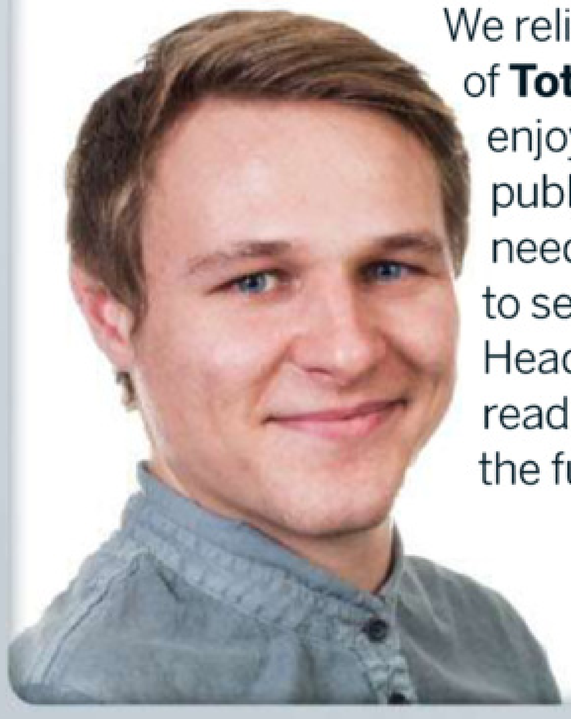
Join our Total 911 Reader Panel today!

Take our three-minute survey at www.total911.com/survey and win a place on our panel



We relish creating each and every issue of **Total 911**, hopefully as much as you enjoy reading it. In order to make the publication even better though, we need to know what YOU would like to see when you pick up a new issue. Head to our website and take our reader survey and let your input shape the future of our great magazine.

Lee Sibley

Lee Sibley
Editor

INSIGHT 2015

Complete our survey to join our Total 911 panel and:

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"Much has changed with these two supercars for the 991 generation"

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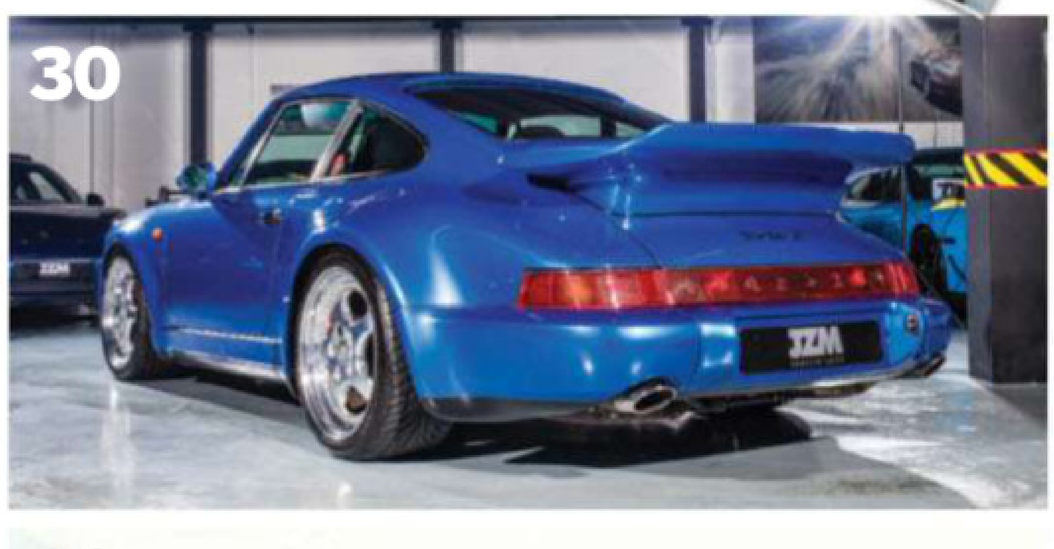

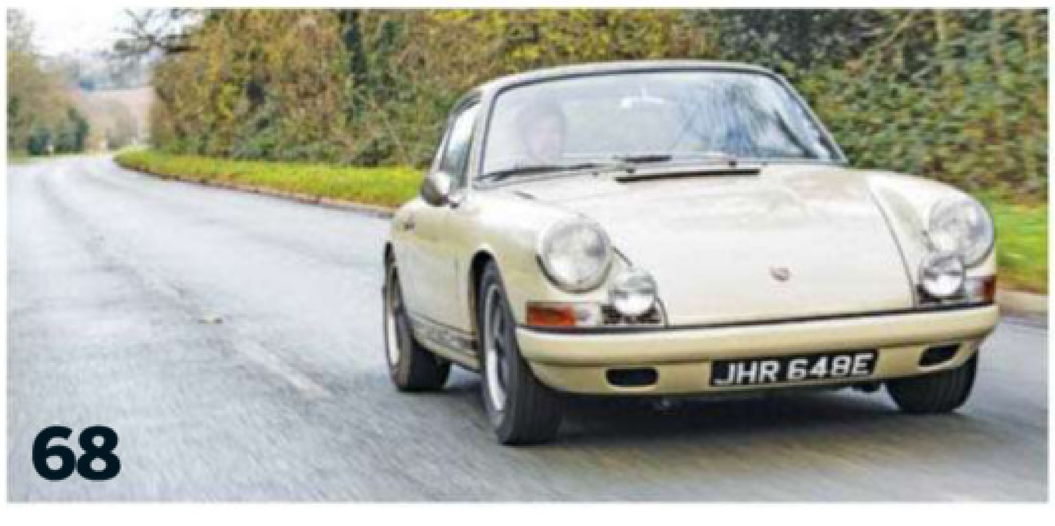

Update

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

Porsche releases new 991 Club Coupe

Stuttgart celebrates 60 years of the world's biggest Porsche club with special edition

To mark the 60th anniversary of the Porsche Club of America, Porsche Cars North America has commissioned a new Porsche 991 Club Coupe, officially revealed at the new US headquarters at One Porsche Drive, Atlanta.

To mark each year of the PCA's existence, 60 examples of the special edition 991 (officially known as the GTS Club Coupe) will be built, with the first car off the production line available for club members to win via a raffle. The remaining 59 new 991s of this special model will be offered to Porsche Club of America members from June 2015 onward.

Based on the latest 911 Carrera GTS, the Club Coupe uses the wider Carrera 4 body shell and is mechanically identical to the rear-wheel-drive 991 GTS, featuring the 3.8-litre Powerkitted flat six that develops 430 horsepower. The Club Coupe also retains the black decklid grill, exhaust tip and trim strip between the rear lights. But there are also a number of notable aesthetic differences to the regular GTS.

The most prominent is the 'Club Blau' paintwork, a newly created hue specially developed for the Club's 60th anniversary. The car sits on Sport Classic wheels, with a Sport Design ducktail and wing mirrors.

Inside, the stitching, seat belts and rev counter are all finished in contrasting Carmine Red. The carbon fibre dashboard strip contains an anniversary commemoration and the centre console features an embossed '60'. The Alcantara steering wheel includes a red marker at 12 o'clock with Carmine red and blue stitching. A Club Coupe Package is available as an extra including leather-edged floor mats and the vehicle key finished in Club Blau.

Making its public debut at the 24 Hours of Daytona, the new 991 GTS Club Coupe is priced at $136,060 (excluding the $995 destination charge).

Bernard Cassone ©2015 Courtesy of RM Auctions

StoneMags.com

2.7 Carrera RS Lightweight outshone in Paris

£2,111,400 raised by five Porsche 911s at RM Auctions in French capital

After a tough time in Arizona for the 1973 Porsche 911 Carrera RS, RM Auctions realised €925,000 (£707,625/$1,059,125) for a matching numbers Carrera 2.7 RS Lightweight at its Paris sale last month.

A non matching numbers 911 Carrera RS Touring sold for €445,000 (£340,425/$509,525), but it wasn't a Rennsport Porsche that caught the eye.

Despite coming up short of its low estimate by €50,000, a flurry of last-minute bidders helped RM achieve €1,050,000 (£803,250/$1,202,250) for an ex-factory Porsche 911S. Used by Pauli Toivonen to win the 1969 Acropolis Rally, the car was later converted to 2.5-litre S/T specification for the 1972 24 Hours of Le Mans.

Also under the hammer, a 1992 Porsche 964 RS sold for €180,000 (£137,700/$206,100) while a 3.2 Carrera Speedster realised €160,000 (£122,400/$183,200).

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What's on in 2015

March

April

Geneva Motor Show
5-15 March
The first European motor show of the year will see the 991 GT3 RS unveiled

Amelia Island Concours
13-15 March
The Florida-based classic celebration also sees an RM Auction sale on 14 March

Porsche Museum Long Night
14 March
Open until 2am, the Museum will start up a number of race and road cars on the forecourt

Porsche Sport Driving School UK
17 March
A single-day 'Precision' course at the Silverstone Experience Centre costing £760

New York Auto Show
1-12 April
Porsche heads to the second major American motor show of the year

Porsche Club GB AGM
18-19 April
Club Officials' conference is followed by the annual general meeting at Cornbury House

Josh Sadler sells Autofarm after 40 years

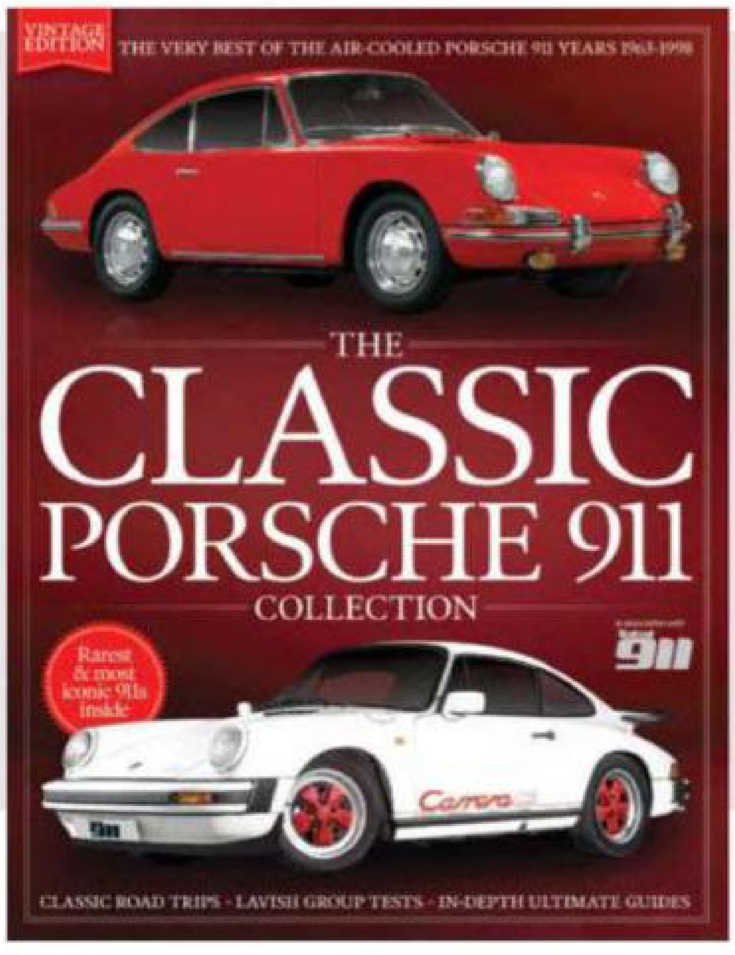
New ownership for one of the UK's most famous Porsche specialists

After 40 years running one of the most respected independent Porsche specialists in the UK, Josh Sadler has sold Autofarm in a management buyout led by Mikey Wastie and Steve Wood. Wastie, who has worked at Autofarm for over 15 years, will lead the growing Engines, Projects and Restoration division while Wood (an extra Carrera Cup racer) will head up the company's Service and Storage concerns.

"We have been working on making this a seamless transition for staff and customers for some months," explained Sadler. "I am delighted Mikey and Steve engender the true passion needed for the Porsche marque and our customers." However, Sadler will not be stepping away entirely from the company he has led for four decades, instead focusing his energies on the burgeoning Classic and Heritage side of Autofarm's business.

"As 911 values have risen, provenance has become increasingly important and investors are seeking perfect, correct specification cars," Sadler continued. "It's an area where with Autofarm's expertise and history, we can really help customers."

The transition to the new management has taken place discreetly in the background, retaining all the current Autofarm staff as well as hiring two new employees (including an apprentice). Preserving the character and personal touch of Autofarm is a key concern for Wastie and Wood, as the former explained: "It is an immense privilege to now own and manage this company. Steve and I have been involved with Autofarm for a combined 25 years so we understand and appreciate what we now have; Josh still being part of the business is a huge benefit as we take Autofarm forward."



Classic 911 bookazine on sale

Latest offering in association with Total 911 caters for classic fans of the Zuffenhausen favourite

The makers of **Total 911** have launched a new bookazine dedicated to classic 911s, ideal for both long and short-nose fans. From the original Porsche 901 of 1963 through to the end of the air-cooled 993 era in 1999, **The Classic Porsche 911 Collection** includes a host of features, compiled in association with the **Total 911** team.

Inside you'll find a range of classic road trips, lavish group tests and in-depth ultimate guides on some of the rarest and most iconic Porsche 911s to ever roll out of Werk II in Zuffenhausen.

Available for £9.99, you can get your copy of **The Classic Porsche 911 Collection** in store now. Alternatively, you can order it online for home delivery at **www.imagineshop.com**, or download a digital version via www.greatdigitalmags.com.

In brief

Road Angel Halo

Leading speed management and drive safety device manufacturer, Road Angel, has launched its new Halo accident camera system, developed to provide reliable video evidence in the event of automotive accidents and other incidents.

With a 1280x720p front-facing camera and 640x480p rear-facing unit, the Halo features an internal g-force sensor that immediately causes recording to begin when detecting a sudden impact, from parking knocks to traffic accidents.

With an RRP of £199, find out more (including a list of your local stockists) by visiting **www.roadangelgroup.com**.

Rennsport V date change

The date for the fifth running of the Porsche Rennsport Reunion has been moved forward two weeks with the motorsport extravaganza now taking place at Mazda Raceway Laguna Seca on the weekend of 25-27 September. The change is due to an unforeseen clash with an FIA WEC race.

"By moving Rennsport Reunion V ahead two weeks, we ensure that our current 919 Hybrid LMP1 and 911 RSR race teams and, more importantly, our new generation of racing heroes can join our racing legends and be part of the festivities among our many fans," explained Porsche Cars North America President and CEO Detlev von Platen.

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911 in Motorsport

The latest news and results from racing series around the globe

Porsche announce FIA WEC line up

Total 911 columnist Nick Tandy gets 919 drive at Le Mans

Porsche has confirmed its 2015 FIA World Endurance Championship line-ups with an all-new driver pairing in the number 91 Porsche Team Manthey 911 RSR.

After mainly racing in America last season, Richard Lietz switches back to the WEC in 2015 where the Austrian racer will be joined by second-year factory driver Michael Christensen. The Dane also raced in the Tudor USCC last season, where he partnered Patrick Long, who will switch to a full-time FIA WEC seat with Patrick Dempsey. The Austro-Danish duo will be joined by Jörg Bergmeister at the 24 Hours of Le Mans.

In the number 92 RSR, Frédéric Makowiecki and Patrick Pilet will renew their partnership from last season, which yielded a victory at the Six Hours of Shanghai. Manthey's all-French line-up will team up with Wolf Henzler at Le Mans, the German returning to La Sarthe after missing the 2014 race.

Makowiecki had been in the running for a seat in the third Porsche 919 Hybrid Weissach will campaign at the Six Hours of Spa and 24 Hours of Le Mans. But after official confirmation of the car's Le Mans entry by the ACO, Porsche announced Nick Tandy and Earl Bamber will partner Nico Hulkenberg in the third 919.

Tandy and Bamber impressed in testing outings in October and January respectively, and join Timo Bernhard and Marc Lieb as 919 Hybrid racers who have worked their way through Porsche's Carrera Cup and Supercup system. You can read Tandy's perspective on the news in his column overleaf.

EB confirm 2015 plans

Packed calendar for 2.0-litre SWB and RSR historic racers

Two-time Masters Historic Racing champion EB Motorsport is set for a busy 2015 season having firmed up its racing plans with its trio of classic 911s, led by the team's recently built 2.0-litre short-wheelbase car.

After a top-20 finish in last year's Historic Six Hours of Spa, EB Motorsport's 1965 Porsche 911 will return to the classic Belgian endurance race. However, the car's first competitive outing of 2015 will see it take to the world-famous Goodwood Motor Circuit for the 73rd Members' Meeting on 21 and 22 March.

EB Motosport's venerable 911 3.0-litre RS and RSR will also return to the track this season, once again competing in a host of FIA Masters races, starting at the Donington Historic Festival in May. From there, the iconic Rennsport racers will head to Monza and the Nürburgring Oldtimer, hoping to replicate the success the cars saw at last year's Silverstone Classic event.

Delecour wins Monte Carlo RGT

Tuthill 997 takes victory on FIA RGT Cup 2015 season opener

François Delecour triumphed in the inaugural FIA RGT event, held during the opening round of the 2015 World Rally Championship, the iconic Rallye Monte Carlo.

Campaigning Tuthill Porsche's 997 GT3 RS 3.8-based rally car, the French WRC legend finished almost a full three minutes ahead of factory Porsche racer Romain Dumas during the four-day event held around the icy mountain roads of Monaco and southeast France. Delecour took the RGT class lead on Special Stage 1 and was never headed across the rally's 14 special stages and 208.5 miles of competitive action.

"This rally has been a huge challenge," explained Delecour, having secured victory in his 'Visit Romania'-liveried 911. "Snow and ice on the twisty mountain roads makes a great test for the driver! The final day of managing the gap to Dumas while driving quickly to keep concentration was not easy: I am so happy now! We will celebrate tonight with family and friends and this amazing team."

Dumas secured second in the RGT class, while 911 rally stalwart Marc Duez returned to action in his 996 GT3-based car to take third. The FIA RGT Cup continues in June, heading to Duez's home ground of Belgium for the Ypres Rally.

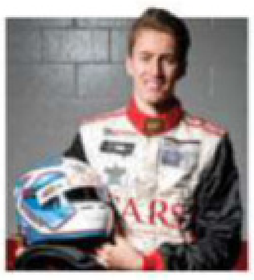
Motor racing in 2015

March

April

Blancpain Endurance Series	12 Hours of Sebring	FIA WEC Prologue	Carrera Cup GB Rd 1	FIA WEC Silverstone	USCC Long Beach
11-12 March	**18-21 March**	**27-28 March**	**4-5 April**	**10-12 April**	**17-19 April**
The official 2015 test day takes place at the Circuit Paul Ricard in France	Can Porsche defend its Sebring crown at the 63rd running of this demanding enduro?	The first official outing for the 2015 Porsche FIA WEC teams at Paul Ricard	Josh Webster kicks off his title defence around the Brands Hatch Indy circuit	Porsche begins its World Championship hunt at the home of British motorsport	The Porsche 911 RSRs will be in action around the Californian street circuit

Total 911's racing columnists



Supercup superstar: Ben Barker

Our Porsche Supercup star recounts his season-opening race Down Under at the 12 Hours of Bathurst

For 2015, like last season, I returned to action at the increasingly competitive 12 Hours of Bathurst in Australia, driving Grove Racing's 997 GT3 Cup car. Stephen Grove, who owns the team, had done a mega job to get prepared, upgrading the car with a completely rebuilt engine, a Hollinger paddleshift system and new brakes. It was perfect for an endurance race and I was really impressed with his level of professionalism.

After putting in some quick practice times, I was the qualifying driver but we had a small problem with the paddleshift system. With the problem lingering, I couldn't turn the awesome setup into an ultimate lap time. We still qualified second, four-tenths off pole, which, for a 12-hour race, is not a huge hindrance.

Luke Youlden started for us, getting into the lead before starting to pull away. I jumped in second and put in a really good stint, extending the lead and setting the lap time we had expected in qualifying. We were looking really strong. Stephen did an awesome job, too. Last year he won the Elite title in Carrera Cup Australia, staying out of trouble all year – no mean feat in that series. It's exactly what you want because you know you'll get the car back damage-free.

About seven hours in, the paddleshift problem reared its head again. Stuck in fifth gear, Luke had to pit, losing a lap while it was turned off and on again. It now worked perfectly, but when I jumped in, the starter button wouldn't work either, losing another lap as the team replaced the broken wire.

Luke got one lap back during his final stint before I jumped in, gunning it for the last hour of the race. After making up another lap, we suddenly found ourselves just back on the lead lap. Trailing the safety car waiting for the race to go green again we got wind that the leading Class B car was rapidly running out of brakes and lapping 20 seconds slower than us.

Back racing again, I was hanging on to a gaggle of Class A cars when the Audi in front of me ran wide. I needed to keep my momentum up, so decided to pass him on the outside going into the last corner. Realising he'd be later on the brakes due to his ABS, I gave him room to come back through, but the same courtesy was not extended back to me. Squeezing me onto the grass, I was spun into the gravel.

We were so far ahead of anyone else, we retained second, but after charging back, it was gutting to miss out on another victory. Still, I was proud of my performance across the weekend. I love Bathurst and I got into a really great rhythm, which is crucial for driving that track fast. Fingers crossed I can come back next year to make amends.

Photo Credit: Sacred Coffee

Carrera Cup champion: Josh Webster

Being Carrera Cup champion doesn't mean that Josh hasn't spent the winter finding the budget for 2015

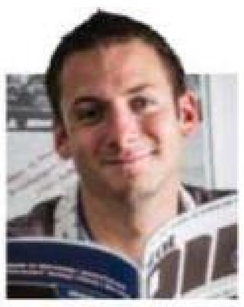
There's now just a month to go until the new Carrera Cup GB kicks off. Much of the winter of it has been spent securing the sponsorship to get me back on the grid. My Porsche GB scholarship provides £80,000 toward the budget, but the balance is provided by my sponsor partners.

As well as keeping fit in the gym and learning tracks on my new simulator rig, securing the budget has taken up most of my time during the off-season. On my 21st birthday I was actually up in Leeds talking to a potential new partner, so with eight hours in the car there were no wild celebrations!

Despite being the Carrera Cup champion, getting the budget in place for the year ahead is still hard, but I enjoy the challenge. We don't have management, it has always just been my family and me: Team Webster. Some partners come on board through connections you've already built up – motor racing is, after all, about who you know a lot of the time – while cold-contacting people, sending them a marketing pack, can also work, but it's harder to get results.

I've been doing some work with my existing partners too, doing presentations and Q&A sessions at their seminars and meetings, as well as a bit of on-track coaching. It's important to understand partners' needs to ensure they get what they want from the relationship, and I work hard to add value to their business.

I've got some great backers, such as Nine Group, Porsche Retail Group, Close Brothers Leasing and Admiral, and I'm very excited to be adding new partners to that portfolio ahead of the 2015 season. With their strong, continuing support, I hope to give all my partners another exciting and successful year on the track.



The factory driver:

Nick Tandy

gives his views from beyond the pit wall

Racing to the top

Nick talks about his promotion to the top echelon of Porsche Motorsport

It's official. This June I will be following in the footsteps of Richard Attwood, Derek Bell and Allan McNish, all British drivers who have raced top-class Porsches at Le Mans. All three have also won at La Sarthe in Weissach machinery, so there's no pressure to perform alongside Nico Hulkenberg and Earl Bamber in the third 919 Hybrid LMP1 car!

Joking aside, it's a huge honour to be chosen by Porsche as one of their LMP1 drivers this year. When I signed as a factory driver in 2013, I knew about the prototype programme, so it was always an aim. Just to be invited to test the car was an honour, but to see my performances have paid off is brilliant, and it shows the faith in the strength of drivers Porsche has across its programmes.

As a team, we haven't had a great deal of time together, but I've been at the race track with Nico testing last year, have now completed a couple of race weekends with Earl in TUSC, and we've also all been at the factory together for the technical briefings and the seat fitting. Everything seems very good: Nico and me are a similar sort of age and a similar level of experience. Earl has a lot of seat time in different series too, people are surprised when he comes out and does what he does, but he's been in high-level motorsport for a long time now. We all have respect for what the other is capable of behind the wheel.

Porsche has obviously got a great deal of confidence that we can all do the job, too. Earl is new to Le Mans, and Nico is new to sports cars so it's a bit of a strange feeling to consider myself the more experienced of the three, which I didn't think I'd be saying at this stage in my career, especially in a top-level factory team.

The 2015 919 Hybrid is similar to last year's car, but it's improved in every aspect – as you would naturally expect from the second evolution. 2014 was Porsche's first attempt at a top-class prototype for a little while and we learnt a lot last year. Everything has been optimised and improved upon for this year.

From a driving point of view, the new car feels much more natural, much more like a 'normal' racing car from behind the wheel. The hybrid harvesting under braking and corner entry affects how the car behaves during the most critical part of cornering. This is something we have tried very hard to improve on this car. The harvesting is now not so obvious and you don't have to drive around it, so it works much better with a natural driving style. This will make it easier, for all three of us in the third car, to get to grips with.

Porsche make sure we're physically prepared as racecar drivers, which means it's not a problem jumping across from the 911 RSR. One thing the g-force does affect, though, is the neck, and although we have regular resistance exercises in the gym and at home, the best way to train it is simply to drive the car. That's the only way to work those exact muscles. The testing hasn't been a problem so far, but I haven't done triple or quadruple stints in the car yet. That will be something we'll do in the endurance testing in the run-up to Spa, which we're also doing as a warm up to the big one; Le Mans.

Obviously, I'd love to expand into a full-time seat in the WEC one day. However, for now, I'm just focusing on doing the best job I can, repaying the faith put in me by Porsche. It feels like an age since I first jumped into a 919 back in November, so I just can't wait to get going at Spa. All the testing is good because I know it's leading up to something – racing! That's what we love doing.

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Porsche lifestyle

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1 Porsche 911 Turbo S Exclusive Edition model

£40

Did you miss out on securing a real Porsche 991 Turbo S Exclusive GB Edition? Don't worry, thanks to Porsche's collaboration with Minichamps you get this 1:43-scale version on your desk for just a fraction of the cost. Finished in GT Silver, it has all the usual excellent detail expected of the German model maker.

shop2.porsche.com/uk

2 Porsche 991 key USB

£35

Possibly not the best USB device for current Porsche 991 owners (it would, after all, be slightly embarrassing to try and start your flat six sports car with an 8GB memory stick by mistake). However, for the rest of us, the 911-inspired shape proves beautifully ergonomic, and it is also a great tool for fooling people into thinking you've got your own brand-new Porsche on the drive.

shop2.porsche.com/uk

3 'Sport Classic' pouch

£40

This classically styled key pouch features both smooth and grained black cowhide leather. Featuring a small slit pocket on the outside – which is ideal for fuel receipts and other such items – your Porsche 911 key is attached to the inside of the pouch via a black leather strap. This key pouch is perfect for protecting keys that have been matched to your own 911's body colour by the Exclusive department.

shop2.porsche.com/uk

4 Porsche Crest key ring

£15

Simple is often best, and this iconic Porsche crest key ring is an elegant addition to any 911 key set. The metal Porsche emblem is expertly mounted onto a padded leather base, which is available in red, blue, white, yellow, cognac and the black on show here. The wide range of colours available ensures you are certain to find a hue that compliments your Zuffenhausen pride and joy.

shop2.porsche.com/uk

5 911 Carrera USB stick

£35

When you've finished your hard, diligent work for the day, you can store all your important data on this stylish 991 Carrera USB stick, perhaps resplendent of your Porsche 911 sports car outside. This Mac and Windows-compatible memory stick has a useful memory size of 8GB and features a retractable USB plug to avoid scratches and damage when not in use. We like the black chrome, too.

shop2.porsche.com/uk

6 Porsche 911 Carrera GTS 1:43 model

£40

Who in their right mind wouldn't just love their own Carmine red 991 Carrera GTS? The stunning crimson launch colour really sets the latest addition to the 911 range apart. Okay, so this Driver's Selection model may only be 1/43rd the size of a real widebody 991, but it is nearly 3,000 times cheaper, so that's not bad value at any rate.

shop2.porsche.com/uk

Storemags.com

Views

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

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Star correspondence

Boxster Coupe				
29	87.900	618	221	2893
34 S	106.500	644	230	3436
911 Coupe				
Carrera 2	156.900	593	212	3436
Carrera 2 S	181.500	627	224	3800
Carrera 4	168.900	613	219	3436
Carrera 4 S	193.600	655	234	3800
Turbo	276.500	635	227	3800
Turbo S	331.900	635	227	3800
GT3	235.300	982	289	3799
911 Cabriolet				
Carrera 2	178.300	607	217	3436

Greek crisis

Dear Sir,

Living in Greece these passed few years has not been easy, although I do have a companion to help me through my hard days and long weekends. It is a 2007 Porsche 997 Turbo (it has 550bhp and a few carbon bits) and the new price of it here in Greece was, wait for it... €235,000, which is equivalent to £180,000. From what I understand, that's more expensive than what the car cost in the UK.

Anyhow, I decided to buy a local car magazine (I only read English car magazines, yours included) just to check new car prices. After slowly going through the car brands, carefully checking their prices, I moved onto Porsche, then to 911, then to the 991 Turbo S – and the price was €331,900. I've even attached a photo to prove it! That's £254,942. Is that crazy or what? If I'm not mistaken, the price in the UK is actually £142,120.

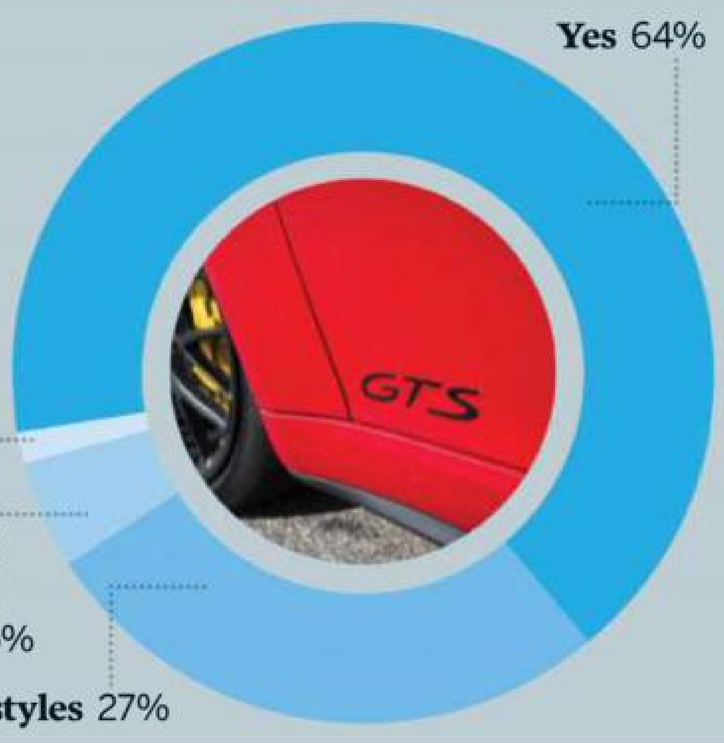
After that I went on a global search to find a more expensive 911 than in Greece, and failed. So, people living in the rest of the world, please don't complain about how expensive cars are in your country. Just come to Greece: warm, good food, beautiful sea and a very poor economy with so much financial problems under Troika control. But, hey, we sell the world's most expensive Porsche 911.

Arthur Petrosyan

Total911.com Poll

Should Porsche reserve the GTS badge for 911 Coupes?

On the back of our opinion column bemoaning the 991 Targa 4 GTS, we wanted your view on Porsche's GTS proliferation. Here are the results:



No, it is also suitable on the Targa 1%

No, it is also suitable on the Cabriolet 5%

No, it should feature on all three body styles 27%

@Total911

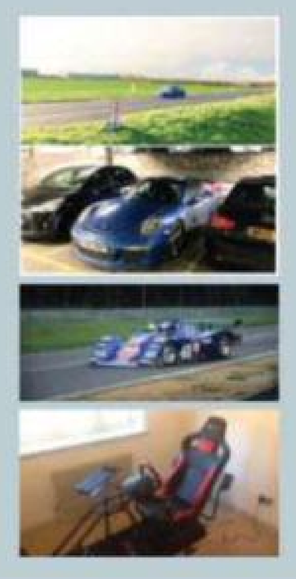
The best views across our social media streams:

@itsleesibley: Capabilities of the 911 GT3 defined: parked up in a multi-story an hour after a track session. Butzi would be proud.

@ImagineMD: Proud to see a copy of @Tota911 in my local @PorscheGB_PR dealership

@MrDerekBell: #TBT @Total911 DB in the Kremer Porsche K8 another of the lesser known #Porsche race cars 6th at the 1994 Le Mans race

@joshjwebster: Thanks to @GTOmegaRacing for the Pro Cockpit. Comfiest rig ever and will help a lot this year learning circuits!



Write to or email us with your Porsche opinions and the star correspondence will receive a complimentary copy of **The Classic Porsche 911 Collection** bookazine worth £9.99!

Praise for the 996

Dear Sir,

Lee's online defence of the 996 is very well written. I didn't know about your fine magazine with its contentious attitude quite a rare thing to find nowadays until I read it.

Back in the early 1990s in Weissach, it was nothing but dark and cloudy days as the 996 came into being. Such was the financial meltdown inside Porsche, a couple of my designers had to be sent home despite me voluntarily offering to have my salary cut. It wasn't about a choice of doing the 996 as it is, it was a daily struggle (especially with the control of the bean counters). The initial design of the 996 didn't even feature a moving spoiler because the budget was not enough for its development. Among many other minor downsides, it was a very design hostile environment.

It was about creating the maximum bang for the buck and I had to play tricks to win back the moving rear spoiler in order to save the typical 911 silhouette. A fixed spoiler would kill the 996 instantly because not only is the slope back silhouette holy for any base 911 the bread and butter model of Porsche but also, could you imagine trying to get a decent lap time without a much needed spoiler!

The sleepless nights and every agony paid off when the 996 started generating record yearly sales. In the first year of the 996 Turbo, production had to be doubled up because the order book was piling up after it was launched at the Frankfurt Motor Show back in 2000. The rest is history and the 996's body shape established a legacy for all the replacements that have followed, until the 991. That is a 'no comment' from my end.

Pinky P Lai

Porsche hunt

Dear Sir,

I'm searching for my late grandpa's car, a Minerva Blue 1976 Porsche 911 2.7 Coupe. Hopefully, I can locate and restore it to its original state.

My grandfather passed away on Christmas Eve 2014 and was my Porsche inspiration. Thanks to him, I've enjoyed many Porsches through the years and now my collection has expanded to a 1972 911T Targa, a 1972 911E, a 1977 930 and a 2011 GTS Cabriolet.

So far, I've reached out on Porsche forums and social media to track down his old 1976 911. I've been amazed how helpful folks have been: a chap from the Porsche Club GB tracked down the previous owner who sold it in 2007, unfortunately he did not keep the buyer's information, but was able to provide an approximate location (Hendon, in northwest London).

The standard background search for the registration (PAY 120R) established that the car and registration are still together; there have been 12 owners with the last change in 2007 and unusually the report provided the correct engine number. It's incredibly difficult to cross reference an engine number to a VIN number, but with the help of some incredibly nice folks another forum managed to get the correct VIN: 9116301721.

I recently received a comment confirming the car is still insured, so this bodes well that it is still intact and with a sympathetic owner. I'm now reaching out to see if you can help spread the word.

Michael Meldrum

Viva Las Vegas

Dear Sir,

I just read the SEMA Show round up in issue 121. The sub headline had my head

Join the debate

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

@Total911: Watch Porsche restore the oldest 911 in their collection and unwittingly show the Cayman GT4.

@DickieMeaden: @Total911 Next you'll be telling me they parked an undisguised 991RS in car park beneath the Nürburgring Dörint #cunningstunt

@Josh_No90: New Porsche 919 Hybrid looks good. Glad to see the end of the F1-style raised centre noses:

@SteinhardtPhoto: Shooting this amazing 964 3.3 Turbo Leichtbau today for @Total911. @JZMPorsche have some beautiful cars in stock!

Total911.com hot topic:

The lost generation of Porsche motorsport fans

In our latest online opinion column, we wondered if there's a lost generation of Porsche motorsport fan. Here are the best of your responses:

I think you're absolutely right. The Carrera Cups never held such appeal as the likes of Le Mans etc. But we must remember that it was racing series like the Carrera Cup that kept Porsche's finger in the pie, so to speak. If the dark cloud was the absence of the Porsche factory from top-flight racing, the silver lining was that they still had their Motorsport department working away behind the scenes.

sycmatt

I'm also in the author's situation, but the internet provides lots of good memories.

@Stablawki

Yes. But my 19-year-old son is being briefed and brought up to date!!

@Spyderidol

Most certainly. They now need to get them back. 2015 needs to be a good year.

Brian Merris

Porsche did however remain in the GT classes at Le Mans and seemed to be content with various class victories. I've been hoping for their return for the last 16 years. It was very emotional to see their 2014 return, albeit disappointing.

Rui Vieira da Silva

Contact Total 911

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spinning: "The best modified Porsche 911s descend on California for the 2014 running of SEMA".

Las Vegas is in the state of Nevada, not the state of California. As a matter of fact, the most populated Californian area is a five-hour drive from Las Vegas. Can I send some maps of the United States to your staffers please?

I do love your magazine and find it inspiring. Keep up the good work for us colonials!

Dick Lague

PD-Great?

Dear Sir,

How hollow is it to have this super machine – the 991 GT3 – and stick it in 'D'? At least offer the full manual option and not some stupid PDK-based manual transmission. To me this new GT3 is just a sports car (like every Ferrari and Lamborghini, McLaren), not a driver's car. It lost 40 per cent of its ability to provide entertainment right out of the gate. Bravo to those customers who returned their GT3 and woke up!

Thomas Behr

993 C4S X51

Dear Sir,

I've been reading the magazine for a couple of years and have always appreciated the competence, expertise and level of detail.

As a 993 C4S X51 owner I'm surprised and disappointed to not even find a mention of the 3.8 factory versions in the 993 C4S buying guide from issue 122. I hope you guys don't let this loose end lie.

Philip Vandewalle

WIN! Win a full Hunter geometry alignment

Over the last 12 months, Revolution Motorstore has been building the world's largest online suspension and chassis catalogue, with over 42,000 products now added to its easy-to-use internet shop and aided by an abundence of images, specs and full prices.

To celebrate, Revolution Motorstore is giving away a full Hunter geometry alignment to one lucky **Total 911** reader based in the UK and who is willing to travel to their premises. Not to be confused with the old-style laser alignment systems, the Hunter Engineering unit used by Revolution at its store in Gateshead uses digital imaging technology to provide pinpoint geometry readings.

By ensuring that your camber, castor, toe and thrust angle settings are correct, you can ensure your Porsche 911's handling is as good as the day it left Werk II in Zuffenhausen. On top of this, it improves the rate of tyre wear and reduces fuel consumption.

As part of the prize, Revolution will fill the winner's tyres with nitrogen using its state-of-the-art Uniflate equipment. Compared to oxygen, nitrogen inflation provides much more stable tyre pressures, once again resulting in improved handling, tyre wear and fuel mileage.

To win this incredible prize and get your Porsche 911 ready for the summer driving that lays ahead, just answer this simple question:

Which gas does Revolution Motorstore use to inflate tyres?
a) Hydrogen
b) Oxygen
c) Nitrogen

Send your answer to **competitions@total911.com** with 'Revolution' in the subject line. The Editor's decision is final. Full terms and conditions can be found on the **Total 911** website. The closing date is 25 March 2015. Good luck!

Total 911
THE PORSCHE MAGAZINE

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Beverly Hills Car Club

Specialized dealer of classic European & American cars

1966 Porsche 912 3 Gage Coupe

Presented here in red with black interior, it originally came from the factory special order 6411 Togo brown, 3 gage, painted dash, lots of potential, very presentable, excellent early candidate that could benefit from a cosmetic restoration, mechanically sound.

.....$24,750

1967 Porsche 912 Soft Window Targa

Matching numbers, red with black interior, tonneau cover, fuchs wheels, solid blue plate California example, mechanically sound. $44,500

1971 Porsche 911T Targa

Red with black interior, lots of potential, could use some minor cosmetics but still presentable, great weekend driver, mechanically sound. $32,500

1969 Porsche 912 Targa

Matching numbers, polo red with black interior, 5 speed manual transmission, excellent weekend driver, mechanically sound. $29,500

1967 Porsche 912 Soft Window Targa

White with black interior, same owner for many years and it has been sitting. Lots of potential and it is a perfect candidate for restoration. $24,750

1970 Porsche 911T Targa

Matching numbers, orange with black interior, same owner for many years, excellent original California car, a great candidate for restoration. $24,750

1986 Porsche 911 Carrera Cabriolet

Matching numbers, silver with navy blue interior, blue soft top, power windows, A/C, solid floors, excellent weekend driver, mechanically sound. $24,750

1969 Porsche 911T Karmann Coupe

Matching numbers, black with tan interior, comes with a ducktail and fuch wheels, lots of potential, excellent candidate for restoration. $22,750

1984 Porsche 911 Carrera Cabriolet

Matching numbers, black interior, BBS wheels, comes with owners manuals and books, same owner for many years. $20,750

1970 Porsche 911T Coupe

Matching numbers, blue with black interior, AC, fuch wheels, and sitting for many years. An excellent candidate for full restoration. $17,500

1976 Porsche 911S Targa

Matching numbers, certificate of authenticity, black interior, excellent starter Porsche for the enthusiast, mechanically sound. $16,500

1970 Porsche 911T Targa

Grey with black interior, manual transmission, lots of potential, same owner for many years, great candidate for full restoration. $14,500

1974 Porsche 911 Sunroof Coupe

Matching numbers, silver with black interior, excellent original California car that has been sitting for many years waiting to be restored. $13,750

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TIME TO CHOOSE?

GT3 VS TURBO

Like it or not, the GT3 and Turbo have never sat closer together in terms of shared technology, so just how different is their driving experience? Total 911 finds out on road and track...

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

The Turbo and GT3 are both still useable day-to-day despite their huge performance characteristics, though the GT3s harsher ride and lumpy idle make it a little less compliant about town

First of all, we know what you're thinking. Just how can the 991 GT3 be feasibly compared to the 991 Turbo in any way, shape or form? Surely, we've all lost our head at **Total 911**, right?

Before you make haste with a call to the doctor on our behalf, hang on. You see, under previous iterations of Turbo and GT3, we'd have never dreamed of setting off at the crack of dawn, headed for the Welsh border, with just a GT3 and Turbo for company. But then much has changed with these two supercars for the 991 generation and – whether you're ready to admit it or not – these two big-performance Porsche 911s have never had so much in common.

Sure, one may be a high-revving track thoroughbred, the other a blistering yet lavish grand tourer, but the technologies and components shared in principle by these two mean that, rather like certain mainstream political parties of late, these two have shifted more into the centre of the spectrum for the do-it-all 911.

The green flag to this mouthwatering head-to-head was waved only recently, however, when used GT3s began appearing in the classifieds above book price. And, with Porsche stopping orders for 991 GT3s last year, those wanting a DFI-engined GT3 screaming all the way to 9,000 revs per minute had to turn to this used market, where the in-demand 911 has flourished – even after a tumultuous early adolescence in the wake of a dealer-fit recall for complete new engines. As such, values have inflated, and a 991 GT3 can now be yours from between £120,000 and 140,000 depending on mileage and the audacity of the dealer – and that includes OPCs as well as specialists. Of course, those in tune with the retail prices of the current 911 crop adorning showrooms will know that puts the GT3 in Turbo or even Turbo S territory.

And there's more. GT3 and Turbo owners are historically very different customers within the 911 demographic (witnessed first hand by **Total 911** last year when we hosted separate group tests with respective owners), but this apparent centralisation of the 991 GT3 and Turbo in the range means ➲

GT3 vs Turbo: Rear-wheel steering

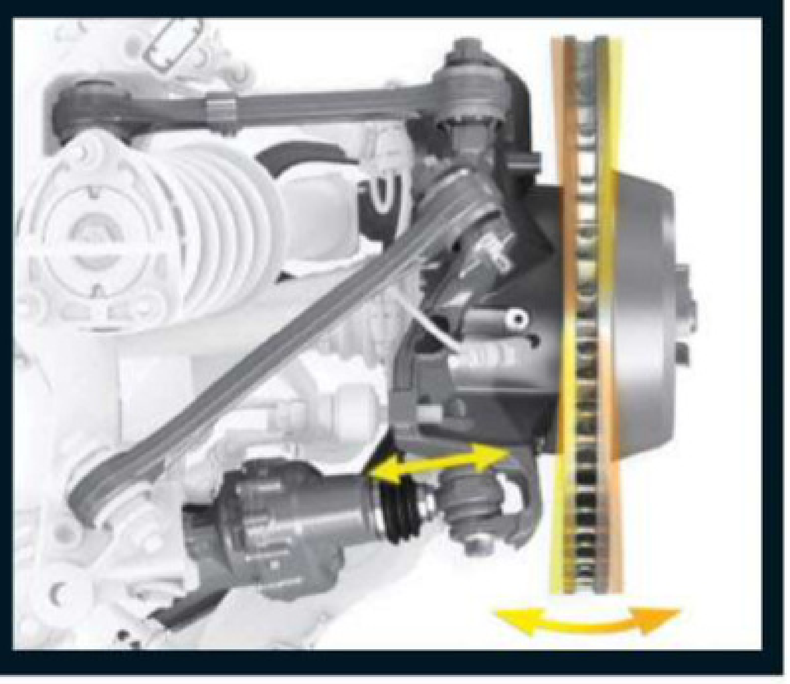
Along with the Turbo S, the Turbo and GT3 are the only cars in the current 991 range fitted with Porsche's electromechanical rear-wheel steering system. On both models, the system acts in the same way: under 31 miles per hour, the rear wheels are steered up to 2.8 degrees in the opposite direction to the fronts, decreasing the theoretical wheelbase and improving agility.

Above 50 miles per hour, the rear wheels move in the same direction as the fronts by up to 1.5 degrees, theoretically increasing the wheelbase and improving stability. This latter change also causes the rear wheels to load up faster, enabling faster direction changes.

On the road, the two systems become imperceptible. Both are equally adept at providing stability during lane changes, while tight manoeuvring in both 911s is remarkable given their respective length and width. On the twisting lanes of the Brecons, however, it is hard not to notice that the Turbo feels nearly as hyperactive as the GT3. Whereas the GT3 could feel just as agile without rear-wheel steering, the Turbo noticeably benefits from its extra dynamic capacities. But, during track action, the rear-wheel steering makes the Turbo – which features a seven millimetres shorter wheelbase than the GT3 – feel more stable at high speed.

By comparison, the GT3 continually feels on edge, even when the rear wheels are steering with you through a corner. The Turbo's poise is no doubt helped too by its much wider rear track (it sits at 1,590 millimetres as opposed to the 1,555 millimetres of the GT3) and its four-wheel drive system.

Through Llandow's slow-speed chicane, where both cars' rear-wheel steering system is aiding agility, the GT3 feels more sprightly. Again, the rear-wheel system is not the only factor at play in this direction change. The GT3's front track is ten millimetres wider than the Turbo, giving it greater bite on turn in, while the extra 165 kilograms of mass on the forced-induction 991 suddenly rears its head when asked to transfer from left to right.



"Whether you're ready to admit it or not, these two big-performance Porsche 911s have never had so much in common"

there are people out there swapping Turbos for GT3s and vice-versa. Our very own Living the Legend contributor Tony McGuiness is one of them. The question had to be asked, then, and it was one only we at **Total 911** would dare to ponder.

So here we are, snaking our way over the border into Wales before sunrise, the roads bereft of the hustling commuter traffic for just a little while longer. The temperature is just above freezing, yet I'm as comfortable as I am warm inside the Guards red Turbo thanks to the 14-way adjustable and heated Sports seats. The cabin of the 991 Turbo needs little introduction to regular readers, who will be all too familiar with the opulent surroundings on offer. However, it's the view ahead of the Turbo that's commanding all the attention: the silhouette of the GT3's fixed rear wing interrupting the vista of the breaking sun on the horizon is spectacular. The GT3, piloted by Josh, is a hundred yards or so in front, yet it's hard to lose sight of it thanks to the huge presence commanded by its wide body – a first on a GT3, don't forget. If I do lose sight of those glowing tail lights as they momentarily disappear around a bend on one of these twisty roads, you can bet I'll still hear the GT3: the snarl of the Sports exhaust can't help but awaken the countryside, and that's before Josh gets anywhere near the unworldly howl of that 9A1 engine reaching speeds of 9,000 revs per minute.

The 9A1 perched just behind the rear axle of the Turbo makes for an altogether quieter affair, yet what the forced induction 991 lacks in aural delight, it more than makes up for through its relentless thrust of torque available across an enviable band of the tacho. Keeping up with the GT3 is easy enough but, dare I say it, effortless, with that huge torque band aided by the superbly intelligent PDK gearbox offering seamlessly quick gearshifts at the mere pull of a paddle.

It's not long before the two 991 supercars reach south Wales and the beautiful pass of the Brecon Beacons, where a driver swap between the two Porsches is in order. Climbing into the Sapphire Blue GT3, the connotations of an entirely ➲

Top & middle: Twisty passes through the Brecon Beacons gave Lee and Josh much to discuss on the merits of the latest GT3 and Turbo

Right: However, any lingering concerns over the similarities between these two 991 supercars were soon dissipated on the track at Llandow

GT3 vs Turbo: suspension, steering and brakes

Despite utilising the same 380-millimetre brake setup with six-piston callipers up front and four-pots on the rear, the 991 GT3 and Turbo's brake pedal feel is remarkably different, owing to the lack of assistance on the former.

On track, the GT3's firmer, more progressive pedal gives greater modulation. However, switching onto the road and, despite featuring more pedal travel, the Turbo's greater initial bite allows for swifter, safer progress.

A similar difference in assistance is also felt in the steering feel of the two range-topping 911s. Both utilise the same electrically assisted system developed for the 991 platform and – while in isolation the switch from hydraulic is unnoticeable – back-to-back with the GT3, the Turbo's handling feels noticeably more artificial on for both road driving and on track.

The GT3, while less likely to track than previous generations, is imbued with much more steering weight, and there is much more communication fed back through the wheel than in any other 991. Its much easier to tell what the front end is doing, although the Turbo's dead spot in the straight-ahead position means that, on road, it is the more comfortable proposition.

Part of this difference in comfort also comes down to the PASM damper settings in both cars. Even in its softer mode, the GT3 is noticeably harsher over bumps than the Turbo with the latter's PASM in the 'Sport' setting. Despite its greater everyday usability compared to previous generations, the 991 GT3 is still predominantly focused toward track driving, providing a busy experience on the smooth blacktop of the Brecon Beacons.

Storemags.com

991 GT3
2013

Engine

Capacity
3,800cc

Compression ratio
12.9:1

Maximum power
475bhp @ 8,250rpm

Maximum torque
440Nm @ 6,250rpm

Transmission
7-speed PDK

Suspension

Front
Independent; MacPherson struts with coilovers; anti-roll bar; chassis bearings partially with ball joints

Rear
MacPherson struts with coilovers; anti-roll bar; chassis bearings partially with ball joints

Wheels & tyres

Front
9x20-inch centrelocks; 245/35/ZR20

Rear
12x20-inch centrelocks; 305/30/ZR20

Dimensions

Length
4,545mm

Width
1,852mm

Weight
1,430kg

Performance

0-60mph
3.5s

Top speed
196mph

991 Turbo
2014

Engine

Capacity
3,800cc

Compression ratio
9.8:1

Maximum power
520bhp @ 6,000-6,500rpm

Maximum torque
660Nm @ 1,950-5,000rpm

Transmission
7-speed PDK

Suspension

Front
Independent; MacPherson struts with coilovers; anti-roll bar; PASM

Rear
Independent; multi-link; anti-roll bar; PASM

Wheels & tyres

Front
8.5x20-inch Sport Classics (gloss black); 245/35/ZR20

Rear
11x20-inch Sport Classics (gloss black); 305/30/ZR20

Dimensions

Length
4,506mm

Width
1,880mm

Weight
1,595kg

Performance

0-60mph
3.4s (3.2s Sport Plus mode)

Top speed
195mph

different performance car are apparent. Gone are the luxurious swathes of Turbo leather adorning the Sports seats, steering wheel and even centre console, replaced by an Alcantara lining that screams 'motorsport'. Looking up into the internal rear-view mirror, there's an empty chasm where the rear seats would have sat in the Turbo, while looking beyond that and through the rear screen, much of the view is taken up by that imposing fixed rear wing. 991 Turbo drivers only have a small proportion of their rear view compromised when the active rear wing is raised to its highest position in 'Sport Plus' mode, remember. Already, the driver excitement inside the GT3 is building.

As the two 991s begin to traverse the picturesque mountain pass, climbing and falling in altitude, Porsche's many operating tweaks to the GT3 become more noticeable. This divergence begins with the PDK paddles behind the steering wheel. Slightly heavier than those on the Turbo, these have a much shorter travel distance too, aiding the lightning-quick gear change. The steering feel is alive with feedback in comparison to the Turbo – a traditional GT3 trait that's not been dialled down with the introduction of electrically assisted steering – and the brakes seem quicker into action despite utilising the same 'Big Red' setup as those stopping the Turbo. Then there's the noise. Josh remarked earlier that the sound of that flat six at its 9,000rpm maximum engine speed is the sort of sound Hades would make if Zeus was tearing him a new one, and this exuberant synopsis isn't off the mark. Even the most restrained of drivers will not be able to resist looking for that unworldly howl.

However, despite the plethora of operational tweaks between them, the GT3 and Turbo can display similar traits when devouring a mountain pass. Both Porsches help the driver feel every camber and blemish in the road thanks to their very stiff chassis setup, and both are able to cover ground quickly thanks to the torque constantly on offer from an instant execution of PDK gear changes. What's more, on the road the Turbo can feel like a rear-driven 911 for the most part, and active rear steering gives both cars a litheness through tight turns that counters their respective expansion in wheelbase. Don't get us wrong, by and large the GT3 remains a different animal to the Turbo, but for the first time there's a tangible crossover in elements of behaviour between the two. We're more than a little taken aback.

We reduce our altitude and head back toward civilisation, needing only a short drive to **Total 911**'s new track of choice at Llandow. The circuit offers a short but technical playground for the GT3 and Turbo and it's here, pleasingly, the similarities between the two 991s fall away.

Even at high speeds, the Turbo experience is more sedate, and the driver will struggle to break from a comfort zone afforded by an abundance of traction despite the enviable torque on overboost. Added weight over the front axle aids stability and ensures the Turbo is more predictable heading

GT3 vs Turbo: shifting gears with PDK

There are only three Porsche 911s in the current 991 line-up with a mandatory PDK gearbox. It is no accident that two of them – the GT3 and Turbo – have ended up on this road-and-track tour.

We all know about the basic PDK arrangement; two separate clutches, one engaging the odd gears, one engaging the evens. The 991 Turbo's PDK transmission operates in pretty much the same way as the system available as an option on the Carrera range: seventh gear is used as an overdrive setting, increasing refinement and fuel economy, with Sport and Sport Plus modes used to decrease the shift times thanks to improved computer maps.

By comparison, the GT3's PDK gearbox is markedly different. The gear clusters have been made lighter, shaving two kilograms from the transmission's total weight. It also improves reciprocating mass, making the gearbox better suited to the power and torque curves of the 991 GT3's engine and its 9,000rpm redline.
In relative terms, the GT3's flat six is a low-torque engine. By making each gear lighter, it takes less force to accelerate each cluster, enabling the engine to rev harder, thus producing more power.

On both road and track, the GT3's shift times are noticeably faster than the Turbo, even with the former in 'standard' mode. Under full throttle accelerations, the response time – especially with the 'PDK Sport' setting on – is almost instantaneous; pulling the lever is met with an instant gear change. Conversely, the gearbox maps in the Turbo – even in 'Sport Plus' mode – always factor in a minute degree of lag.

The end result is that, on road, the Turbo's gearbox is a happy compromise of speed and comfort. Shifts both up and down the 'box are seamless, with very little actually felt from the driver's seat. Aiding its all-round credentials, the Turbo's mapping causes it to creep forward slightly in first gear, making driving in traffic-strewn cities effortless.

Day-to-day, the GT3's transmission feels more raw. There is no creeping and the computer makes the clutch slip more aggressively during slow-speed manoeuvres. The gearbox's whine is much more audible and, in the fastest shift mode, the violence of each gearshift is such that you feel mechanically connected to each ratio change. On the road, unless being driven fast, the GT3's gearbox always feels like an angry, caged animal.

When unleashed on track, though, the lack of everyday refinement disappears as its true purpose becomes clear as day. The GT3 features both shorter ratios and final drive than the Turbo – the former tops out in seventh, rather than sixth gear – providing the perfect gear for every corner style. The instantaneous shifts mean you never feel like you aren't making progress, even if the Turbo's greater grunt and traction provides the forced-induction 911 with the faster acceleration statistics.

While the Turbo's PDK still proves perfectly capable on track, it doesn't have the urgency to provide quite the same exhilarating experience. What is most incredible is that Porsche has developed the same basic system, both with their automatic shift modes, to create two such different outcomes.

into corners. While not out of place on a track by any stretch, the Turbo lacks the rawness the GT3 plies a driver with. For a GT3, the track is its spiritual home. The car simply comes alive here: PDK Sport mode blesses the car with an almost immediate change of gear and the innately stiff chassis gives glorious poise through corners that the lumpy Turbo just can't touch. The GT3 wants to play hard, and the rewards for the driver are plentiful if you're willing to push on.

Pleasingly, traction and stability control on the GT3 allow a higher threshold of play for the driver before stepping in if needed, and so leaving the electronic aids on won't serve to strangle the flair of the GT3 experience. The margins on the Turbo's traction control are thinner, and only when turning the electronic aids off do you realise just how constantly they're hard at work.

Heading into the pits at the end of our session for a debrief, the relief on the face of the **Total 911** team said it all. Sure, the two supercars now have more in common between them than ever before but, despite all that, Porsche has proved yet again there's more than one way to skin a cat. Still the undisputed superstar in the 911 range (outside of an RS), the GT3 is an oh-so special machine that's beautifully crafted for exhilarating precision on track, yet it has a usability that makes it more practical than ever for everyday use. At the other end, the Turbo is lavish in both its style and performance, transcending these qualities near seamlessly between road and track.

Performance rivals they may be, but the GT3 and Turbo remain – thankfully – two very unique supercars within the 911 model range. One of them alone doesn't tick every box as the ultimate Porsche 911, and as long as that's the case, it looks like we won't need to be choosing between one or the other for a long time yet. **911**

GT3 vs Turbo: high-revving vs forced-induction 9A1 3.8-litre engine

Both the 991 GT3 and Turbo flat sixes are developed from the 3.8-litre version of Porsche's direct fuel injection 9A1 engine. However, while that means both use an aluminium block with four valves per cylinder and four overhead camshafts, that is where the similarities between the two powerplants end.

The GT3 uses forged titanium con-rods connected to forged aluminium pistons. Forging helps to produce components that are both stronger and lighter, a necessity for the GT3's 9,000rpm ceiling. The cylinder head features an entirely different design with revised intake and exhaust porting, while there is also a different intake manifold and exhaust system.

Both GT3 and Turbo use hydraulic tappets for valve lift actuation, with the Turbo using Porsche's Variocam Plus system to vary the inlet valve timing and lift. By comparison, the 991 GT3 uses the standard Variocam system, varying inlet and outlet valve timing while utilising a rocker arm setup that enables the valves to be controlled more effectively at high engine speeds.

While the Turbo uses an 'integrated dry sump' setup, which is actually closer to a traditional wet sump, the GT3 switches the 9A1 unit's oil feed to a true dry sump system with external oil tank. Complete with a demand-controlled oil pump, this helps to eliminate the risk of oil surge during hard cornering. This lowers the risk of ruining the bearings and damage to other oil-lubricated engine components.

Of course, the single greatest difference is that the 991 Turbo – as the name informs – uses a forced-induction system with two parallel Variable Turbine Geometry turbochargers. Fed through two air-to-air intercoolers, one mounted behind each rear wheel, air is forced into each cylinder at up to 1.0 bar boost, requiring a lower compression ratio, 9.8:1 versus the GT3's 12.9:1.

Remarkably, the difference in total power is minimal, with the GT3 pushing out 475 horsepower (125bhp/l) and the Turbo generating 520 horsepower (137bhp/l). However, again, the driving characteristics are much more clearly defined, with the Turbo's glut of mid-range torque – 660Nm at 1,950-5,000rpm in standard mode – providing much more tractability than the high-strung GT3.

On the road, this means the Turbo is the much more capable overtaking machine, easily breezing past slower motorists. Switch to the track, however, and the GT3's razor-sharp response allows for minute mid-corner throttle adjustments, creating a more precise experience. However, both top out at 196 miles per hour and lap the Nürburgring Nordschleife in under seven and a half minutes.

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LEICHTBAU

A product of the fabled Porsche Exclusive department, the 1992 Turbo S Lightweight was the fastest single-turbo production 911 ever built, as Total 911 investigates...

Written by **Kieron Fenelly** Photography by **Phil Steinhardt**

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Porsche was a very different place in 1992 than it had been ten years earlier. The start of the 1980s had foreseen a dramatic revival of the company's fortunes and morale: 1981 would mark the start of six consecutive Le Mans victories, the Porsche F1 engine would power McLaren to world championships and above all, the 911 had been reinstated. A steadily appreciating US dollar ensured US sales became more and more profitable and a newly confident Porsche launched complex and ambitious projects to build a 4x4 twin-turbo supercar (the 959), a new 911 Turbo (the so-called 965), and it re-engineered the 3.2-litre flat six for private aviation. A measure of its renown, Porsche's research centre at Weissach even won a contract to redesign the European Airbus cockpit. The 911 itself grew heavier as equipment levels increased and the Sonderwünsch department had a long waiting list of private client customisations.

Then it all changed. First, the dollar sank: worth over three deutschmarks in 1985, within 18 months it bought barely a deutschmark and 50 pfennigs. Porsche's US sales halved and its fortunes declined dramatically: by 1988 heads were rolling. Finance director Heinz Brantizki became interim CEO and in 1989, former Weissach engineer Ulrich Bez returned to Porsche from BMW as technical director. Times were extremely lean: although the new 959 supercar had been launched to tremendous acclaim, it was over two years late and sold well below its manufacture cost; rumours of a takeover were rife and only Porsche's lack of borrowing, a legacy of Ferry Porsche's tight management, saved it from bankruptcy. The company pulled out of the North American CART series and it ended its Group C involvement where the 962 had been winning all before it. Among casualties in a reduced production range was Type 965, in what later became the 964 Turbo. Porsche had hoped to incorporate many of the 959's features, but the project became bogged in technical complexities, especially the engine, and Bez abandoned it.

This presented a problem: the 964 Carrera 4 had been introduced in 1988 and normally the blown version should have followed a year later when production of the venerable 930 was scheduled to end. The lucrative Turbo market Porsche had virtually invented itself was one from which the company could ill afford to be absent. However, Zuffenhausen's ability to react to this kind of ➲

Model Year	964 Turbo S 1992
Engine	
Capacity	3,299cc
Compression ratio	7.0:1
Maximum power	381bhp @ 6,000rpm
Maximum torque	490Nm @ 4,800rpm
Engine highlights	M30/69SL engine; power steering pump and A/C equipment deleted; fuel requirement 98 RON; Standard Turbo 5-speed high-ratio gearbox; single mass lightened flywheel; LSD from stock Turbo, limiting slip up 100 per cent on overrun
Suspension	
Front	MacPherson struts; Bilstein dampers; specific short springs
Rear	MacPherson struts; Bilstein dampers; specific short springs; semi-trailing arms
Wheels & tyres	
Front	8x18-inch Speedline 3 piece wheels; 235/40/R18
Rear	10x18-inch Speedline 3 piece wheels; 265/35/R18
Dimensions	
Length	4,250mm
Width	1,775mm
Weight	1,290kg
Performance	
0-60mph	4.6 seconds
Top speed	180mph

The 61bhp hike came chiefly from a new turbo and more boost. A reduced ride height and wider Speedlines added to the car's sporting pedigree

Storemags.com

The Turbo S Leichtbau is colloquially referred to as the 'Turbo'd RS' and for good reason. The cabin has lightweight RS seats and many creature comforts are removed

challenge always showed Porsche at its best – back to the wall and focusing on what it knew well and could sell profitably. Some characteristically lateral thinking suggested the 3.3-litre turbo engine from the outgoing 930 model could be transplanted to the new Carrera 2 964 chassis. The 330-horsepower 'Sportkit' option introduced for the 930 in 1987 had proved reliable and a version of this engine with some rework to incorporate a catalytic converter might just provide the basis for a quick new 964 Turbo. To save time, the 930's K-Jetronic fuel injection would be carried over as developing the Motronic would take too long. And so it proved: this existing compression ratio of 7.0:1 allowed use of 95 octane fuel and the revised 3.3-litre Turbo unit produced 320 dependable horsepower, despite the addition of a catalyst, which gave it enough of a margin over the 964 Carrera's 250bhp.

In a brave show of confidence, Zuffenhausen presented the new 911 Turbo at Geneva in March 1990, a full six months before it would be available, counting on retaining buyers who might otherwise have been tempted by the Honda NSX or Ferrari 348. And even if motoring journalists were initially rather sceptical, the 964 Turbo 3.3 certainly looked the part. Distinguished once again from its lesser siblings by its substantially extended wheel arches, it sat on wider section tyres clothed in the 17-inch Cup wheels and alone among 964s – except for the US-only RS America – it sported the whale tail, that potent symbol of everything that was outrageous about Porsche.

The Turbo's performance disappointed no one: *Auto Motor Und Sport* persuaded it to reach 171 miles per hour on the Autobahn and *Autocar* achieved 167 miles per hour on Milbrook's high-speed bowl, while most testers reached 60 miles per hour from a standing start in a shade under five seconds. Once again, a Porsche had met most performance expectations, and by the end of 1991 after little more than a year on the market, 3,660 3.3-litre Turbos had found homes. In Germany, Porsche noted that 25 per cent of buyers opted for the Sportkit X33, at DM 19,500 (about £8,000) hardly a budget upgrade, involving more boost and higher lift cams with larger inlet valves, but which in reality worsened turbo lag and low-speed pick-up. "Some of our customers can't get enough power," remarked Rolf Sprenger, whose Sonderwünsch department handled the X33 Sportkit cars. The idea of a Turbo S was born.

If the 1992 964 Turbo 'S' is often described as the turbocharged 964 RS, there is more than a grain of truth in this. Once again, Porsche was able to develop a model at minimal cost, especially when compared with the resources that had gone into the 959 and the aborted 965. The template for a 'lightbuild' Turbo, the Leichtbau, already existed: Roland Kussmaul had just prepared a stripped-out but essentially production 3.3-litre Turbo for the US IMSA GT series. The rules stated, among other things, that cars had to retain their standard air conditioning. After the trials and tribulations of the CART, this foray proved – as the IROC had 20 years earlier – another successful 911 campaign, the 3.3 Turbo winning IMSA in Brumos team colours in both 1992 and 1993.

By autumn 1991, Kussmaul's group in Weissach was already working on a road-going version of the IMSA 911, named the 964 Turbo S Leichtbau: following a traditional Porsche recipe, airbags, rear screenwiper, electric windows and seats, air conditioning and power steering were removed. Thin glass in side and rear windows and racing seats were fitted, while the bonnets and doors were made of glass-fibre reinforced resin. The standard Turbo chassis was employed, but with stiffer dampers and springs. An alloy strutbrace connected the tops of the front suspension mounts and larger front brake discs were specified, the auxiliary driving lights removed from the front bumper as per the 964 RS to provide brake ventilation inlets. The Turbo S distinguished itself visually with its air intakes in the rear wings and by sitting an inch and a half lower; eye-catching 18-inch three-piece Speedline wheels, a first for a production Porsche, dominated the arches, completing the effect.

In the engine compartment, the standard Turbo's 320 horsepower and 450Nm torque

were increased to 381 horsepower and 490Nm respectively through a combination of 11 per cent higher boost, a larger turbocharger and the camshaft of the 3.6 actuating larger valves. A second oil cooler occupied space in the forward front wing, vacated by the air-conditioning condenser. Polished ports and intakes, a classic of the traditional tuner's art, completed the main engine modifications.

The more rigid suspension combined with travel reduced by 40 millimetres inevitably resulted in a harsh ride, almost on par with the 964 RS. This seemed to surprise journalists at the time, though the ride was such that the Turbo S tended to overreact to bumps, activating the ABS prematurely under braking. Peter Morgan remarked, "the S is loud, hard and sweaty, but fun with a capital F."

On a track the Turbo S Leichtbau handled as expected of a thoroughbred 911: "Most of the time it corners as if on rails, but it will tighten if you ask it just by easing the accelerator," said Paul Frère. "Power oversteer on a dry surface slide is possible, but you must be very accurate in your anticipation of boost: if it arrives too late you fail and if it comes too soon you are in trouble." The suddenness of the single blower boost was amplified in the Turbo S and in those pre-electronic catchfence days, to be driven anywhere near its high limits, this Porsche needed an expert at the helm. In a straight line, though, all parties agreed: the Turbo S was incomparable. Said Frère: "The stock Turbo is a very fast car by any standard, but the S is devastating: this is an exuberantly fast car reaching 100 kilometres per hour in 4.7 seconds, 200 in 14.2 seconds and going on to 290 kilometres (180 miles) per hour." Only the utterly uncompromising and far more expensive Ferrari F40 could beat this.

Porsche thought it might build 50 Turbo S Leichtbaus, but demand was such that ultimately 86 would leave the line, selling for a princely DM 295,000 each. Six right-hand-drive cars, all special order, came to the UK. One was bought by golfer Nick Faldo and another by Sheffield entrepreneur and Porsche recidivist (the Turbo S was his 12th) Peter Hartley. *Autocar* thought the act of simply purchasing the £128,000 Turbo S (£56,000 more than the stock Turbo) was significant enough to merit a four-page spread and despatched David Vivian to Weissach where he met Hartley, who had gone to collect his über-Turbo. In an entertaining piece titled Warp Factor 911, Vivian describes the "elegant dynamic" of the handing over of the keys by Rolf Sprenger, followed by a breathlessly exciting passenger ride around Weissach at the hands of a taciturn Porsche development driver and then the drive back to Calais, a real boy's own adventure with the terrible temptation to exceed Porsche's 5,000rpm running-in rev limit to which, in the best traditions, Hartley finally succumbed.

With a power-to-weight ratio only the more recent GT2s can better, even today the Turbo S is still a spectacular if challenging performer, which combined with its rarity, explains how it commands over three times its original asking price. **911**

Other Sonderwünsch 911s

By the mid-1990s, Porsche's manufacturing constraints combined with more demanding crash norms and strict type approval meant that scope for radical rework on cars straight off the production line was no longer practical. Sonderwünsch became Porsche Exclusive and more the purveyor of expensive, custom cosmetic upgrades. Below are ten classic Sonderwünsch productions over the preceding 20 years:

- 930 lightweight Turbo: Built using a 2.7-derived shell in 1975 for Porsche recidivist Herbert von Karajan after much lobbying by the conductor. Effectively marked the start of the Sonderwünsch department.
- 935-bodied Turbo: With sumptuous interior and 3.3 engine uprated to 375bhp for Mansour Ojjeh of TAG. Sold in 2014, apparently for little more than its original 1984 price.
- 930 SE: Run-out build of standard Turbo with 935 inspired flat nose; five speed gearbox and 330bhp engine upgrade.
- 930 SE Cabriolet: One of about 50 built and priced at £95,000, or two 3.2s. Five-speed gearbox and 282bhp US-specification engine.
- 964 Speedster: Narrow body, RS door panels and alloy doors, Cup magnesium wheels and lowered suspension. It is believed two were built in 1994.
- 964 Turbo S Flachtbau: 381bhp 3.6-litre engine and again with smoothed wings. In most eyes has aged better than 930 Flachtbau look.
- 964 Widebody Speedster: Only 16 of the 900 964 Speedsters had the widebody, with chassis and engine otherwise unmodified.
- 993 Speedster: Two apparently built, including one for Butzi Porsche who was seen in it for the last time at Gross Glockner Pass in December 2007 to celebrate his 70th birthday and Austria's highest hill climb.
- 993 Turbo Cabriolet: 14 built in 1995 for Munich dealer Fritz Haberer. Narrow body and 964 single turbo 3.6 (see **T911** issue 35) Probably the last heavily modified Sonderwünsch 911 off the line.
- 993 Turbo S: The final fling of the air-cooled Turbos in 1997. 450bhp, carbon fibre inserts in cabin and bespoke rear spoiler were prevalent here.

Thanks

The 964 Turbo S Leichtbau is currently for sale at JZM. For more information contact JZM via **jzmporsche.com** or call 01923 269788.

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Chad McQueen

The son of the legendary Steve McQueen digs some special Zuffenhausen metal out of the garage for a drive with Total 911, where he talks exclusively about his late father, racing career and lifelong Porsche passion

Written and photographed by **Maurice van den Tillaard**

Chad McQueen was born as the first and only son of Steve McQueen. Like his late father, Chad became a hardcore automotive and motorcycle racing enthusiast. He was racing dirt bikes by the age of nine, and would go on to win his class in the World Mini Grand Prix just three years later. However, Chad quickly moved on to car racing, mostly racing Porsches.

Chad received racing education that would last a lifetime. His tutors were drivers like David Piper, Gerard Larrousse, Derek Bell and, of course, his father. The young Chad enjoyed breakfast, lunch and dinners with these and other famous drivers in Solar Village on sets, and talked frequently with them about their racing experiences. They took a liking to Steve's only son, and soon Chad found himself running along during breaks in filming, catching rides as the drivers headed back for costume changes, or hanging on while they punched the throttle in their race cars down the Circuit de la Sarthe.

Fast forward to 2015 and Chad is happily settled in California, where he agreed to meet with **Total 911** for a day of Porsche driving madness. Highlights included taking Chad's 911 hotrod out on a quiet Sunday morning and driving it up the 74 Highway outside Palm Desert, also known as The Devil's Ladder. One wouldn't expect a spectacular road like this in a deserted area, but corner after corner it was nothing but perfectly smooth, two-lane blacktop going up the mountain. This is the kind of playground where Chad likes to put his outlaw 911 to good use. Even more overwhelming was driving his father's original Slate Grey 911S, a true time warp in Porsche history. In between all the driving, Chad spoke about his life with Porsche to date.

ESSENTIAL FACTS

- Chad is currently working on a documentary about the famous Le Mans movie.
- His late father's coveted 1969 2.2-litre 911S is still in completely original condition.
- Chad's orange hotrod sits right next to Steve's 1958 Speedster and 911S at home in California.
- Like his father, Chad has starred in various movies and television programmes.
- Chad received an education in racing at an early age, and from many legends in the business.
- Today, Chad likes to drive his 911 hotrod on some of California's great driving roads in his spare time.

What was it like to be in Le Mans for the movie with your family?

When I was nine years old my dad took delivery of the 908/02. He got second with it at Sebring, together with Peter Revson. After that happened we got the news that we were going to Le Mans to film the motion picture. I couldn't believe my eyes when I arrived there. The 917s, 512s, Matras, two-litre Porsches, etc. It had the biggest impact of my life.

My dad left in June and filming started the week after the actual 24-hour race. I arrived a week later and stayed there with mum, dad and my sister Terry through to November. The Chateau de Viré was our home for five months. I have recently been back to the place for the first time in 40 years, to work on a documentary about the Le Mans movie. Since that first visit though, Porsches have always been around our family.

It's fair to say Porsche is instilled in your blood, is that right?

Yeah, I grew up around Porsches... I won't tell you my age but I'm getting old! The first new car I remember my dad ever bought was the 1958 Speedster, which is sitting in the garage. I was born a few years after he acquired it. The 1969 911S is a different story.

"The '69 911S still has the same pedals my dad used to dance on"

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When not at the wheel of his orange outlaw 911 (right), Chad enjoys taking his father's 911S out for a regular drive (above) and is proud of the car's completely original condition

I was about eight years old and remember when he took delivery of it. When he was driving it I remember standing up on the carpet, seeing the stovepipe fenders and the road coming up. When changing lanes, I recall the feeling when the tyres would hit the dots in the white lines. I could really feel it. Anybody who's driven a Porsche will know. The 911S felt a lot different from an American car.

How did you get involved in racing?

I started racing motorcycles as a youngster back in the day, but cars always had my interest. I won my very first race, called the Mini Le Mans Event, which was on a kids-only track built behind the grandstands at Le Mans. Of course, I had experienced being in a race car, seated in my dad's lap at the wheel of a Porsche 917, so there would be no doubt afterwards that I wanted to be around racing cars. It was an experience I will never forget.

I have raced motorcycles for a long time, but when that was over, a few years later I eventually rented a Formula Ford and started competing in regional events and things just kept going from there. And of course, as if it all came along naturally, I started racing Porsches.

"My dad hopped in the 911 and spun it, that was its initiation into the family!"

Open wheel was great, but Porsches are just the best, they're so much fun. I've been lucky enough to drive so many great Porsches. The 908s, 917s, 910s, RSRs new and old, GT1s, just to name a few. So I've been very lucky and Porsche is just so special. It's the best-engineered car in the world.

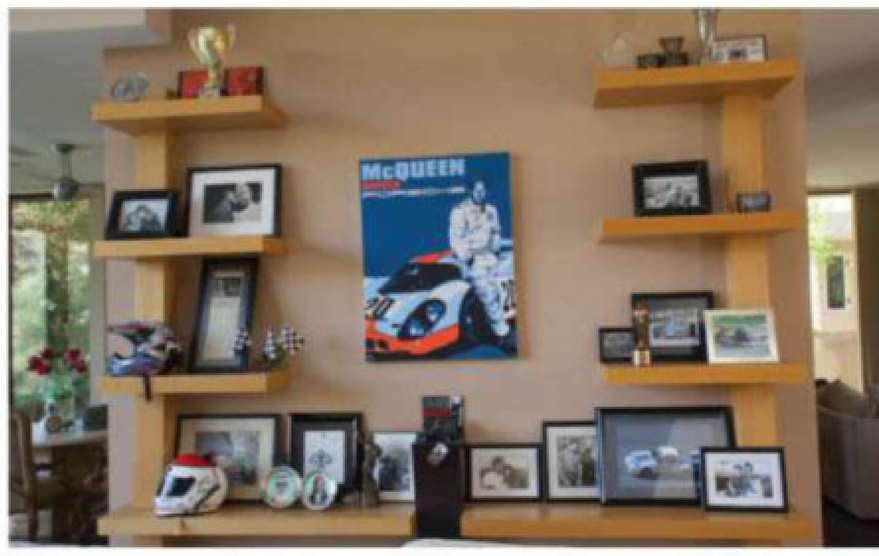
When did you start racing cars at a professional level?

My racing career started in the SCCA, where I became a Southern Pacific national champion years later. My professional career started at the Long Beach Grand Prix in a Super V where I placed sixth. Later on I started competing in the Grand American Road Race Series in the GT and Daytona prototype categories. We achieved podium finishes and I had hoped to drive at Le Mans the year when I got hurt. I wanted to return to the place where my passion for racing began because it really burned something in my heart and soul when I was a kid. I really wanted to go back and drive there.

And then in 2006 you were involved in that serious accident?

Yeah, 2006, driving a Porsche 911 RSR during practice for the Daytona 24 Hours, I hit the back wall. It was a major hit. I hurt myself badly, but I've been working real hard to be able to drive again with my dad's cars and my hotrod, which came into

The Devil's Ladder is a favourite driving haunt for Chad and his long bonnet 911, while at home, many souvenirs from his and his father's careers can be found



Nine years after a horrific crash in a 911 RSR at Daytona, Chad has worked hard to be able to climb behind the wheel of a Porsche again

my life in 2008. I'm just glad to be walking again. It's time to move on.

Can you tell me a little about your 911 hotrod?
I acquired the car from Klub Sport Racing in Riviera Beach, Florida. The owner, Phil Bagley, runs a huge Porsche operation and I met him through the late Bob Snodgrass from Brumos. Anyone who hung around with Bob Snodgrass in the Porsche world, you'd know he was good. Phil built the car around a '71 chassis, with a 2.2-litre twin-plug motor and a 901 transmission.

Let's have a look at the holy grail for many, your father's 1969 911S...
Rico Steinemann asked my dad what he wanted to drive in France during the filming of Le Mans. He ordered the exact same car as the '69 he had back home, but a year later model, a 2.2-litre. He brought the car back home after the filming, and about one and a half years later he sold it and kept the '69. It has been in our family ever since.

He took delivery of this car in November 1968 as a 1969 model. I remember when they brought the car round. Dad had had the flu for a week already. He just said: "Screw it, I wanna drive this car." He hopped in the 911 and left our home in Brentwood. He took it down Sunset Boulevard and got on the 405 Freeway where he spun it on the on-ramp in the right-hand sweeper. That's how this car got initiated into the McQueen family!

The thing about this car is, on most of my dad's cars everything has been either changed, rebuilt, or restored. To that '69 911S, nothing has been done at all. This car has the same pedals my dad used to dance on and the same steering wheel he had his hands on. It has the same shiftknob, the same windshield, the same floor mats, the same paint, the same everything. There are even my dad's hand-written notes in the glove box.

How often do you drive this car?
I drive it at least once a week. These are great cars to drive, and I would love to take it out for long drives into the spread-out Californian countryside. It would be great to take a car like this out on an eight-hour drive but, with it being so rare and original as it is, I need to pick and choose and be very careful where I drive it. We took the car out for a drive for the [Total 911] photoshoot, and tomorrow morning I will take it out for a 40 to 50-mile drive when everybody is still asleep. But at least I still get to drive it, you know, like it needs to be. The car has only 50,000 original miles and the motor has never been taken apart. It feels like a new car, there's not even the smallest rattle to be found. Everything works, typical Porsche. Same with my Speedster; it's 57 years old and still as tight as a drum. It's some of the best engineering ever done. Like Huschke von Hanstein said: You can not break a Porsche unless you do something really stupid with it. **911**

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996 C4S

THE PERFORMANCE UNDERDOG

Is the 996 Carrera 4S now the best Porsche 911 you can buy for under £20k?

Written by **Lee Sibley** Photography by **Daniel Pullen**

Storemags.com

Since its inception in 1963, the Porsche 911 has garnered a deserved reputation: a popular yet exclusive sports car, while many desire a new 911 for their garage, few can actually afford one. However, 52 years of production – not to mention the fact that more than 70 per cent of 911s to leave Werk II are still on the road – ensures that vast models of this decorated icon are at the centre of an equally enviable used market.

That opens up the doors to a few more parties who covet their own piece of motoring legend, and the depth and breadth of the 911's heritage means there's much available. From high-end exotica down to entry-level sports car territory, this in principle adds weight to the school of thought that to a certain degree, there is a 911 available for everyone.

However, there's a very real argument that this is no longer the case. The mass inflation in prices of classics has, by and large, pushed the Porsche 911 just out of reach for those wanting their very own staple of Zuffenhausen flat six for relatively elementary money.

Despite this, there's one generation from the 911's heredity that's still within the grasp of the entry-level buyer in the form of the 996. Save for both iterations of 996 GT3, which has seen values double to around £60,000 in the past three years, the first variants of water-cooled 911 have enjoyed an immunity from the unprecedented hike in values (the term 'enjoyed' is attributed to the point of view of buyers, of course). As such, a good example can be had for less than £20,000.

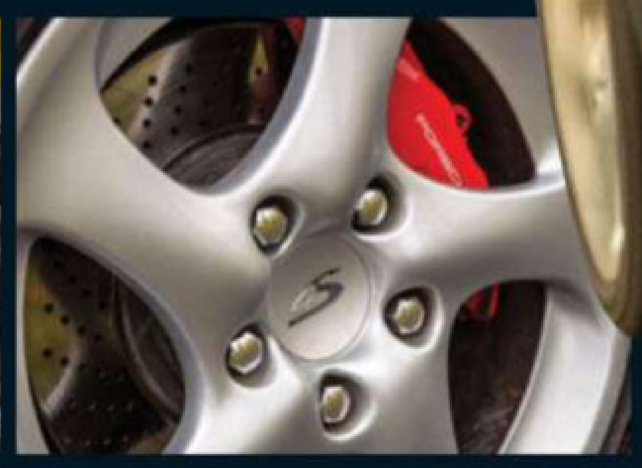
While that presents an 'in' opportunity for many to source a well looked-after 911 with a reasonable amount of miles on the clock, the choices available are negligible. Buyers will largely be limited to the pick of the 996 Carrera lineup – 996 Turbo prices start a little further on at around £25,000 – but before you turn your back on the classifieds, remember there's an altogether more special iteration in the form of the 996 Carrera 4S.

Built between 2001 and 2005 as a Gen2-only model, the 996 C4S follows on from the rich heritage of the 993 C4S, and as such boasts a 'Turbo look' and a healthy array of options as standard equipment. Not surprisingly, the 996 C4S was a salesroom success: over 23,000 of these were sold worldwide in either Coupe or Cabriolet form, with manual or Tiptronic transmission. Obviously, the real driver's spec was a Coupe body with six-speed stick shift, and Total 911's most admired C4S colour combination is Seal grey bodywork with a black leather interior, as showcased by our car on test here. The C4S cost £63,450 without options when new and examples exchanging hands for less than a third of that price today are reason enough behind it being the performance Porsche bargain beneath the £20,000 mark. We're excited to see if the maths transcends into a pleasant reality.

There's a lot to take in about the 996 C4S that differs from the conventional 996 Carrera. The Turbo's 60 millimetre wider body is utilised here, draped over a Turbo-spec chassis that pulls the C4S 10 millimetres closer to the floor than a standard Carrera. Included in the upgraded chassis specification are the 330-millimetre drilled discs and 'Big Red' callipers all round, while the five-spoke alloy wheels appear identical to the 996 Turbo. The only difference is that the spokes on the turbocharged 996's wheels are hollow. While the fixed rear wing and side air vents feeding intercoolers on the Turbo do not follow onto its lesser-powered brethren, the C4S does gain that gorgeous reflector panel between the rear light clusters. It's a style icon evocative of the early pre-impact bumpers and still utilised today on all-wheel-drive variants.

Minor revisions they may be, but these subtle changes act in concert to provoke a presence with the C4S that simply cannot be matched by any other Carrera from the era.

The enchantment continues inside. The cabin is still delightfully traditional 911 territory, despite that relatively modern exterior. The dials have been brought in closer to the central tacho and more thought has clearly gone into arranging the various heater and PCM controls, in line with other 996-generation 911s. However, the C4S does away with the nasty plastics adorning the dashboard and door cards that is otherwise found in 996 Carreras, instead opting for the more lavish use



Your £20k 911: 2005-2015

At less than £20,000 today, the 996 C4S represents remarkable value for your money. However, a look back through even recent history shows how radically the Porsche used buying market has changed. Here's what 911 you could have bought ten years ago for the same money, referenced of course using the specialist classifieds section in our own magazine:

3.2 Carrera

A 1989 Guards red 3.2 Carrera Coupe could be bought from Essex-based specialist Paul Stephens in late 2005. Complemented by air conditioning, Sports seats, 16-inch Fuchs wheels and a full service history, the price was £15,995, equivalent to around £21,000 today.

964 Carrera/4

Unloved at the time, two and four-wheel drive 964 Carrera Coupes were banded around at as little as £14,995 with several specialists selling examples with a generous spec including Cup alloys and Sports seats. One example even came in the ultra-desirable Amethyst hue.

930 3.3

Even examples of the turbocharged 911 in 3.3-litre 930 guise could be purchased for around £20,000 just ten years ago. Specialist Cars of Malton were advertising two examples in early-2006, with a Marine blue, marine hide-equipped variant advertised for £18,995. Admittedly the example was left-hand drive, but that's a small sacrifice for anyone wanting to drive home the supercar that likely adorned their bedroom wall in the 1980s.

G-series 911S

For the impact-bumper era beginning in 1974, Porsche realigned the model range and the 911S now sat as the middle option between the basic 911 and 2.7 Carrera. Coupe and Targa variants of the 173bhp car often came in well below our threshold here, with a Californian example from Porsche brokers Fuchs advertised at just £9,500.

"It took years, but finally Porsche had a water-cooled 911 Carrera worth shouting about"

Thanks

Our pictures were taken at Marks Hall Country Estate, Essex. For more information on the gardens, arboretum and woodland walks, visit the website **markshall.org.uk**. Thanks also to **Total 911** reader Dan Cansell for the use of his fantastic 996 C4S in our photographs.

Model Year	996 C4S 2003
Engine	
Capacity	3,596cc
Compression ratio	11.3:1
Maximum power	320bhp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
Transmission	Six speed manual/ Five speed Tiptronic
Suspension	
Front	Independent; MacPherson struts with coil springs; anti-roll bar
Rear	Independent; multi-link; MacPherson struts with coil springs; anti-roll bar
Wheels & tyres	
Front	8x18-inch; 225/40/R18
Rear	11x18-inch; 295/30/R18
Dimensions	
Length	4,435mm
Width	1,830mm
Weight	1,495kg
Performance	
0-62mph	5.1 secs
Top speed	174mph

of stitched leather as found inside the Turbo. As such, the C4S's cabin is an opulent place to be – exactly what sitting in a Porsche 911 should feel like. With the flat six duly fired up and the oil brought up to temperature, the 996 C4S is ready to impress on a spirited test drive in the countryside – and impress it does.

The main source of pleasure is the superb handling capabilities demonstrated by the Carrera 4S. Despite being an all-wheel-drive 911, the car feels like a traditional, rear-driven Porsche. Only five per cent of power is fed to the front wheels via a front-mounted viscous coupling under normal driving conditions, though that can vary by up to 40 per cent when needed. The system is more sophisticated than the all-wheel-drive 993 before it, namely thanks to the introduction of Porsche Stability Management, co-developed at the time with Stuttgart neighbours Bosch. Understeer is reduced as a result, and there's plenty of grip available without detracting too much from that idiosyncratic 911 driving experience. On these cold and soggy Essex B-roads staging our test, we still find it easy to lean the car right into the corners at speed, all the while compelled by how the 911 refuses to break traction despite our particularly zealous commitment.

If speed needs to be scrubbed from the C4S at any point then it's in good hands: those aforementioned 'Big Red' four-piston callipers and 330-millimetre discs provide more than adequate stopping power – remember, a similarly priced 997 Carrera doesn't come with those Big Reds as standard equipment. The brakes inspire confidence under concerted driving and, abetted by a delightfully stiff chassis unmatched by a lesser 996 Carrera, allows the driver to brake later into a corner without upsetting the balance of the car.

Then there's the pace of the C4S. Despite carrying an extra 65 kilograms in weight over the Gen2 996 Carrera 4 – a direct result of the heavier Turbo chassis – the C4S doesn't feel compromised, sprinting to 62 miles per hour in a shade over five seconds. While not as zesty as a GT3 of the time, the 3.6-litre flat six powering the C4S is nice and torquey. Peak torque arrives at just 4,250rpm, meaning that shove of maximum acceleration is never too far behind a squeezing of the throttle pedal. What's more, with the absence of the turbocharging equipment (accounting for 95 kilograms in weight being omitted from over the rear axle), the C4S doesn't suffer with the same power understeer that's a marked characteristic of the 996 Turbo.

However, the 996 C4S isn't perfect. While the water-cooled M96/03 engine emits a delightful, mechanical 'whirring' noise akin to the resonance of the air-cooled generation before it – something today's DFI engines severely lack – the flat six here is far too quiet when working hard, which detracts from the visceral experience of piloting such a decorated sportscar. Many who bought a 996 C4S new obviously thought the same at the time, and so a healthy proportion of models come with the optional (and switchable) Porsche Sports Exhaust to amplify that flat six bark.

Others may remark that while the stiff chassis is great in aiding drivers looking to use the Carrera 4S chiefly for spirited driving, the car's hefty weight can make the suspension feel a little clunky when simply pottering around town. Damping on the similarly priced 997 Carrera is slightly softer and may be the better overall lifestyle choice for some, but there's a caveat here in that 997 Carrera values could slip further still while 996 values have bottomed out for some time.

That's not to detract from what is a 911 offering sensational value in the 996 C4S. These cars are well specced – keep an eye out for those with the optional X51 Powerkit – and some will have benefited from the replacement intermediate shaft bearing for added peace of mind. The result is a car that's a delight to drive, offering an experience that appeals to the senses – exactly as a 911 should. Now over ten years old, it is not quite a car for the modernist, though it has the power and chassis execution to stand up to most of today's sports cars.

It may have come some three years after the introduction of the 996-generation but in the C4S Porsche finally had a water-cooled Carrera to shout about. That it can now be had for what the used Porsche market now dictates as entry-level money is outstanding news for those investigating a first foray into 911 ownership. Without question, this is the 911 performance bargain: for £20,000 or less, there is no better. **911**

964 SPEEDSTER

Clearly buoyed by the success of the 3.2 Speedster, Porsche decided to fulfil its original plan and launch a version based on the 964. It arrived for the 1993 model year and much like its predecessor, featured a standard Cabriolet shell with the same sloping windscreen, temporary hood, and glass-fibre tonneau cover. It was underpinned by the running gear from the C2 model and was available in manual or Tiptronic automatic forms, and with 250bhp at its disposal it was a genuine 160mph car. Where it differed was the cabin, the Speedster featuring the interior from the lightweight RS model so there was less equipment while retaining hip-hugging Recaro bucket seats. However, the company may have got slightly carried away this time, planning on building 3000 examples. In the event, just 936 rolled off the production line.

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3.2 CARRERA SPEEDSTER

It's almost thirty years since Porsche first announced it was bringing back the Speedster name, this time to the fabled 911 range in 3.2 Carrera form, as we investigate

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

There have always been ways for fresh air lovers to enjoy the delights of the 3.2 Carrera, the model available in Cabriolet and Targa forms right from the start of production. But in 1989 Porsche were to go a step further and revive the Speedster name for the 911. It wasn't a new moniker of course, having been applied to the 356 way back in 1954, where it quickly became a hit with buyers looking for something a little more stylish.

It was earlier in the Eighties when then-CEO Peter Schutz quite fancied doing something a little different with the 911, one of the ideas being a sleeker kind of drop-top, but it took the skills of Technical Director Helmuth Bott to bring it to reality. The Speedster concept was displayed at the 1987 Frankfurt Motor Show, grabbing the attention of show-goers as soon as the covers were removed. Not all of the responses were positive but the impact was clear, and it went on sale in January 1989. It's worth noting that the original plan was to base the new model on the forthcoming 964, but production delays meant the Speedster acted as a useful shot in the arm for 3.2 Carrera sales. Production numbers vary depending on who you ask, but what is known is that a little over 2,000 examples rolled out of Zuffenhausen before production ceased in July of the same year, the vast majority featuring the Turbo-look bodywork that was standard for Germany and the US (just 171 cars were narrow bodied). 823 headed Stateside with 139 earmarked for the UK, and there was also the option to add the 'slant nose' front end although very few did. As for cost, the Speedster was listed at a substantial £11,000 more than a Carrera Cabriolet.

From the door mirrors downwards it was essentially standard 3.2 Carrera, but how it looked above that point that made the Speedster – option M503 in Porsche speak – stand out. The galvanised all-steel monocoque was from a Cabriolet body with no extra strengthening metalwork required, and the differences started with a shorter and more steeply raked windscreen, swept back by an extra five degrees and featuring a slim aluminium frame.

Theoretically it was removable too, although there was minimal chance of seeing one driven in such a fashion, the effect of wind in the face unlikely to be the look that most style-conscious owners were looking for. The quarter light windows had also disappeared, replaced with glass that disappeared into the doors courtesy of old-fashioned manual winders, and the shallowest of sun visors were fitted.

"As for cost, the Speedster was listed at a substantial £11,000 more than a 3.2 Carrera Cabriolet"

Model	3.2 Carrera Speedster
Year	1989
Engine	
Capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231bhp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
Transmission	Five-speed manual, rear-wheel drive
Suspension	
Front	MacPherson strut with torsion bar springs and anti-roll bar
Rear	Semi-trailing arms with telescopic dampers, torsion bar springs, and anti-roll bar
Wheels & tyres	
Front	6x16-inch; 205/45/VR16
Rear	8x16-inch; 245/60/VR16
Dimensions	
Length	4,291mm
Width	1,775mm
Weight	1,220kg
Performance	
0-62mph	6.0 secs
Top speed	148mph

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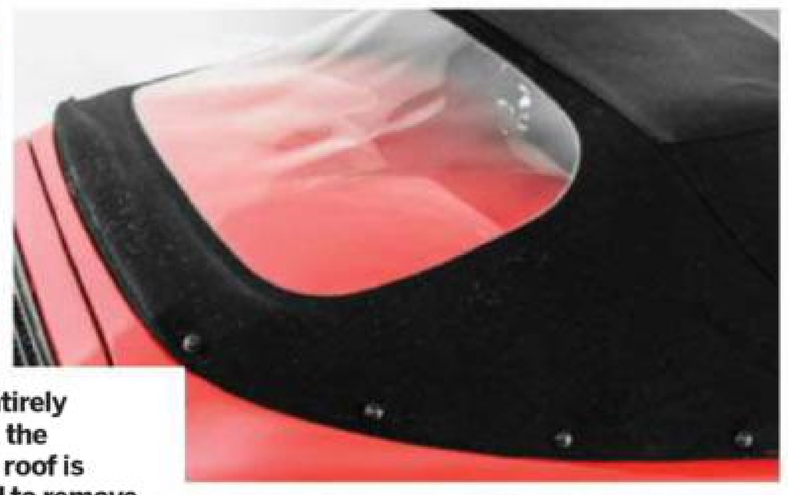
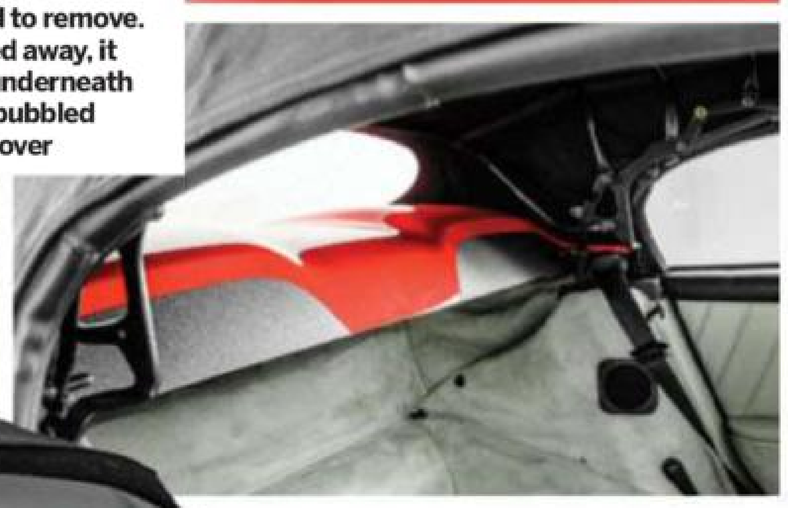




Although entirely mechanical, the Speedster's roof is complicated to remove. When stowed away, it sits folded underneath the double-bubbled glass fibre cover

SPEEDSTER TIMELINE

1954
Porsche launch the first Speedster, based on the 356. Light and simple in design, it became an instant classic.

1987
The world gets its first look at the 3.2 Carrera Speedster, which was the first 911 version. It raised a few eyebrows at the Frankfurt Show, splitting opinions in the meantime.

1989
The 3.2 Speedster enters production in January. The wide body model proves the more popular, with just 171 'narrow' cars made.

1993
It's the turn of the 964 to get the Speedster treatment. Based on the Carrera 2, sales were lower than expected and less than 1,000 were made by Porsche.

2011
After skipping a couple of generations, the name and unique styling reappears on the 997. It was costly though with a price tag of £144,000.

"The unique roof stowage arrangement in the Speedster also meant that the rear seats disappeared too"

Above occupants' heads was a smaller, lighter fabric hood that was single-lined and intended very much for occasional use only and in fact would prove somewhat less effective than the usual luxurious soft-top when it came to water resistance, automated car washes being strictly out of bounds. Owners were said to have been asked to sign a disclaimer by Porsche agreeing to the new hood arrangement's limited ability to repel wind and moisture. Given that stowing and erecting the hood could be a slightly fiddly affair – especially in a downpour – it's easy to see why most didn't bother. It's better instead to leave it stowed under the hinged glass-fibre cover that sat atop the rear deck, which, with its gentle twin humps, contributed greatly to the car's stand-out looks. That cover was secured with a typically neat solution though, requiring owners to apply a quarter turn to what appeared to be a window winder handle located at the base of the rear inner trim panel on the left-hand side. This released the main locking bar, and then it was just a matter of pulling a toggle (identical in appearance and located close to the one for releasing the engine cover) to release the single safety catch before pulling the cover back and upwards. The unique stowage arrangement also meant that the rear seats disappeared, replaced with a carpeted area that could contain a useful lockable storage box if buyers ticked the M419 option. Combined with the usual 130-litre luggage capacity in the nose, the Speedster retained more than a modicum of practicality. The driver and passenger sat on slightly altered pews too that were lowered by a few millimetres to release crucial extra headroom and used a standard, manually-adjustable base coupled to bolstered backrests.

As for the rest of the interior, it was thoroughly familiar to owners of the regular 3.2 Carrera with the Speedster benefitting from revisions that had sought to improve the standard model as the end of production loomed. The seats were trimmed in top quality hide, there was a leather-bound four-spoke steering wheel and improved ventilation, plus better audio systems. There was plenty of

A sloped and shorter windscreen, low hood (when up) as well as the deletion of rear seats and huge painted glass-fibre cover ensure a completely different 911 experience when at the wheel of a Speedster

opportunity to ransack the options list, even if it did somewhat negate the claimed 70kg weight saving over the Coupe. Still, this was the '80s and there was no shortage of buyers wanting to ensure their 911 was the most luxurious available.

Mechanically it was very much business as usual too. Beneath the spoiler-less engine lid was the 3,164cc unit that combined the 95mm cylinder barrels from the earlier 3.0-litre to the crankshaft from the 930 Turbo for a stroke of 74.4mm and, using forged pistons, the compression ratio was now a higher 10.3:1. The induction and exhaust systems had also come in for attention and with two-valves per cylinder and a single overhead camshaft per bank the result was a power output of 231bhp backed by a useful 284Nm of torque. Boasting 73bhp per litre, the result was a genuine 150mph machine. More significant for the 3.2 engine was the use of the latest Bosch LE-Jetronic injection system that was controlled – as

Stoneacre

stories.com

BUYING TIPS

Aside from its unusual roof, the Speedster differs little from the regular 3.2 Carrera, but given their rarity and increasing values you'll want to decide whether you intend to actually use it or store it away in a collection before you make a purchase. Either way, the good news is that most will have been pampered, dry stored and unlikely to be suffering the sort of issues that afflict other models with high miles on the clock. Nevertheless, make sure you consider the following:

- **History:** When you're dealing with a rare model such as this, you'll want to be absolutely certain of its provenance. Check its history thoroughly and walk away if things don't add up.
- **Corrosion:** It's less likely to be a factor, but there's no harm in checking the wings, B-pillars, and the 'kidney bowls' at the rear of the sills, just in case. Don't asume cars from sunnier climates have escaped corrosion.
- **Engine & gearbox:** Again, sparing use should mean little cause for concern but components may need re-commissioning if the car's been stored away.
- **Heating:** Corroded heat exchangers are a common issue with any 3.2 and renewing a complete system including exhaust will leave little change from £2,000.
- **Roof:** It should be in perfect condition, but it's worth checking as replacing the fabric hood or tonneau cover will cost £2,000 and £1,600 respectively – and that's for the parts alone.

was the ignition – by a Bosch Motronic 2 engine management system (termed Digital Motor Electronics). It was the first time that an ECU had been used in a production 911 and there were myriad benefits, chief among them being improvements to driveability and instant starting in any weather. Fuel consumption was improved compared to the SC as well. The bigger unit was also responsible for ridding the 911 of a well-known weak-point as the troublesome mechanical cam chain tensioners were swapped for a new system of hydraulic items fed by the engine's main oil system. Power was deployed via the much sweeter shifting Getrag G50 gearbox that had been introduced to the range in 1987 along with hydraulic operation for the clutch. All of this resulted in performance that was to all intents and purposes identical to other models in the range, although it's doubtful whether owners ever made full use of the 3.2's verve. This particular 911 was all about style after all and there were few finer - or indeed rarer - ways to soak up the sun.

And it was that temptation of fine weather cruising that likely meant drivers would never get to experience the much-improved handling offered by the Carrera. Certainly not in the wet anyway, although in all probability it was the thought of fiddling with that roof rather than on-limit oversteer that curtailed any temptation to exercise the Speedster in inclement conditions. Like the other models in the range it was underpinned by running gear that was essentially unchanged from that found beneath the SC, with suspension by MacPherson struts at the front and semi-trailing arms at the rear with torsion bar springs and anti-roll bars at both ends and unassisted rack and pinion steering that provided oodles of feedback at anything above walking pace. Stopping duties fell to servo assisted ventilated discs measuring 282mm and 290mm front and rear respectively, which proved ample given a modest kerb weight that hovered around 1,200kg. And like all later 3.2s, the Speedster rode on 16-inch Fuchs wheels.

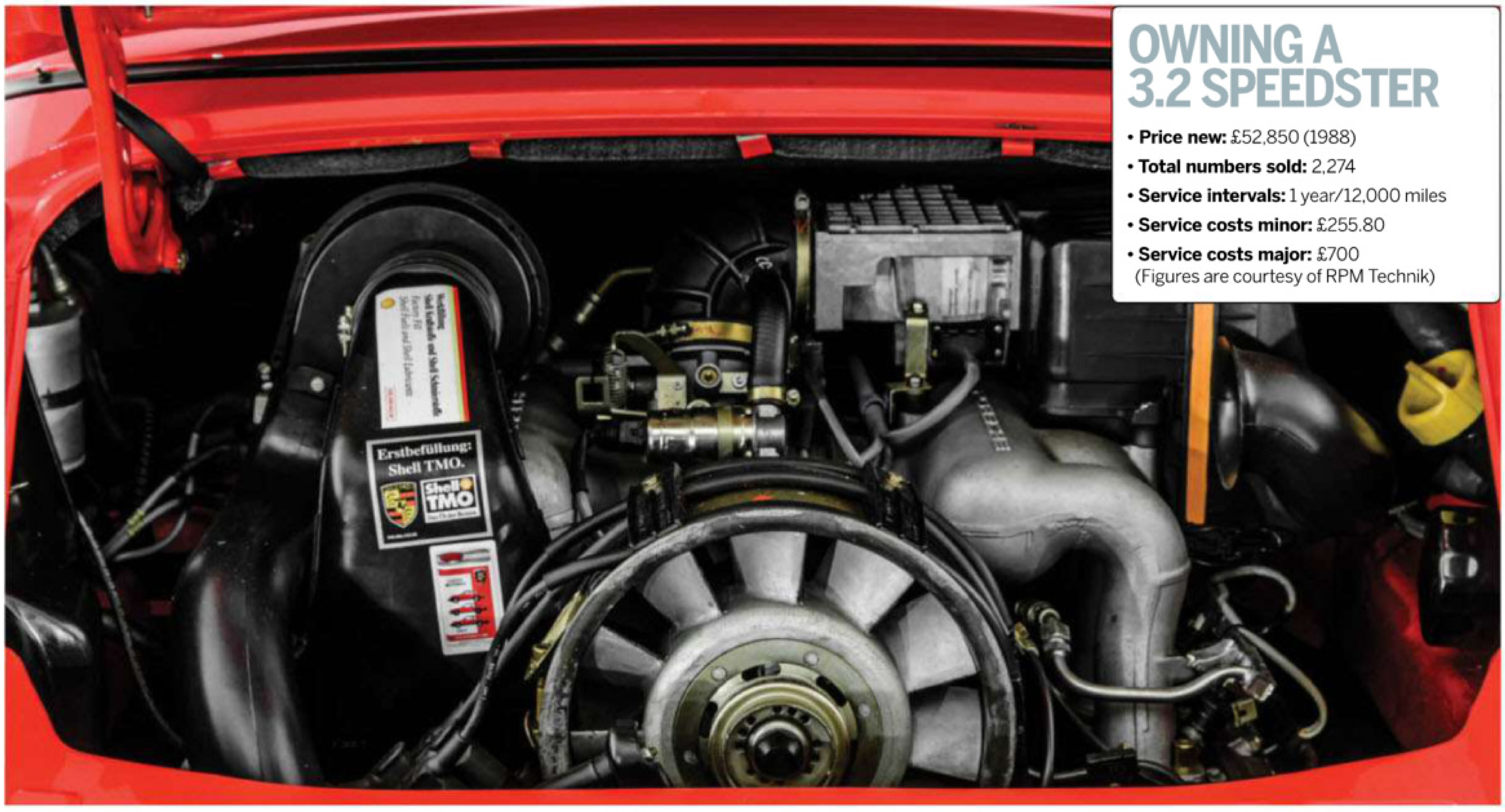
The oily bits weren't going to spring any surprises then, but the looks? Well that was a different matter entirely. They certainly didn't appeal to everyone, and even the briefest survey of 911 enthusiasts would have found plenty of people quick to denounce the Speedster aesthetically, and indeed question its whole existence. But viewed through the prism of Porsche's current, muscular styling the Speedster manages to appear both delicate and purposeful in equal measure. Love it or hate it though it brought back an illustrious name and looks as striking today as it did almost three decades ago, and for many 911 enthusiasts that's something to be celebrated. 911

"This particular 911 was all about style and there were few finer ways to soak up the sun"

SPECIALIST VIEW

"Personally, I think the Speedster has been under-appreciated in the past but that's beginning to change. It's still something of a niche car – better suited to summer use – so that limits its appeal but I think it will have a strong future in terms of values. The rise has been quite gradual so far but we could well see a sharper jump in prices in the short to medium term, and with a recent sale in the US realising big money for a Speedster, that may have an impact elsewhere. Only time will tell of course, but these rare and interesting 911s certainly deserve wider recognition."

Jonathan Franklin, Hexagon



OWNING A 3.2 SPEEDSTER

- **Price new:** £52,850 (1988)
- **Total numbers sold:** 2,274
- **Service intervals:** 1 year/12,000 miles
- **Service costs minor:** £255.80
- **Service costs major:** £700

(Figures are courtesy of RPM Technik)

"I'VE GOT ONE"

"A Speedster satisfies all my expectations of driving a 911, of driving a pure Porsche. It's a car that constantly evokes the best of Porsche street car history, and the sound of the engine is harmony. I feel like I'm driving a contemporary 356 Speedster. Pleasingly, it's lovely to drive slowly and easy to drive quickly.

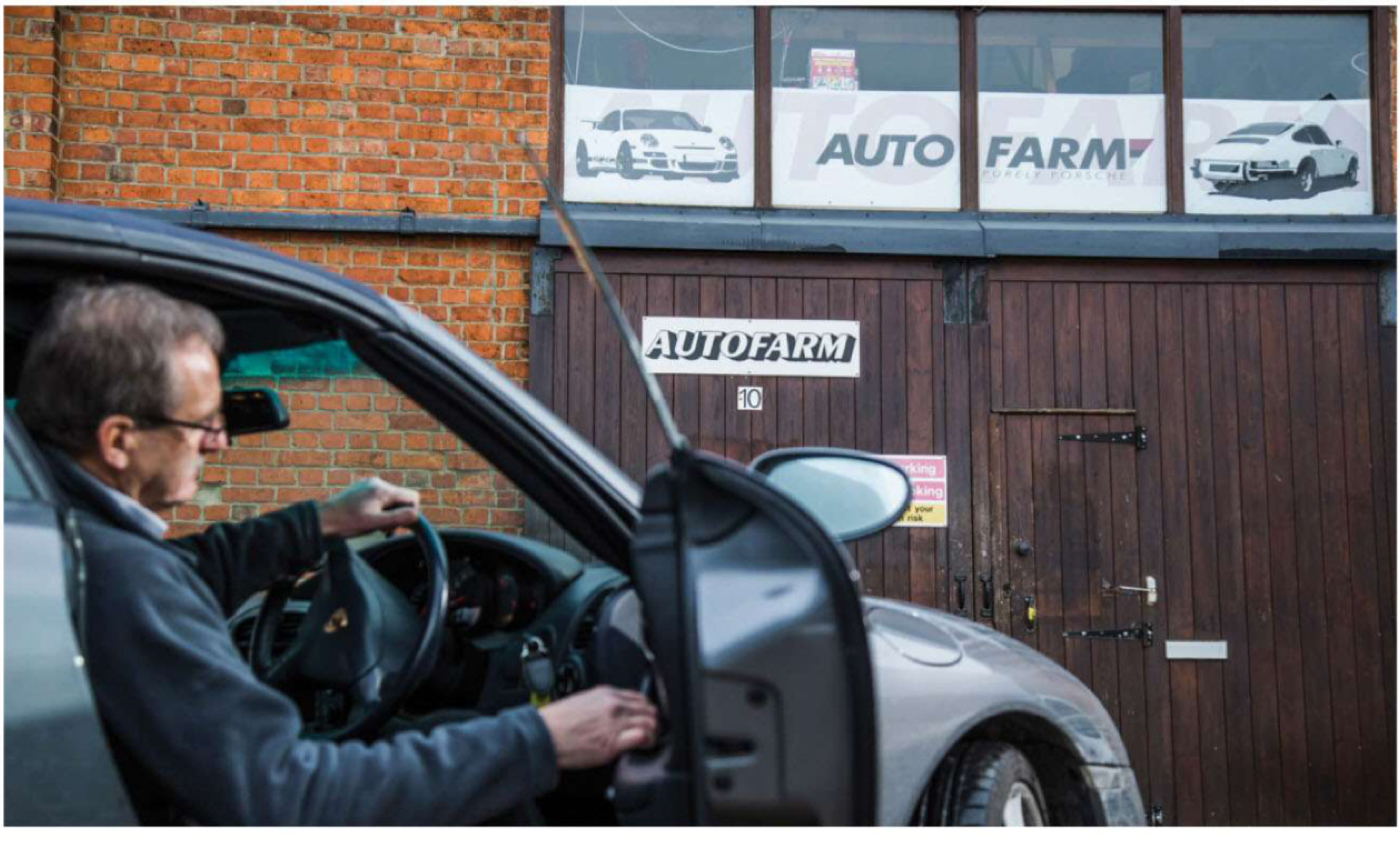
Make sure you get acquainted with the manual emergency top and the tonneau cover, once learned you can get it up and down in less than a minute but it is confusing at first."

Dr. John Bell

Thanks

This 3.2 Speedster is available for inspection at Hexagon Modern Classics' London showroom. For more information call +44(0)2072253388 or visit **hexagonmodernclassics.com**.

PORSCHE
Welcome to Porsche Centre Bournemouth
Porsche Centre Bournemouth


AUTO FARM
AUTOFARM
10

OPC VERSUS INDEPENDENT SPECIALIST

For your Classic Porsche

With the new Porsche Classic scheme implemented across many OPCs, Total 911 revisits the perennial servicing debate, this time from the perspective of the classic owner

Written by **Chris Dearden** Photography by **James Sheppard** & **Alisdair Cusick**

My ageing 911 never fails to surprise me. How quickly it can flatten a brand-new battery while parked in the garage, for example, or how very loud its alarm sounds when it goes off at 3am. But sometimes it surprises me in altogether more pleasant ways, like when I was informed by the editor of this magazine that my late 996 is now officially a classic. And, before anyone with a proper classic gets upset, here's why: Porsche now designate this label to any model whose production run ceased more than ten years ago. Since my 2004 Cabriolet was one of the last produced, all 996s, including mine, have now been officially elevated to that coveted status.

One thing that is little surprise at all is that old 911s need regular service and maintenance care from someone who really understands what they are doing. The choice of provider (OPC or independent specialist) of this service has provoked debate among owners for as long as 911s have been around. For me it has been OPC for regular servicing, and an independent Porsche specialist for anything else, but I know many would disagree with this approach. However, Porsche Classic's recent move to make over 100 OPCs official partners, offering classic owners a range of services including servicing maintenance and restoration, may well change perceptions on the OPC versus independent specialist contest. As the surprised but proud owner of a classic Porsche, I was

OPC Bournemouth service manager Aaron Keating highlights just how approachable the business is, encouraging owners to merely pop in and talk Porsche

delighted to be asked to investigate, visiting the award-winning Porsche Centre Bournemouth and the highly respected specialists Autofarm.

Walking through the revolving glass door of Bournemouth OPC, you are immediately met by a warm welcome from the reception desk. The stainless steel fittings and plush floors are immaculate, if, as expected, just a little bit corporate. The spotless new 991s on display fit in perfectly to their environment. Although there's no sign of a 20-year-old 911 in the showroom (for obvious reasons), if you had wandered in to get advice about your classic 911, you'd be in the right place. Like the whole network, this is an OPC that not only knows and loves classic 911s, but is also more than happy to take time to sit and chat about them. In the case of OPC Bournemouth here, its passion went even further, starting its own classic car members' club with membership free to any owner of a Porsche whose model ceased production ten years or more ago.

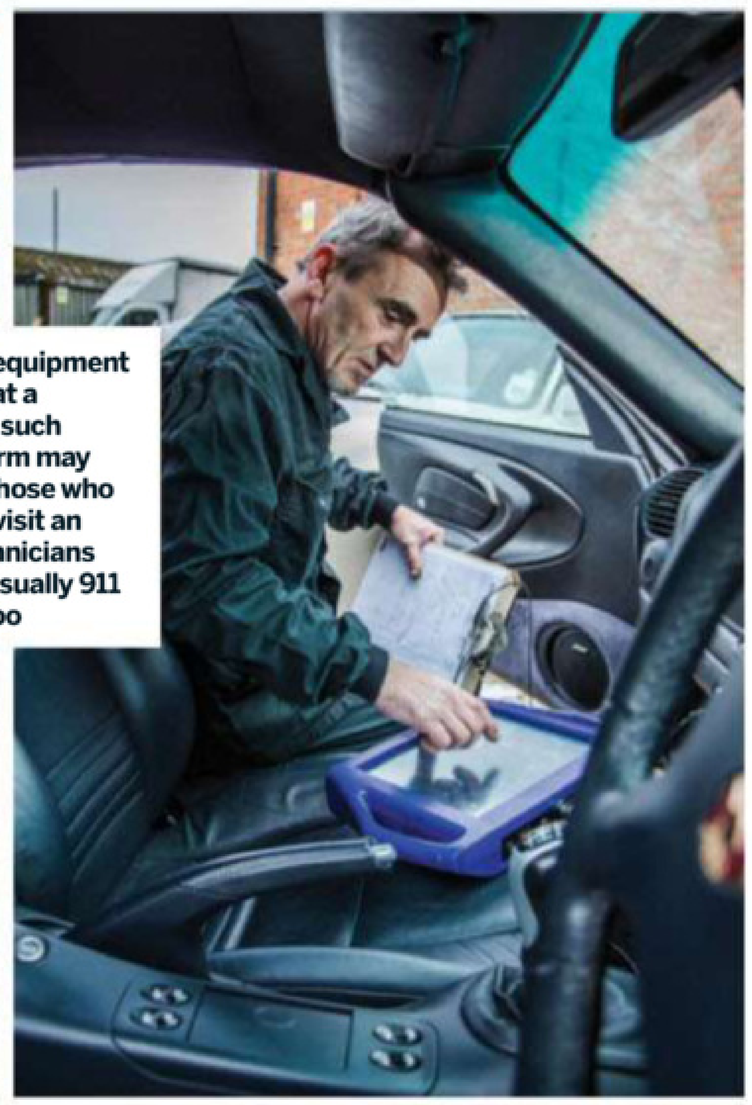
The club offers its members competitive labour rates and a free annual MOT. These are highly attractive, but to be fair many of us have been getting something similar through the national Porsche 7+ scheme. Where the club really scores, though, is in the access it gives its members to specialist technicians with hard-earned knowledge of the cars the members own, plus a direct line or email address to contact a technician for technical advice. If you are passing by and want to simply drop in for the advice, then that's fine too. And that advice is free. Twice a year there are service clinics where owners can have half an hour with a technician who looks over your 911, and half an hour with a specialist advisor to discuss any other issues. Again, this is free. What's more, nobody is going to use health and safety as grounds for keeping you behind the glass wall that divides the workshop and the showroom. If you want to go in to talk with the technician working on your Porsche, simply ask.

Aaron Keating, Porsche Bournemouth's service manager, tells me that between 30 and 40 per cent of their service and repair work is on classic Porsches. Although it is clearly less profitable for them than their work on current models, they relish the challenges the classic models bring and would welcome an even bigger percentage of classic business. A quick look in the workshop supported this with a 911 SC having work on its rear brakes, while an immaculate Guards red 3.2 Carrera was also in for inspection. Aaron suggested I bring my car into the workshop for a technician to give it a quick look over, where Nick, a Bournemouth OPC technician of 26 years, made reassuringly positive noises and pointed out some fascinating details that even six years of ownership had left me completely unaware of. I assumed he must be the go-to man for classic work, but he assured me that all technicians were equally enthusiastic and knowledgeable about the older models. Again, a feeling of comfort reigned supreme.

Back with Aaron, I probe about the level of mechanical work the OPC is able to handle in-house. Contrary to the idea that OPC technicians today spend most of their time merely swapping out electronic black boxes, I am assured that engine and gearbox rebuilds are commonplace. In some examples where engines have comprehensively expired, a rebuild involving a short engine shipped over from Germany might prove financially preferable, but this too would be an in-house operation. Interestingly, Aaron also tells me that Porsche has a plan in the pipeline to offer OPCs competitively priced short M96 engines again, something they had stopped some years ago. Porsche has always been proud to quote the percentage of all 911s built that are still on the road worldwide, but it is well documented – perhaps over-documented – that 996 engines have a variety of ways of bringing their lives to a premature end. Affordable short engines would allow OPCs to save 996s whose blown engines might otherwise mean the car is scrapped as uneconomic to repair. We have no more detailed information yet but watch this space, 996 owners...

I drove my 996 home confident that certainly in Bournemouth at least, classic owners are being very well served by the Porsche main dealer network. A few days later, I climbed in the 996 again, this time to visit independent specialists Autofarm. Now, while Porsche has worked hard to unleash its identity on every OPC, ensuring a dealership from the main network is easy to locate at the roadside, the stall of an independent can be a little different, as experienced here. Unless you totally trust your satnav (most classic owners won't have PCM with maps, remember) you might suspect you have taken a wrong turn because Autofarm is discreetly and securely tucked away down an unmarked single-track road across open farmland. Unlike the OPC building, though, nobody could accuse Autofarm's old buildings of being too corporate. Rustic bare brick walls and period exposed beams house a clean, functional workshop with a welcoming customer area upstairs, from where you can watch your 911 being fettled.

Over 100 Porsche Centres are now official Classic partners, meaning servicing knowledge and pricing is now more competitive than ever



Levels of equipment available at a specialist such as Autofarm may surprise those who regularly visit an OPC. Technicians here are usually 911 owners, too

It is a cliché to say that the best businesses are all about the people who run them, but this is certainly the case with Autofarm. Set up in 1973 by the legendary Josh Sadler on the back of his experience racing Porsches, the company has just undergone a management reorganisation – as you'll have read from the 'Update' section of this very magazine. Josh has been aided by the new proprietors Mikey Wastie and Steve Wood for years, and between them they have a racing pedigree that includes a season in a GT3 cup car and 911SC as well as Josh's own exploits in historic racing with an Autofarm-built 911 S/T. What's more, Josh has a mouthwatering collection of rare 911s in his personal stable, while many others working at Autofarm are also 911 owners – and even if they don't own a 911, they certainly love them. If you analysed their collective DNA you might expect to find a lot of Porsche coding in there.

As the first point of customer contact, Mikey meets all enquiries with an enthusiastic, knowledgeable response. Questions get detailed answers in language every customer understands. All service or repair work starts and finishes with a road test, which Mikey feels is essential if the technician is to get an accurate feel for what the car needs. Then, as with the OPC, nobody is going to mind if you want to wander down to chat with the technician while he works on your 911, or even watch the job being carried out. A thorough checklist is made throughout the work, which the customer is talked through by Mikey or the technician when the washed and vacuumed Porsche is handed back. On top of this, a free service clinic runs every Saturday morning where customers' cars can be examined, problems diagnosed and options discussed.

While Mark Henderson looks over my 996 under photographer Ali's lights, Steve gives me a tour of the premises, spread over several buildings. He points out sites being considered for the expansion, including a larger showroom and expanded service workshop. Currently there is a workshop area, a body shop and the special projects workshop, where the creation of the famed Autofarm 911s take place. During my visit, these work bays held a 2.7 RS Touring in the middle of a rebuild, and a 3.0 Carrera undergoing an RS-specification conversion. Moving on to the engine rebuild area, we find technician Matt just putting the last touches to a 964 Carrera engine. Behind him, an entire wall is lined with steel racks of sick engines awaiting surgery. Steve showed me the latest arrival: a low-mileage 2004 996 engine with a wrecked intermediate shaft bearing. I take it he didn't want me to sleep that night...

Autofarm's reputation means it has a steady stream of engines arriving from around the world, each of which it will assess then rebuild to a specification agreed in consultation with their owners, before crating them up and shipping them back. Autofarm is currently in discussions with an American who grew up loving his family doctor's 911. After the doctor's recent death he managed to acquire the tired 911, and decided the car deserved an 'as new' rebuild. Contacting the Porsche Owners Club of America for a recommendation, he was directed immediately to Autofarm here in the UK.

If you booked your 911 in for a restoration project today it would probably have a start date of November. This explains why Steve and Mikey are in the middle of examining options for increasing their capacity to meet the rising demand for their services, though they are aware of how easily expansion can jeopardise what makes the company special. With this in mind their method for choosing new apprentice technicians is interesting: "We look for a positive attitude, enthusiasm, and common sense," says Steve. "We can teach them to be technicians, but if they haven't got those other qualities they'll never make it at Autofarm." With my tour of Autofarm complete, I ask Mikey and Steve why they felt a Porsche owner should choose them to care for their car. "Our passion and our experience," is their succinct reply. It is easy to see why they have built up such a loyal following from classic owners worldwide.

Visits to both the OPC and independent specialist have opened my eyes. Contrary to popular belief, there are two viable options for the classic 911 owner when it comes to choosing the destination for servicing, maintenance and restoration of their Porsche. I had planned to include some comparisons here of servicing and repair costs, but realised this would be misleading. Few jobs, even servicing, are standard, and a good servicing or repair facility will tell you what your car needs, offer options for achieving it, then let you make a choice shaped by your preferences and your wallet. If my car needed work I would contact both a specialist such as Autofarm and an OPC such as Bournemouth for their respective advice, before weighing up the costs and making my decision for the particular job. For a different job, my decision could be changed again. This is a good thing, as it means there are now more viable options than ever available to those of us with a classic 911 in the garage, and more choice leads to greater competitiveness. Whether it's an independent specialist or an OPC, rest assured, classic 911 owners: you've never been in safer hands. 911

StoreMags

Like the OPC, customers are allowed to watch the work being carried out on their 911 at all times, aiding the transparency of the service on offer

PORSCHE COMMUNICATION MANAGEMENT

Significantly developed for the start of the water-cooled era, PCM has evolved to become your hub of media, mapping and navigation services in the Porsche 911

Written by **Ray Chandler** Photography by **Total 911** & **Porsche AG**

PCM timeline

996.1
1998-2000
Version 1.0

996.2
2001-2002
Version 1.0

996.2
2002-2005
Version 2.0

When Pinky Lai's revolutionary designs for the 996 became reality in 1998, it wasn't just the bodywork that came in for mass upheaval. Inside, the interior was completely reworked too: modernisation included a better, close-knit arrangement of dash dials that now fitted inside the circumference of a smaller steering wheel, as well as improved ergonomics in seating position.

Another giant stride into the modern era came with the in-car radio. No longer a removable single-DIN as seen on air-cooled 911s, this optional fixed Porsche unit – renamed Porsche Communication Management – was the start of the control centre for audio, navigation and communication functions on the 911.

There is much to learn with PCM, early iterations of which endured criticism from some users. To start with, PCM is split into version numbers, for example PCM 1.0 (beware, for just PCM 1.0, there are both Generation I and II units, eight and 16 bits respectively). Subsequent versions of PCM arrived in the following years including PCM 2.0, 2.1, 3.0 and now PCM 3.1. Of course, PCM hardware also utilises Operating System software.

PCM 1.0 was first introduced in eight-bit format (the eight-bit refers to how many pieces of binary data the computer's processor could deal with at any one time. Today, your Smartphone, with four 32-bit processors running concurrently, will be much, much faster) to the 996 and was rather restricted in which Navteq maps it could use. The unit, with a top-mounted tape player built in, was a two-part affair with Becker GmbH providing the PCM 1.0 unit and CD drive for the navigation discs, which were provided by Siemens VDO.

The PCM 1.0 unit took a Gen1-sized Subscriber Identity Module (SIM) card but was limited in the mobile telephone networks that it would operate with, as it only operated its GSM card at 900Mhz

frequency and not, at the time, the preferred 1,800Mhz frequency. Thus, finding a provider offering the lower speed restricted the use of the early telephone module.

Second-generation PCM 1.0, now 16-bit, was fitted to the 911 models between January 2001 and August 2002. This brought greater sophistication and improved data handling speed along with the ability to upgrade the Navteq by using map data discs supplied to car manufacturers other than Porsche, although an update to the operating software is required if the navigation software version is other than PONA642D.

From the start of September 2002 until April 2005, 996s received the new PCM 2.0 units along with the new OS 'version 2.0' software. Becker GmbH, which mounted the navigation CD drive internally and moved to a smaller SIM card, now made these units in their entirety. Initially these units ran version 2.0 of the OS until April 2003 when it moved to OS version-3.0 software. Note that PCM 2.0, even with version 3.0 OS software, could only read CDs and not DVDs. A Porsche technical bulletin stated: "Any vehicle that completed production on 21 April 2005 or later, and was ordered with the navigation option, contains the new PCM 2.1 system. These should have been delivered to your dealership with a factory-supplied map disc. Cars produced with navigation between 11 April and 21 April could have either the new PCM 2.1 system or the previous generation-2.0 system."

PCM 2.1, running OS version 3.0 and coinciding with the launch of the first-generation 997, was a watershed, as the CD drive was dropped for a DVD drive, which held nearly seven times more map data than a standard CD. As a result, the mapping and picture quality of the PCM, plus colours and functions such as zooming, improved significantly.

PCM 3.0 was introduced in September 2008. This proved another big step forward, as the

997.1
2005-2008
Version 2.1

997.2
2008-2011
Version 3.0

991
2011-
Version 3.1

"The move to touchscreen operation reduced dashboard buttons by half"

system now offered a 40-gigabyte hard disc drive option rather than using DVDs as data storage. The new PCM 3.0 featured a larger, 6.5-inch screen, along with a touchscreen facility for simplified operation of the audio and navigation systems. The move to touchscreen operation reduced dashboard buttons by half and offered a maximum of five list entries per page, making it quick and safe to use.

Other important additions to PCM 3.0 included the new options of satellite digital audio radio services, Bluetooth connectivity, an iPod port, a USB port, an auxiliary jack input, five-digit postcode, dynamic rerouting and even a voice-control option. Incorporated within the Bluetooth protocols was the SIM access profile. This profile would now allow connection to a SIM card in a Bluetooth-enabled phone; thus the car phone itself did not now require a separate SIM card of its own. This was applied on all models, fitted with the PCM telephone module, from 2008 onward. Also new was the integrated single CD/DVD drive's support for MP3 format. Radio functions now included up to 42 memory presets and an FM radio data system (RDS), with dual-tuner frequency diversity, which constantly scans for the best signal for the selected station. Here the receiver has one tuner being used solely for background processing of a received signal while the other tuner may be simultaneously used to reduce signal distortion. Therefore, what one tuner misses in a stereo signal, owing to signal distortion, for example, the other tuner may well receive in full, thus maintaining high-fidelity audio.

PCM 3.1 is the current incarnation of the unit found in Porsche's 911, sporting a similar-sized high-resolution colour touchscreen as well as a multifunction digital dashboard data and graphics display. Options such as online services and an electronic logbook function are new here. Online services offers management of third-party mobile phone services such as the Aha app and Google Places, a location-based service giving information and reviews on businesses local to the car's current position. The Aha app enables the driver to listen to internet radio, newsfeeds, podcasts and audiobooks through the car's sound system, controlled by PCM, using a smartphone as the source. Points of interest can also be searched for and then transferred to the navigation system as destinations. Internet content is received via a smartphone but the standard audio interface handles only iPhones, with Android smartphone users requiring an optional mobile phone preparation or telephone module. Effectively then the online service option from Porsche only partially bridges the gap between the car and full internet access, which would bring both browsing and file-download capability.

PCM 3.1 also included an upgrade from five to seven-digit postcode inputs into the navigation system. Older units could upgrade here, but Porsche charged some £500 for the privilege, falling foul of the press and Porsche community in the process. Later, Porsche centres did make amends by offering an upgrade path for a reduced fee of £149 along with a brand-new set of maps. If your car had an OS version equal or less than OS version 1.4, that had to be upgraded first, which is a three-disc job; all included in the fee.

However, the process to do this is hardly straightforward: all in all it's a lengthy four-hour-plus job, as it involves the OPC technician connecting the car to the test equipment, then to a battery charger, producing a vehicle analysis log (which then provides the licence-enabling code on the Porsche test system), for subsequent entry into the PCM. So, quite a time-consuming task and one that cannot be left to its own devices, as the system will time out if the next DVD is not inserted quickly enough. The upgrade not only gives you an update to the OS if it is needed, but four brand-new maps, full seven-digit postcode entry, a new drop-down menu when in the map view, and new zoom options – now a bargain at £149. But be warned: doing a factory reset on a system that has had this upgrade, perhaps clearing out personal data at end of lease or when selling the car, will cause the system to drop the five-to-seven-digit postcode upgrade and you will need to buy it all over again! 911

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THE LUMETECHNIK HEADLIGHTS ARE ACTUALLY THIS BRIGHT!

CALIFORNIA DREAMING

Think California is the home of modified classic 911s? Think again as we test a home-grown hot rod out of the very top draw

Written by **Josh Barnett** Photography by **Mark Brumell**

StoreMags.com

Amber rays of sunlight glint off the windscreen as the echo of a carburetted flat six ricochets off the last of the red canyon rock. The diminutive sports car slows, a crackle of unburned fuel escapes the dual tailpipes, before the iconic silhouette switches direction. The bombastic exhaust note rises again as the Pacific Ocean comes ever closer, unlocking a gemmed sunset over the crystalline waters to the west of Highway 1.

"Southern California: that's where hot rods started." Those were the words of R Gruppe's cofounder, Chris Huergas, when he spoke to us last issue – confirmed by a sticker in the window of a member's car. Such is the breed's proliferation in these hospitable climes you would be forgiven for believing that my idealised interpretation was de rigueur for all 911 hot rods.

Magnus Walker, Singer Vehicle Design and Huergas' band of outlaw enthusiasts are all synonymous with the Californian Porsche scene, creating a style of 911 hot rod that has captured the imagination of 911 fans around the world – much to the chagrin of some purists. The car before me certainly looks worthy of holding court among such esteemed company, yet it is the exclusive and unique result of some impressive British imagination and handiwork.

Alex Smart's passion for the Porsche 911, like Magnus Walker, begins with one of Zuffenhausen's truest icons: the 930 3.0-litre. While the Urban Outlaw first encountered the original Turbo at the London Motor Show, though, Alex was besotted by this legendary car as a child, riding in the passenger seat of his mother's Ford. "This 911 Turbo drew alongside us on some dual carriageway," Alex explains with a wry grin on his face. "Just after it passed us, it downshifted and spat a little flame out of the exhaust. That convinced my mum that we needed a 911!"

Childhood passions die hard, with Alex now enjoying a 997 GT3 RS 3.8 in his London garage. Yet his latest automotive addition isn't actually a true 911 – even if it looks like one.

Bought for a paltry £5,000 in 2009, his hot rod started life as a 1967 912, the 911's cheaper cousin. Handing the car over to the extremely capable Chris Flavell at Fenn Lane Motorsport, known for its excellent rally car preparation, the original plan was to restore the car to its former flat four glory. However, as Chris dug deeper through the shell, it became clear that this particular Porsche was more sieve than sports car.

What's more, it turned out that Alex's 912 wasn't matching numbers: at some point in the car's life a different 356-based powerplant had been slotted into the rear. This was two-and-a-half years into the build and Alex didn't need a second chance to change the build's direction.

Together with Chris, the aim was to now build a hot rod that, unlike the proliferation of 964 back-dates, retained the classic 911's slimline physique but benefitted from a proper flat six providing the necessary shove. After all, the only main difference between the 911 and 912 is the engine mounts. Therefore, propulsion would come from a worn-out 911 Carrera 3.0-litre a customer had brought to Fenn Lane, turning Alex's hot rod into what can best be described as a 912/6.

Five years after initially purchasing the rotten 912, Alex had his ideal hot rod, just in time for an eventful shakedown run to the 2014 Le Mans Classic event. A few minor niggles may have slowed down his progress on his way to La Sarthe that summer, but Alex couldn't fail to adore what Fenn Lane had created. "I really wasn't sure about the colour when I first saw it," Alex laughs. "In fact I

Five years in the making, the fit and finish of Alex's hot rod is testament to the meticulous craftsmanship of Chris Flavell and Fenn Lane Motorsport

hated it. But now, I think it's perfect for this car." I'm inclined to agree.

To look at the finished article, you would never believe this was Fenn Lane's first proper restoration. In fact, I still think it's actually a lie and Chris has surreptitiously been rescuing classic 911s for years in a secret shed. The workmanship is beautiful and is made all the more remarkable when Alex tells me that everything that couldn't be sourced was built from scratch at Fenn Lane's Nuneaton home. The custom strut brace under the bonnet? Crafted by Chris. The 917-style wooden gear knob? Flavell's fine work. Even the 911 R-inspired rear light clusters were made in-house.

The interior finish is just as impressive, with two Italian-sourced bucket seats – "you won't believe how expensive they were to buy," Alex recalls – retrimmed in brown leather with hounds-tooth inserts, a neat nod to the car's short-wheelbase heritage. The bolsters on the driver's pew are noticeably beefier than those afforded to the passenger. "The 73 RS is the same," explains Alex, referring to the option given to those lucky few who specced 2.7-litre Rennsports over 40 years ago. The R Gruppe faithful would no doubt nod in approval at this sports purpose mod.

Against the original 912 metal dashboard, the classic green-numbered dials are, as ever, resplendent. However, I notice the rev counter's face has been reworked. A perfect match for the original VDO design, it now goes all the way up to 10,000rpm. I think I'm going to be in for a memorable ride, and turning the suitably diminutive key only confirms this.

I feed in an ounce of throttle to help the 3.0-litre flat six surge into life. It obliges by emitting a deep, guttural roar from the twin tailpipes before settling into a surprisingly comfortable idle.

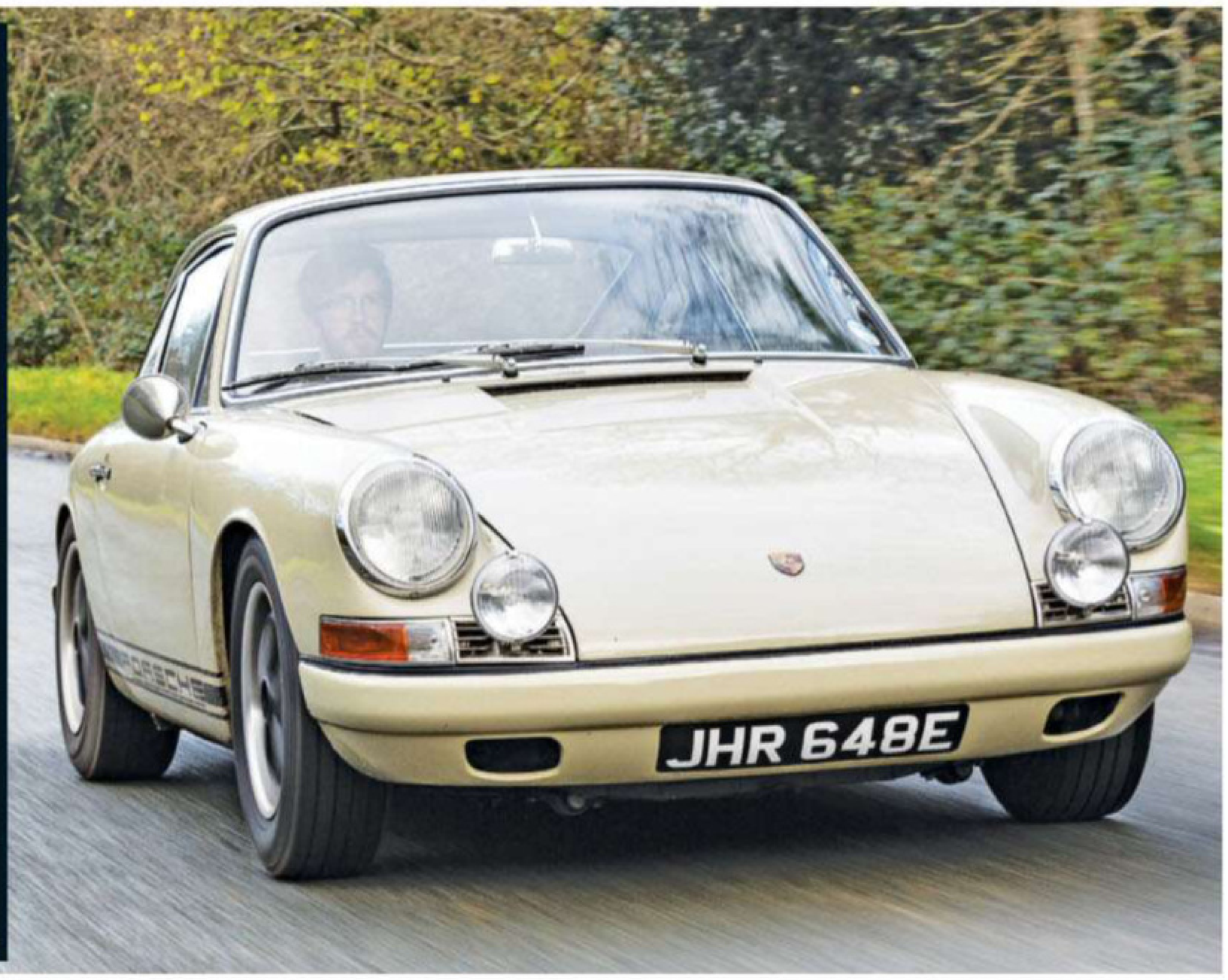
Up until now the idiosyncratic British weather had been doing its best to counter my earlier Californian daydream, contradicting all previous forecasts to provide three of the four seasons in a single day. However, as I strap myself into the cosseting driver's seat, the roads around Goodwood Motor Circuit are verging on the 'bone' side of dry, providing me with ample chance to gauge the 912/6. Not that I need long to become besotted with Alex's hot rod, though. From the very first blast of acceleration, I'm in love.

Despite the luxurious cockpit and larger-than-normal lump under the decklid, the car weighs significantly under a tonne. With 2.7 RS levels

Built not bought

How the 912 was made: from a complete strip down to bare metal, the hot rod was rebuilt according to Alex's desired specification in a matter of months.

Model	912/6
Year	1967
Engine	
Capacity	2,994cc
Compression ratio	8.5:1
Maximum power	225bhp @6,000rpm (est)
Maximum torque	255Nm @4,200rpm (est)
Transmission	Five-speed manual 915
Suspension	
Front	Indepdendent; MacPherson strut with Bilstein damper; lower wishbone; anti-roll bar
Rear	Independent; modified semi-trailing arm; Bilstein dampers; anti-roll bar
Wheels & tyres	
Front	6x15-inch Fuchs; 195/70/R15
Rear	7x15-inch Fuchs; 195/70/R15
Dimensions	
Length	4,163mm
Width	1,610mm
Weight	970kg
Performance	
0-62mph	Not tested
Top speed	145mph approx



of performance on offer from the Carrera 3.0-litre flat six, I shoot toward my destination, countryside blurring passed the lightweight side windows as my brain works hard to catch up with the messages my eyes are relaying. Like all the best hot rods, the spawn of Alex and Chris' imagination is a true sleeper. I wasn't expecting this.

With peak torque lower in the rev band than a 2.7-litre car, the 912/6 is ready to charge whenever you are, aided by the Solex carburettors, tuned to perfection by Chris. Switching a fuel-injected engine to 'carbs' can so often result in a fluffy throttle response at the bottom end, but in this application, these Solexes are outperforming even Porsche's later Weber carburettors, fitted to the 2.0-litre 911S. Simply remarkable. They keep breathing well, too. Rising through the rev range, I can hear them greedily sucking in air, creating ever-greater explosions in each of the engine's six combustion chambers.

The additional induction noise means the 912/6's sound track is wonderfully nuanced. From its purposeful snarl at cooking speeds, the flat six segues into a full-bore bark through the mid range before crescendoing with a pulse-racing battle cry at the upper reaches of the tachometer's needle, as if a mechanical symphony is being played out for me and the audience of West Sussex trees.

Suddenly, a succession of bends interrupts the concerto, but not before the 912/6 has the final say, furiously spitting unburned fuel through the custom exhaust system. Is this a protest at having to slow down? No, just excitement at the prospect of having its talents truly tested.

The brakes, taken from a 911S, wipe the necessary speed for the first hairpin with a forceful shove of my left leg. It's no worse than any classic Porsche, but considering I keep arriving at the scene markedly faster than any comparable factory car, I sense I'm in for a workout. Yet, dipping the nose into the right-hander, my fears are immediately put to bed.

Alex's car is eager, with a front end that relishes each and every apex. Sweeping down the hill, I fail to find a path that upsets the 912/6's ability to turn in. Each slight input at my end translates into a perfect response from the unassisted steering. I've got so much confidence in the front end that I'm getting on the throttle harder and faster than in any classic 911 I've ever driven. There's nothing special about my talent; instead this is a SWB car that actually flatters you.

Through the middle of each curve, there's just enough of the all important 'feel' telegraphed to my fingers via the MOMO Prototipo steering wheel – my first time holding this iconic control – but it never feels like the anti-roll bars are so soft that the whole experience will become gelatinised. There's just so much precision that I'm no longer really thinking about my driving. Instead, I'm simply acting, bending the car to my every whim.

I'm no doubt aided too by the 195/70 section tyres. Much wider than the original rubber, Fenn Lane had to roll the inner arches to make the Dunlop boots fit, optimistically aiming to shod the car with 205-width tyres. The latter caused too much rubbing, causing Chris to revert back to the 195s, which suit the car's classic aesthetic perfectly while noticeably increasing mid-corner grip. I'm never left wanting more as they capitalise on the 911's naturally excellent traction, shooting me toward the next hairpin.

With the anti-roll bars and tyres taking care of the cornering dynamics, the dampers are allowed to work their magic over the various bumps and cambers of the Lavant Road. When aiming for a 'sporty' setup, many 911s often suffer from overly harsh rides, but with his rallying background, Chris has trod the line perfectly, giving Alex's 912/6 a silky smooth ride.

As I climb out, I turn to Alex. "It's the most sorted classic 911 I've ever driven," I tell him. He doesn't look surprised at my statement, not through any misplaced cockiness but because he believed in Chris' talents. Now, so do I.

Their hot rod is so close to perfect that it seems almost sacrilegious to suggest any alterations. Despite this there is one thing I would change. The 915 gearbox is, at best, notchy. It doesn't spoil the experience, but Alex agrees with me: "That's the next thing on the list. I want to get it completely stripped down and rebuilt." Even though the initial build saw plenty of love, dedication and talent, it's nice to see Alex still has a vision and plans for the car. A true hot rod creator is never done tinkering and this is definitely a true hot rod. **911**

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Living the Legend

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

2011 997.2 GT3 RS & 2015 991 GT3

Tony McGuiness
San Diego, USA

Dates acquired:
February 2011 & December 2014

The last Christmas was the best Christmas I have ever had. I know I already owned two of the finest 911s on the planet in the 997.2 GT3 RS and 997.2 Turbo, but I wanted to make a change.

The 997.2 GT3 RS is one of the most amazing 911s ever built and is already becoming a legend. However, the Turbo, while lightning quick, never touched the emotions like my GT3 RS or any GT3 that I have ever driven. In fact, the GT3 has always been my favourite 911 model. It is the essence of Porsche Motorsport and everything it stands for. Even the name 'GT3' makes the hair on the back of my neck stand up!

When I first saw a 991 GT3 in San Diego in January 2014, I was in awe. It is a beautiful work of art. In the back of my mind I knew the Turbo would have to be sacrificed if I ever decided to put a 991 GT3 in my garage next to the GT3 RS. Before Christmas, I had been keeping an eye on dealerships throughout the US, seeing if anything would come up.

The problem was that dealers were not getting many GT3s. Some dealers weren't even getting any new ones and if they were, I was finding most were already pre-sold. Not knowing how many GT3s were going to be produced, two days before Christmas my girlfriend and I set out to visit the numerous local Porsche dealers. We were having no luck until we came to McKenna Porsche in Norwalk, California. McKenna had received a white 2015 model with all the options I would have chosen. The customer who was going to purchase it decided to cancel and fortunately for me, it became available. I didn't even hesitate in my decision. I simply had to have this beautiful GT3.

I met with Adrian Jara and Alex Dawson from McKenna Porsche to finalise my purchase. The McKenna team even had the latest issues of **Total 911** in their reception area so I felt very at home! They are as passionate about 911s as I am and they made the purchase a truly great experience. Alex and Adrian even put a

StoreMags

2005 997.1 Carrera S

Chris Wallbank
Leeds, UK

Date acquired:
November 2012

It had been a few weeks since the 997 C2S had seen daylight, so when the first clear day in January came along I thought it was only right to take it out for a good runout to blow off the cobwebs!

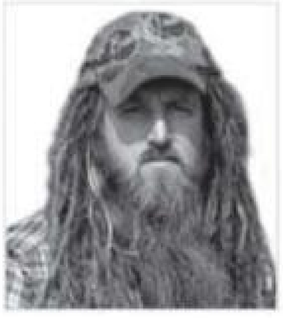
And all was seemingly well until I stopped at a service station and noticed the front right radiator fan was running excessively noisily like it was overworking itself. It was something I had never noticed before, and it seemed strange for cold weather. So the weekend out was cut short as I didn't want to drive the car any further until I got some advice from Porsche Centre Leeds.

When I took it to the dealership and the fan was removed to investigate, it turned out to be case of the fan simply seizing up, which apparently isn't uncommon for a car nearly ten years old. As always, the service team at JCT 600 Porsche Centre Leeds gave great explanation and showed me the old fan once removed and how stiff it had become, making it hard to turn by hand.

I was expecting quite a hefty bill for a new fan, but luckily it came in at £199+VAT and just 1.25 hours' labour on top.

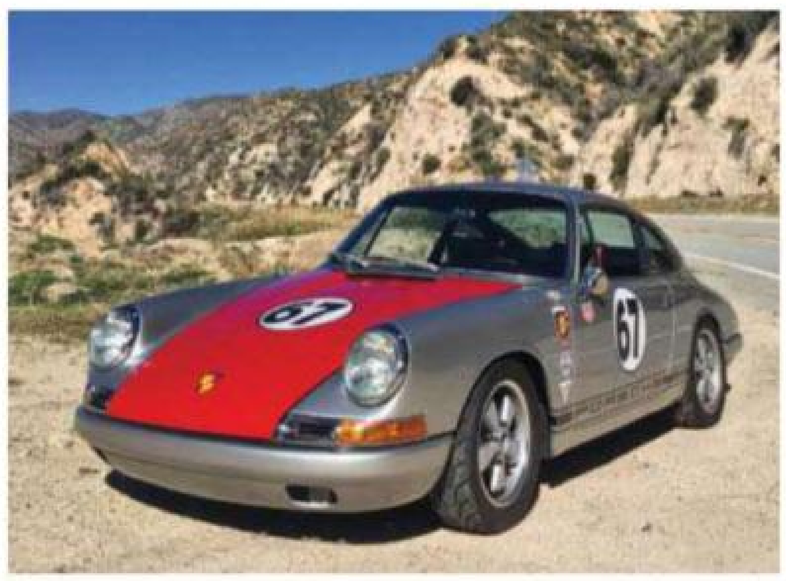
Not the most thrilling month but at least it's all sorted for the next drive out with the supercar club in a couple of weeks. It's only right that I thank Andy Wexham and Mark Wilman in the service team at Leeds Porsche for being so helpful!

1967 911S



Magnus Walker
Los Angeles, USA

Date acquired:
2008



bow on top of the car for photos! Rather than risk driving the GT3 on the notoriously poor freeways of the Los Angeles area – it would have been peppered by shrapnel and stones coming off commercial trucks and big American pick-ups on the way – we decided to put the car on a truck for the three-hour journey to my home.

The new GT3 is now in its new home in my garage next to its GT3 RS sibling. It is an awesome sight and one that takes my breath away each time I look in the garage. I would say the two German sisters look quite stunning together. It was definitely a very Merry Christmas for me! Next month I will give you my first impressions of my new 2015 911 GT3.

Last week I decided it was time to get behind the wheel of my '67S – 'the silver one' – with the red hood and numbers on the side. The numbers come in handy as I often point to them when people ask me what year the car is, plus I think they may make the car faster!

It had been quite a few weeks since I had last driven the car, so as I often do, a short drive around the block was in order to check for new leaks and such; no leaks but the tack was now not working. We checked all the obvious places at the tack itself along with the fuse box and the coil. All seemed fine so I decided to remove the gauge and take it to friends in Noho. They did a quick test and told me the gauge was working fine.

I decided to drive the car to Noho Speedo and have the guys give me a second opinion on my tack issue. Naturally a crowd soon gathered and differing opinions were formed. After some time it was decided the tack was not receiving a signal from the 'box and the issue had to be where the original tack signal wire was spliced into the 'box. Hidden behind some black electrical tape was the missing white wire that goes to the perma tune! The two slid together nicely, car fired up, and the tack needle jumped to life.

I'm now able to have fun driving the car and shifting with the tack working fine – the 7,200rpm red line is still in the same spot and a great place to take the revs to. As always, get out and drive.

1967 912 & 1989 964 Carrera 4

Sean Parr
Harpenden, UK

Date acquired:
May & Nov 2014

I've had one of those experiences we all hear about but I have never seen in person this month. My 1967 912 has been at Tradewerks for some remedial sill work; they were really pretty bubbly when I bought it and they needed sorting sooner rather than later. Having sorted out the bonnet area in my insomniac, obsessive compulsive months prior to Christmas I have decided that over time I want this car to be really lovely. I absolutely love the car and plan on hanging on to it.

I left the 912 with Steve at Tradewerks before I left for Australia for Christmas and when I got back he'd got one side done and the rust proofing of the new floor pans. After I shuffled my feet and muttered a bit, they cracked on and started the other side. I then started coming in every day – I love watching other people work – and this was when I got my first-ever real restoration experience when they pointed out to me the left-hand-side sill was in fact the original from 1967, with a bit of strengthening in the form of an AC Delco cardboard box! Yes, there was the original sill top forming the door step and the original sill bottom and a cardboard box forming the bit in the middle, along with a couple of tubes worth of 'No more nails' and a kilo of body filler. That's okay though, isn't it? It isn't like a sill is structural or anything! And that cardboard box has been holding things together for over 14 years, as that was when it was imported from the US when this butchery was obviously done (no AC Delco parts in the UK). Surprisingly it was still solid despite 14 years of English and Irish winters !

What it makes you realise is just what sort of backyard cowboy nonsense goes on with old cars. Remember, this was a California car, probably sold as from a rust-free state. I am pretty rubbish at geography, but from a misspent youth watching *The Rockford Files* I think a lot of California is a coastline meeting a salty, windy ocean! I grew up in Sydney, a warm climate filled with salty sea air and a billion rust-ridden heaps of junk before galvanisation took hold. Cars from California rust like they do in England unless they are inland. Remember that – and the cardboard – when you are buying your unseen Porsche from a 'dry' state like Florida or California!

And the 912 now? Solid steel from front to back on the sill side of things, plus I also sorted out the base of the B pillar. Staggeringly the kidney bowls were all good, as were the inner sills. Tradewerks also cut out the inner and outer skins of the door, really excellent fabrication work, and more than half the skin is original – and a saving of over £500 from Porsche for a full skin! There's more of the original car left, something I'm particularly keen on, and I've kept the cardboard and nailed it to my garage wall!

1982 SC & 1989 964 Carrera 4

Gina Purcell
Oxford, UK

Date acquired:
September 2004 & April 2014

I thought I had achieved perfection with Wolfi the 964, what with the recent body restoration, the not-so-recent full engine rebuild plus new suspension – and finally, the working heating system! Job done, I believed... but I should have known better.

You may have read my heater system woes here before, detailing a long search for someone who could fix the beastly thing. After discovering nobody in the UK would attempt a repair, it was eventually sent to the USA to be revived, which proved moderately successful with 70 per cent of its operational strength returned. However, it failed again, and once again – like some perpetual Egyptian mummy's curse – at the start of a long journey home in inclement weather after a driving holiday from the UK's farthest-flung extremities. So, here I am, back at square one, with the mighty Wolfi's 964 electrical achilles' heel cruelly exposed again.

But all is not lost. Neil Bainbridge at BS Motorsport has unearthed a wizard chap in Belgium who eats these 964 heater problems for breakfast. The croissants are on standby!

StoreMags

1984 3.2 Carrera

Maurice van den Tillaard
The Netherlands

Date acquired:
October 2014

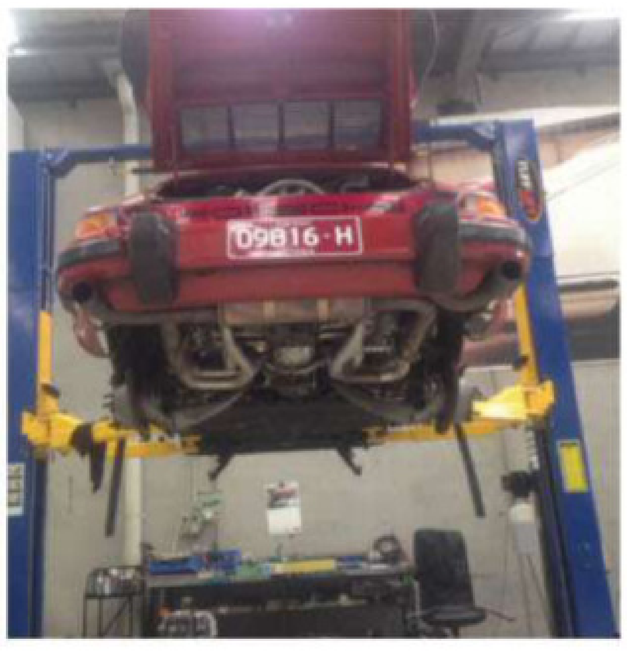
While I was still searching for tyres last month, my friend Matthias at Mezger Werk found me a set of 15-inch Michelin Pilot Sport Cup semi slicks in the meantime. These are really hard to come by in this size, and I'm very happy to have them. It's not only a great-quality tyre, but a very good-looking one as well!

The old paint was removed from my Fuchs and they are receiving a new layer as we speak. Suspension parts, which were at the sandblaster, powdercoater and plater are slowly coming back and in a couple of days my buddy Daniel from Classic Boxers is coming over again to help me build up the suspension and steering of the car again. We are planning on two, maybe three full Saturdays to get the car back on its wheels and set it to the right stance. This is going to be a fun process for sure. I also received three boxes of brand-new parts and I cannot wait to start assembling all these nice goodies to the 3.2 Carrera.

1975 Carrera MFI race car; 1961 356 T5B; 1973 911E; 1981 930 3.3; 1995 993 RS Clubsport; 2001 996TT

Sven Burchartz
Victoria, Australia

Dates acquired:
Various



The 1975 Carrera is back in the workshop. Not that's there's anything wrong, it's just that the process of putting it back to a road car has begun. Step one was going through the piles of stuff that we'd pulled off the car and get them ready to refit. The fuel tank, windows, seats, steering wheel, exhaust, front and rear bumpers and suspension were the big-ticket items. We will refit them, but leave out all the glass as the whole car will be treated to a full repaint.

The paint was in reasonable shape but after two years of racing, it had become a '20-footer'. It looks good at 20 feet but up close? It won't be back to bare metal, but we will treat it to a first-rate paint job. The idea is to get the car back to as close to standard as possible, but leave some of the nice things in place. The close-ratio 'box will stay as will the high 10.5:1 2.8 pistons and barrels. The headers will go and be replaced with a set of SSIs. The injector pump will be recalibrated to run on 98 octane instead of the 103-octane jungle juice it raced on. As raced, it had around 315 horsepower and even after the emasculation, we estimate 270 horsepower. Nice. The rest of the car stayed fairly stock in light of the limitations imposed by historic racing but the cage has to go, as I can't refit the interior without it going. We are going to try and remove it so we can refit it to something else in the future. I can feel another project coming on later in the year. Lucky my wife doesn't read this magazine otherwise she'd have my guts!

1999 996 Carrera 4

Rob Clarke
Bristol, UK

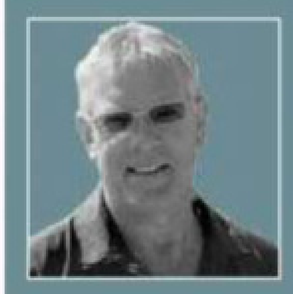
Date acquired:
February 2014

I picked up my car in February 2014, so nearly a full year in, I now have to deal with those mundane car issues of MOT, insurance and servicing. I've booked an MOT with a local garage and need to start thinking about where the car goes for its next service, but that is next month's dilemma!

Over the last few weeks, the car has had to spend most of its time parked up on the drive as we have been visiting friends and family. The 911 may be a practical car, but it does not have enough space for two adults, two teenagers and a greyhound! The topic of conversation with family did make its way onto my 911, but the conversation did start with, "Is it in the garage?" No it isn't, it is fine, it seems that the early dramas of ownership have stayed in the minds of my relatives, but hopefully the fact that it has been trouble-free – well, a few niggles aside – they may accept it is a reliable car!

With the 911 spending some quiet time on the drive of late, I did consider getting a car cover as the Porsche has been sat exposed to the elements, but as yet I have not made that purchase. There could be more on this soon.

The things on my to-do list keep adding up; car cover as mentioned above, replacing the steering wheel as the walnut is cracked, getting the gearbox oil changed and a new gearbox sump as it leaks, a passenger vanity mirror, bodywork TLC; and this is what I can think of without too much thought. So, maybe I need to make a new year (of ownership) resolution to get this lot sorted. With the MOT in a week I hope it passes without any issues!



2003 996 Turbo

Ray Chandler
Surrey, UK

Date acquired:
August 2011

I spotted this car at the recent Classic Car Show at ExCel, London. The red 959 is a wonderful car, both see and to hear. The cars are admired not just on the stands, but driven in anger, twice a day, on the parade circuit built at ExCel for this show.

However, it is very probable the 959 would never have existed if it had not been for another car at the show, the white 911. I stood in admiration reading its specification: 0-60 in 12.0 seconds – wow, that seems a tad slow! Power was a 'massive' 90 horsepower; is this a misprint? And a four-cylinder engine... where are the other two cylinders? The well-informed **T911** reader would by now have realised that this is the Porsche 912. The jump in cost from the 356 to the newly launched 911 was quite breathtaking and Porsche was rightly worried the 911 would not sell well enough. So along came the stepping stone – the 912 model.

The 912 made up for its lack of power by being more agile on the club circuits due to its lighter weight, most importantly at the rear of the car where the 911 carried more weight due to its larger engine. That made the early 911s a little tail-happy, over-steering too readily for some. In the years to come the 911 sold in enough numbers to allow Porsche the luxury of building a Group B rally car – the 959 – and later, adapting it for road use along with its unique four-wheel-drive system. Porsche needed to be in a strong financial position to do this as each of the 292 Porsche 959s were sold at a substantial loss. Had it not been for the humble 912, we may never have seen or heard the 959; that would have been a real loss.

2003 996 Turbo

Joel Newman
London, UK

Date acquired:
April 2014

Some of you may remember that a couple of months ago I managed to get, super glue all over my leather dashboard. I was attempting to stick down a carbon panel that had, over time, started to warp slightly and so no longer sat flush.

Who knows what I was thinking, but far from the panel simply sticking down and me carrying on with my day, it splattered and as I tried to wipe it off, smeared it across the dash. It gives me shivers thinking about it!

By chance, I was having my Bilstein suspension fitted last month and started talking to a mechanic. We got on to my dash and I was delighted to hear he knew of a friend who dealt with this sort of thing! I was sceptical, but he gave me a number and I thought it worth a call.

The chap sanded off the glue, resprayed the leather and then sealed the dash – giving it a new appearance all for the princely sum of £95! This took two hours and you wouldn't know it ever happened. I can sleep again.

I've also resprayed my centre console. For some reason, Porsche originally decided to coat this part with an odd and very impressionable plastic-feel coating. Over time this coating shows up a lot of marks and becomes tatty. I decided the best option was to whip it out and give it a refresh, opting for basalt black to match the exterior paint. I found a local specialist who took on the whole job for £250.

It makes a real difference, with the car looking even meaner and more modern! For me, it looks the part.

1979 930 3.3

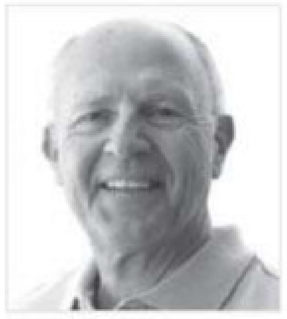
Richard Klevenhusen
Rio de Janeiro, Brazil

Date acquired:
May 2012

The summer in Rio de Janeiro has been one of the hottest recorded in decades. The constant temperature regular exceeded 40 degrees Celsius with the thermal sensation of over 50 degrees.

Of course I avoided going out with my air-cooled 930 at this time. Getting stuck in a traffic jam with this temperature is not very suitable for the 930, which was prepared for a European climate and its much lower temperatures. As the city of Rio de Janeiro is bereft with many roadworks, traffic jams are common. I've had engine trouble before when my 930 just stopped. I've installed a fan in the front bumper, which but it was not enough. With this high temperature, of course I am also obliged to turn off the air conditioning, to prevent motor overload. Needless to say as it gets hot inside the car... anyway, I learned that the time for rides with my 930 will be in our tropical winter (June and July). When it's too cold, the temperature is still 18 degrees! We are currently planning a great ride with the other owners of Porsches for this time. We'll drive to the mountains and enjoy a temperature closer to Europe's climate. Soon I will send pictures of this beautiful trip.

2007 997.1 GT3



Ben Przekop
Georgia, USA

Date acquired:
July 2012

I have some sad news: after three years of air-cooled 911 bliss, my beloved 1988 Carrera Cabriolet and I have parted ways. I sold it just before the holidays to a very nice gentleman in Germany who I believe will take exceedingly good care of it, and enjoy it as much as I did.

Why did I decide to sell it? Bottom line, I felt the time had come to either make several costly upgrades to the Carrera (sound system, exhaust and performance modifications) or sell it and use that war chest for my 'next Porsche'. The timing seemed right, since 3.2 Carrera prices have appreciated significantly since I purchased it three years ago, and I was able to make a nice profit even when taking into account all of my maintenance and repair costs.

Also, my dream has always been to acquire a 993, and since prices for those cars are escalating even faster than 3.2 Carreras, it seemed like the time was right to jump from one moving train to the other, while the 993 express was still within my financial jumping distance! I started my search for the perfect 993 with a visit to my friend Dick Barbour's showroom. Dick Barbour Performance is the division of Barbour Racing that specialises in finding and offering very clean and special Porsches. If you are a motor-racing fan, you know Dick finished second overall at Le Mans in 1979 co-driving a Porsche 935 with Paul Newman, but you should also know he is a wonderful and honest guy who is a pleasure to be around. On the day of my visit, Dick had two very nice 993s, which I test drove: a 1997 Arena red C2 Coupe, and a 1995 Black C4 Cabrio. Both cars confirmed my feeling that my next car must be a 993! As the last and arguably the best of the air-cooled 911s, you can see the tight links to the first 911s in terms of basic body design and interior layout, yet it has been improved in critical areas such as suspension, braking, power and interior ergonomics, to say nothing of modern HVAC controls. But now I have new problems: do I want a Coupe or a Cabriolet? C2 or C4? These are good problems to have.

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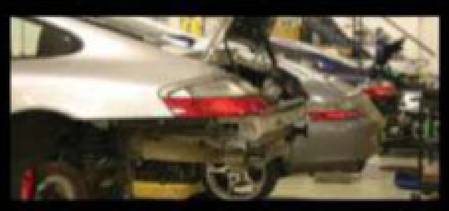

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The full story on one of the most exciting new 911 tuners from the US west coast

Data file

Full specs & data of every 911, including the 991 GT3 and Turbo, can be found beginning on **page 86**

Plus

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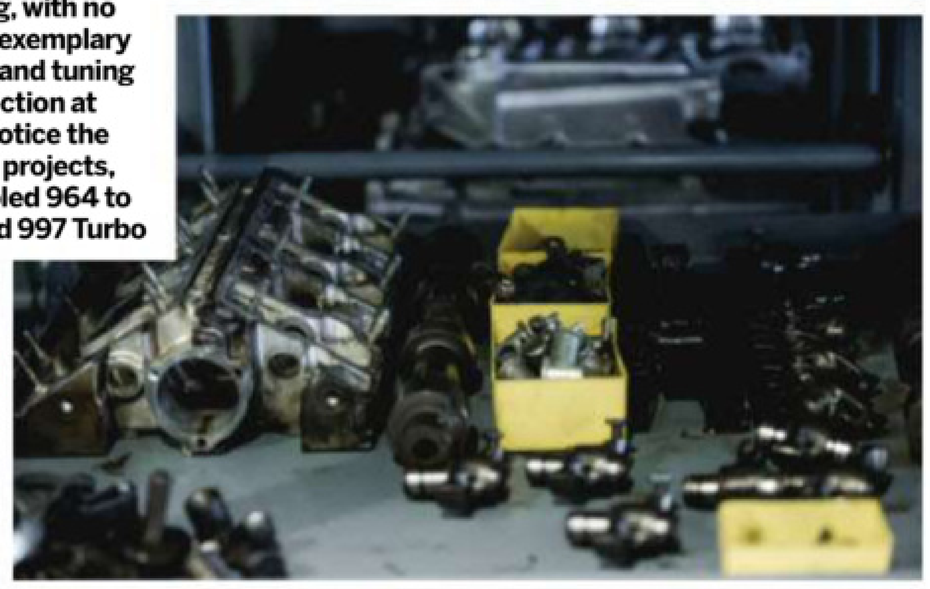
Get the best cover for your Porsche on road and track to ensure happy, safe motoring

BBI AUTOSPORT

When factory Porsche Motorsport experience meets 911 tuning, the results are nothing short of spectacular, as Total 911 discovers...

Written by **Ryan Stewart** Photography by **Mark Riccioni**

The workshop at BBI is breathtaking, with no shortage of exemplary motorsport and tuning projects in action at once. Also notice the range of 911 projects, from air-cooled 964 to water-cooled 997 Turbo



"The team conquered the peak, making Jeff a seven-time victor"

Hidden in Huntington Beach, about a block from a remarkably European coffee shop, lies a Porsche haven. The unassuming building in a distinctly American setting gives little indication to its content. Stepping into BBi Autosport's headquarters will leave even the most hardened Porsche enthusiast wide-eyed.

Walking through the glass doors and into the waiting area, you are immediately greeted by a pair of bright white Porsche Turbos. Both are awaiting conversion, surrounded by carbon-fibre wheels, ceramic brake kits and motorsport accolades. They're in the safe hands of Betim Berisha and Joey Seeley, co-owners of BBi. Betim and Joey took the non-academic route into motorsport, where persistence and hard graft is the key to success. 1,000 miles apart and unbeknown to each other, Betim and Joey started their journey right at the bottom, sweeping floors at local shops. Coincidence saw the pair at the same California race event, each preparing 993 RSR racecars for different privateer teams at the age of 20. This is where the Porsche seed was sowed; fast-forward five years and they would be at Le Mans with Porsche Motorsport.

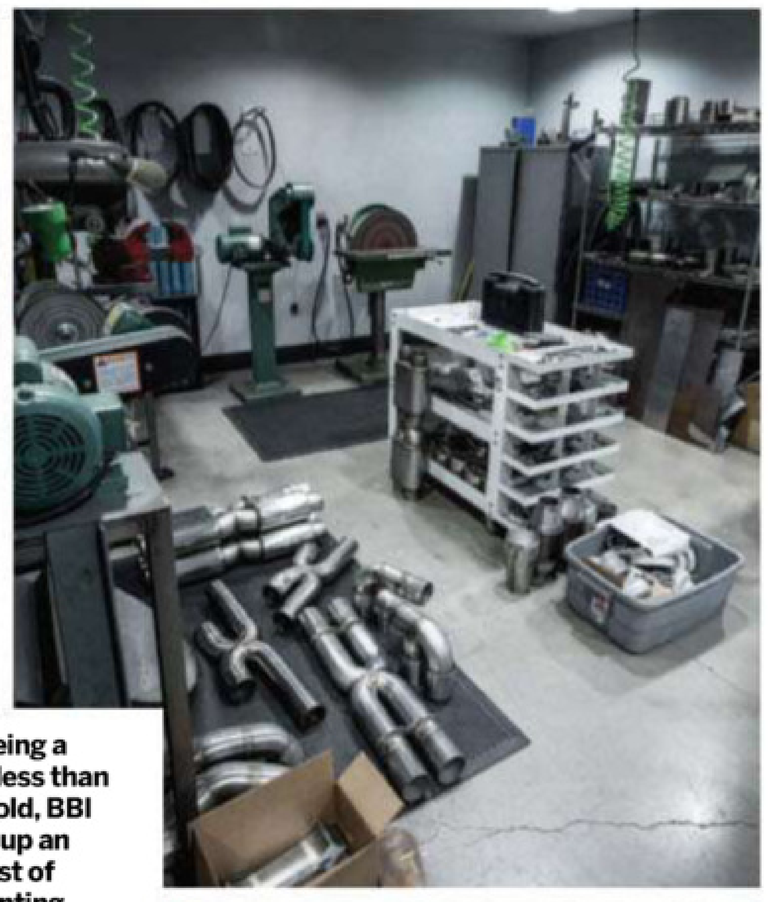
With this background it's little wonder that the BBi workshop is so meticulously laid out. There's an incredible team feeling and it instantly feels more like a factory race team than a traditional tuner outfit. Walking through the immaculate workspace, it's clear that everything has its place. Everyone on the team knows the part they have to play and despite being a hive of activity, meshes together like a well-oiled machine. It's especially surprising given the day we have chosen to visit, the day the cars are loaded to make the trip to Las Vegas for display at SEMA 2014.

Liberty Walk's Wataru Kato entrusted the team to prepare not one but two widebody 997.2 Turbos for the show. Going against the grain, the team entered one in the famous Optima Batteries street car challenge. These were Liberty Walk cars that could sprint and were not just show pieces.

Wandering around the shop floor, one little Porsche kept catching my eye from the corner ramp. They called it 'Project Nasty' and being the only air-cooled car in the shop I had to find out more. I found Joey trimming a 993 carbon-kevlar arch lining to fit his creation. It turns out these were sourced from legendary creator of the Kremer 935 bodywork, DP Motorsport.

Reading like a wish list of the hardest-to-find air-cooled items, Nasty is the embodiment of BBi's fanatical attention to detail. With DP motorsport composite 935 rear lights, RUF Yellowbird front air dam and a reworked 3.6 RS America engine being just a summary of the highlights, as we stood talking behind the car the faint glow and familiar hum of TIG welding could be heard. It turns out Nasty's exhaust system, including manifolds, silencers and bumper exit tail pipes, were being built just behind it. In fact all of BBi's exhaust and intercooler kits are produced in-house and fabricated from scratch for each project.

Louie, or 'The Fabricator' as he is known, is responsible for these works of art. Assembled in a purpose-built room, the exhaust systems bark the tune of BBi's bespoke engine builds that come to life just to the left through a sliding door. Jared is the resident engine builder, and the 'engine only' clean room is the perfect theatre in which



Despite being a company less than ten years old, BBI have built up an enviable list of clients wanting to eek even more performance from their Porsche 911

"The passion, the energy and the heart of it are only 10%. The rest is insanity"

to create his masterpieces. Hybrid GT3-based twin-turbo engines, BBi's signature 4.1-litre GT3 and 1,500-plus-horsepower Turbo motors are all created and built here.

One such engine residing in BBi's long-running research mule is King Kong. If this car could tell stories, I'd certainly like to hear them. From 180-mile-per-hour blowouts to shredded sequential gearboxes, if it lasts in King Kong it makes it to the road car program. BBi says it's 1,500-plus bhp because it is not entirely sure what it kicks out right now. The last dyno pull saw over 1,500 wheel horsepower, but since then the boost has been increased another 0.5 bar. Sitting five paces away from King Kong is the car we travelled here in hope of seeing – Jeff Zwart's Pikes Peak GT3 Turbo.

Jeff Zwart should be a familiar name for those into the Porsche brand. Director, racer, photographer, but above all, he's a Porsche guy. Jeff heard of BBi's 1,000-plus-horsepower engine builds and paid the team a visit with the idea of an all-out attack on Pikes Peak. Betrim explains: "I've always looked up to Jeff, so seeing him stood right there in my office was a little surprising!" With the summit of Pikes Peak standing some 14,000 feet above sea level, reliable power is crucial. That's not something usually associated with 700-horsepower builds, but BBi has a secret weapon. Clocking up 30 years of Porsche Motorsport experience, four Le Mans 24-hour races, nine Daytona 24-hour stints and eight Sebring 12-hour events under its belt, the team is incredibly well prepared for a gruelling event like the Pikes Peak International Hill Climb.

With an impossibly short build time of just two months, the team conquered the peak, making Jeff a seven-time Pikes Peak victor in the process. Never before have I seen the expression 'do it once and do it right' carried out with such clinical precision on a racecar. Most of the car is familiar as a Porsche Cup Car, but the BBi additions blend in as if Porsche intended them to be there.

BBi is genuinely one of the most welcoming and warm shops I've had the pleasure of visiting. The lighting is bright, the music is chilled and the walls are adorned with the team's many achievements. It's more like a creative studio than automotive workshop. It leads you to wonder how it's possible to assemble a team where everyone is pulling so strongly in the same direction. "It's not been easy. The passion, the energy and the heart of it are only ten per cent," explains Betim. "The rest is insanity. There has to be an extra driving force – whatever that is, we all have it and that's why we are under the same roof."

Leaving BBi, I couldn't help but feel inspired. Maybe it's the California sunshine or maybe it's the extra strong coffee, but after an afternoon with Betim, Joey and the team, I can't wait to start tearing into my own projects and make them a little more 'BBi'. 911

Company profile

- **Owner:** Betim Berisha and Joey Seeley
- **Founded:** 2005
- **Location:** Huntington Beach, California, USA
- **Rarest 911 in the shop:** Porsche 959
- **Most expensive 911 built:** Pikes Peak GT3 Turbo
- **Interesting fact about the business:** Berisha and Seeley cemented their friendship as Betim moved to California from Seattle to fill Joey's position at a race shop he worked at. This followed Joey's move back to his native Washington State. The reason for the move was to recover from a broken shoulder received celebrating a Porsche race win with Betim. Betim was on a bike pulling Joey on a skateboard at the time!

Contact

- **Website:** bbiautosport.com
- **Telephone:** +1 714-843-0200

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Most Models

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Most Models

Under extreme conditions, such as road racing and autocross, negative camber is required to keep as much of the tyre's contact patch on the road as possible. Stock suspension mounts will not allow you to achieve the necessary amount of negative camber required for this type of performance driving. Rennline's sealed camber plates incorporate FK motorsports Teflon-lined spherical bearings and eliminate the indistinct feedback associated with factory rubber mounts.

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Data file

Definitive facts and figures for every 911 model from 1964 - present

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. Data here 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 next review will be June 2015. The last was Dec 2014.

Ratings: ★★★★★

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

Sales debate: Will 964 values catch up with the 993?

You'd have to be living in solitary confinement not to have witnessed the perpetual rise in values of a host of air-cooled 911s in recent times, with even the once-unloved 964 now on a crest of a wave in terms of reformed popularity. But can general values of the 964 catch and even usurp values of its younger brethren in the 993?

"Everything is continuing to go up, there's no question of that," says John Hawkins, proprietor of Specialist Cars of Malton, adding: "A good 964 can easily fetch £40,000, while a good 993 can currently fetch £50,000. The 964 should easily catch up, as it's the last of that original Porsche 911 shape."

That may be good news for those who have a tidy 964 parked up in their stable and who may be looking to sell in future. However, before that sales advert is drafted, it's worth knowing that not everybody believes the 964 is destined for greatness over a later 993 variant. Jamie Tyler, head of sales at Paragon Porsche, believes daylight will remain between general 964 and 993 values. He tells us: "Personally, I think that 964s will stay a little behind 993 prices. I would love them to catch up mind, as I've got one!"

"I personally think that people love the impact bumper '80s cars (the 3.2 Carrera) and, with the 993 being the very last of the air-cooled era, the 964 has always been the car stuck in the middle," Tyler says.

These differing sentiments from two of the UK's most respected independent Porsche 911 dealers shows that there's no united consensus on wether the now-revered 964 is likely to catch the 993 in terms of general values. That said, it seems those private sellers looking to sell their 964 – or 993 – should perhaps wait a little while longer before they cash-in regardless, with values of air-cooled 911s in rust-free condition continuing to climb.

The news then is irrevocably good for both 964 and 993 owners who intend to enjoy the best of their classic Porsche 911 for some time yet.

(0 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: 106
Engine capacity: 1,991cc
Compression ratio: 9.0:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 149Nm @ 5,200rpm
0-62mph: 8.3 sec
Top speed: 131mph
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 4.5x15-inch; 165/80/R15 Rear: 4.5x15-inch; 165/80/R15
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg

★★½☆☆

(0 & 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: 114
Engine capacity: 1,991cc
Compression ratio: 9.8:1
Maximum power: 160bhp @ 6,600rpm
Maximum torque: 179Nm @ 5,200rpm
0-62mph: 8.0 sec
Top speed: 137mph
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 4.5x15-inch; 165/80/R15 Rear: 4.5x15-inch; 165/80/R15
Length: 4,163mm
Width: 1,610mm
Weight: 1,030kg

★★★½☆

(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: 155bhp @ 6,200rpm
Maximum torque: 196Nm @ 4,500rpm
0-62mph: 7.0 sec
Top speed: 137mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185HR Rear: 6x15-inch; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg

★★½☆☆

(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: 112
Engine capacity: 2,195cc
Compression ratio: 9.8:1
Maximum power: 180bhp @ 6,500rpm
Maximum torque: 199Nm @ 5,200rpm
0-62mph: 6.6 sec
Top speed: 145mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185HR Rear: 6x15-inch; 185HR
Length: 4,163mm
Width 1,610mm
Weight: 1,020kg

★★★★☆

(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 spoiler. Sport and Touring versions available.

Production numbers: 1,590
Issue featured: 106
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 210bhp @ 6,300rpm
Maximum torque: 255Nm @ 5,100rpm
0-62mph: 5.6 sec
Top speed: 152mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/R15 Rear: 7x15-inch; 215/60/R15
Length: 4,163mm
Width: 1,610mm
Weight: 975kg (Sport)

★★★★★

(F series) —
911E 1973

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

Production numbers: 4,406 (including E series)
Issue featured: 117
Engine capacity: 2,341cc
Compression ratio: 8.0:1
Maximum power: 165bhp @ 6,200rpm
Maximum torque: 206Nm @ 4,500rpm
0-62mph: 7.5 sec
Top speed: 137mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch ATS; 185HR Rear: 6x15-inch ATS; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg

★★☆☆☆

(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: 173bhp @ 5,800rpm
Maximum torque: 235Nm @ 4,000rpm
0-60mph: 7.0 sec
Top speed: 142mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185VR Rear: 6x15-inch; 185VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,080kg

★½☆☆☆

(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 '75.

Production numbers: 1,667
Issue featured: 104
Engine capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 210bhp @ 6,300rpm
Maximum torque: 255Nm @ 5,100rpm
0-62mph: 6.3 sec
Top speed: 148mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185VR Rear: 7x15-inch; 205VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg

★★★½☆

(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: n/a
Engine capacity: 1,991cc
Compression ratio: 9.0:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 173Nm @ 4,600rpm
0-62mph: 8.4 sec
Top speed: 132mph
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 5.5x15-inch; 185HR Rear: 5.5x15-inch; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,080kg

★★☆☆☆

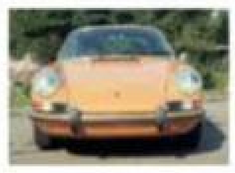
(A & B series)
911T 1967-69

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: 39
Engine capacity: 1,991cc
Compression ratio: 8.6:1
Maximum power: 110bhp @ 5,800rpm
Maximum torque: 156Nm @ 4,200rpm
0-62mph: 8.8 sec (est)
Top speed: 124mph
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 5.5x15-inch; 185HR Rear: 5.5x15-inch; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg

★☆☆☆☆

(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: 140bhp @ 6,500rpm
Maximum torque: 175Nm @ 4,500rpm
0-62mph: 7.6 sec
Top speed: 130mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 185HR Rear: 5.5x15-inch; 185HR
Length: 4,163mm
Width 1,610mm
Weight: 1,020kg

★★☆☆☆

(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: 170bhp @ 6,800rpm
Maximum torque: 183Nm @ 5,500rpm
0-62mph: 7.0 sec (est)
Top speed: 140mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/R15 Rear: 6x15-inch; 185/70/R15
Length: 4,163mm
Width: 1,610mm
Weight: 995kg

★★½☆☆

(C & D series)
911T 1969-71

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

Production numbers: 15,082
Issue featured: 107
Engine capacity: 2,195cc
Compression ratio: 8.6:1
Maximum power: 125bhp @ 5,800rpm
Maximum torque: 169Nm @ 4,200rpm
0-62mph: 7.0 sec (est)
Top speed: 127mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 165HR Rear: Front: 5.5x15-inch; 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg

★★☆☆☆

(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. 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: 165bhp @ 6,200rpm
Maximum torque: 206Nm @ 4,500rpm
0-62mph: 7.5 sec
Top speed: 137mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185HR Rear: 6x15-inch; 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg

★★☆☆☆

(E series)
911T 1972

A lower compression ratio and the inclusion of Zenith 40 TIN triple choke carburettors led to the relatively lower power output of 130bhp despite the new 2,341cc engine size.

Production numbers: 16,933 (including F series)
Issue featured: n/a
Engine capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 5,600rpm
Maximum torque: 197Nm @ 4,000rpm
0-62mph: 7.6 sec
Top speed: 128mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 165HR Rear: 5.5x15-inch; 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg

★★½☆☆

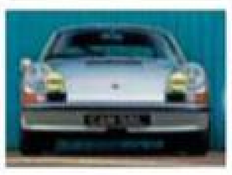
(E series)
911S 1972

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 (inc. 1973)
Issue featured: 120
Engine capacity: 2,341cc
Compression ratio: 8.5:1
Maximum power: 190bhp @ 6,500rpm
Maximum torque: 211Nm @ 5,200rpm
0-62mph: 6.6 sec
Top speed: 140mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/R15 Rear: 6x15-inch; 185/70/R15
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg

★★★★½

(F series)
911S 1973



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

Production numbers: 5,054
Issue featured: 56
Engine capacity: 2,341cc
Compression ratio: 8.5:1
Maximum power: 190bhp @ 6,500rpm
Maximum torque: 211Nm @ 5,200rpm
0-62mph: 6.6 sec
Top speed: 140mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/R15 Rear: 6x15-inch; 185/70/R15
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg

★★★★½

(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: n/a
Engine capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 5,600rpm
Maximum torque: 197Nm @ 4,000rpm
0-62mph: 7.6 sec
Top speed: 128mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 5.5x15-inch; 165HR Rear: 5.5x15-inch; 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,077kg

★½☆☆☆

(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: 102
Engine capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 230bhp @ 6,200rpm
Maximum torque: 275Nm @ 5,000rpm
0-62mph: 5.3 sec
Top speed: 152mph
Brakes: Front: 300mm discs; Rear: 300m discs
Wheels & tyres: Front: 9x15-inch; 215/60/VR15 Rear: 11x15-inch; 235/60/VR15
Length: 4,135mm
Width: 1,680mm
Weight: 900kg

★★★★★

(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: n/a
Engine capacity: 2,687cc
Compression ratio: 8.0:1
Max power: 148bhp @ 5,700rpm (165bhp from '76)
0-62mph: 8.5 sec
Top speed: 130mph
Max torque: 235Nm @ 3,800rpm (4,000 from '76)
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185VR Rear: 6x15-inch; 185VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg

★½☆☆☆

(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 from the 911 Turbo.

Production numbers: 3,687
Issue featured: 3
Engine capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 197bhp @ 6,000rpm
Maximum torque: 255Nm @ 4,200rpm
0-62mph: 6.3 sec
Top speed: 145mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 6x15-inch; 185/70/VR15 Rear: 7x15-inch; 215/60/VR15
Length: 4,291mm
Width: 1,610mm
Weight: 1,093kg

★★☆☆☆

930 3.0 1975-77

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

Production numbers: 2,850
Issue featured: 116
Engine capacity: 2,994cc
Compression ratio: 6.5:1
Maximum power: 260bhp @ 5,500rpm
Maximum torque: 343Nm @ 4,000rpm
0-62mph: 5.5 sec
Top speed: 155mph
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 7x15-inch; 185/70/VR15 Rear: 8x15-inch; 215/60/VR15
Length: 4,291mm
Width: 1,775mm
Weight: 1,140kg (1,195kg from '76)

★★½☆☆

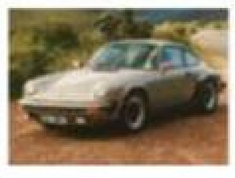
930 3.3 1978-83

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

Production numbers: 5,807 (plus '78-'79 Cali cars)
Issue featured: 104
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 412Nm @ 4,000rpm
0-62mph: 5.4 sec
Top speed: 160mph
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/VR16 Rear: 8x16-inch; 225/50/VR16
Length: 4,491mm
Width: 1,775mm
Weight: 1,300kg

★★★☆☆

▲
911 SC 1978-83



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

Production numbers: 60,740
Issue featured: 110
Engine capacity: 2,994cc
Compression ratio: 8.5:1/8.6:1/9.8:1
Maximum power: 180/188/204bhp @ 5,500rpm
Maximum torque: 265/265/267Nm
0-62mph: 6.5 sec
Top speed: 141/146mph
Brakes: Front: 287mm discs; Rear: 295mm discs.
Wheels & tyres: Front: 6x15-inch; 185/70/VR15 Rear: 7x15-inch; 215/60
Length: 4,291mm
Width: 1,626mm
Weight: 1,160kg (1978)

★★½☆☆

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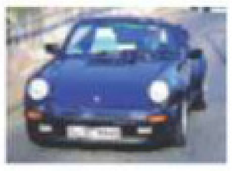
930 3.3 1984-89



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: n/a
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
0-62mph: 5.4 sec
Top speed: 161mph
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/VR16 Rear: 8x16-inch; 225/50/VR16
Length: 4,491mm
Width: 1,775mm
Weight: 1,300kg (1,335kg from '86)

★★★½☆

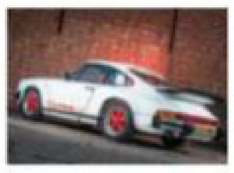
Carrera 3.2 1984-89

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: 114
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
0-62mph: 5.6 sec
Top speed: 152mph
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)
Length: 4,291mm
Width: 1,652mm
Weight: 1,210kg

★★★☆☆

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: 118
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
0-60mph: 5.1 sec
Top speed: 152mph
Brakes: Front: 286mm discs; Rear: 294mm discs
Wheels & tyres: Front: 6x16-inch, 205/55/VR16; Rear: 7x16-inch, 225/55/VR16
Length: 4,291mm
Width: 1,650mm
Weight: 1,160kg

★★★½☆

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: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.7 sec
Top speed: 162mph
Brakes: Front: 298mm discs; Rear: 299mm discs
Wheels & tyres: Front: 6x16-inch; 205/55/ZR16 Rear: 8x16-inch; 225/50/ZR16
Length: 4,250mm
Width: 1,652mm
Weight: 1,450kg

★★½☆☆

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 uprated suspension.

Production numbers: 81
Issue featured: 108
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 381bhp @ 6,000rpm
Maximum torque: 490Nm @ 4,800rpm
0-62mph: 4.6 sec
Top speed: 180mph
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/ZR18 Rear: 10x18-inch; 265/35/ZR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,290kg

★★★★☆

964 3.8 RS 1993

Identifiable by a lightweight Turbo bodyshell, large rear spoiler 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: n/a
Engine capacity: 3,746cc
Compression ratio: 11.6:1
Maximum power: 300bhp @ 6,500rpm
Maximum torque: 359Nm @ 5,250rpm
0-62mph: 4.9 sec
Top speed: 169mph
Brakes: Front: 322mm discs; Rear: 290mm discs
Wheels & tyres: Front: 9x18-inch; 235/40/ZR18 Rear: 11x18-inch; 285/35/ZR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,210kg

★★★★★

993 Carrera 1993-97

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

Production numbers: 38,626
Issue featured: 110
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 272bhp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
0-62mph: 5.6 sec
Top speed: 168mph
Brakes: Front: 304mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/ZR16 Rear: 9x17-inch; 245/45/ZR16
Length: 4,245mm
Width: 1,735mm
Weight: 1,370kg

★★★☆☆

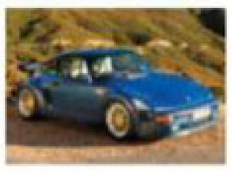
993 Carrera 4 1994-97

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: 272bhp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
0-62mph: 5.8 sec
vTop speed: 166mph
Brakes: Front: 304mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/ZR16 Rear: 9x16-inch; 245/45/ZR16
Length: 4,245mm
Width: 1,735mm
Weight: 1,420kg

★★★☆☆

930 SE 1986-89

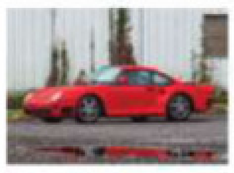


Slantnosed and based on 935 race cars, with pop-up headlamps. Front spoiler made deeper to accommodate extra oil cooler, rear intakes fed air to brakes.

Production numbers: 50 (UK only)
Issue featured: 99
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 330bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
0-62mph: 4.6 sec
Top speed: 173mph
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/VR16 Rear: 9x16-inch; 245/45/VR16
Length: 4,491mm
Width: 1,775mm
Weight: 1,335kg

★★★★½

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: 108
Engine capacity: 2,850cc
Compression ratio: 8.3:1
Maximum power: 450bhp @ 6,500rpm
Maximum torque: 500Nm @ 5,000rpm
0-60mph: 3.9 sec
Top speed: 196mph
Brakes: Front and rear: Ventilated drilled discs; 4-piston aluminium calipers
Wheels & tyres: Front: 8x17-inch; 235/45/ZR17 Rear: 9x17-inch; 255/40/ZR17
Length: 4,260mm
Width: 1,840mm
Weight: 1,450kg

★★★★★

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: 114
Engine capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
0-60mph: 6.0 sec
Top speed: 148mph
Brakes: Front: 286mm discs; Rear: 294mm discs
Wheels & tyres: Front: 6x16-inch; 205/45/VR16 Rear: 8x16-inch; 245/60/VR16
Length: 4,291mm
Width: 1,775mm
Weight: 1,220kg

★★★½☆

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: 330bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
0-62mph: 4.6 sec
Top speed: 173mph
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/VR16 Rear: 9x16-inch; 245/45/VR16
Length: 4,491mm
Width: 1,775mm
Weight: 1,335kg

★★★★★

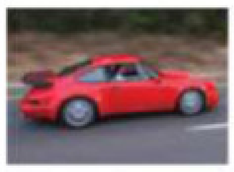
964 Carrera 2 1990-93

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: 55
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.6 sec
Top speed: 164mph
Brakes: Front: 298mm discs; Rear: 299mm discs
Wheels & tyres: Front: 6x16-inch; 205/55/ZR16; Rear: 8x16-inch; 225/50/ZR16
Length: 4,250mm
Width: 1,652mm
Weight: 1,350kg

★★★☆☆

964 Turbo 1991-92



This used the revised 964 body shell, extended arches and 'tea tray' spoiler. The engine was essentially the 3.3-litre unit from the previous model, but updated.

Production numbers: 3,660
Issue featured: 97
Engine capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 320bhp @ 5,750rpm
Maximum torque: 450Nm @ 4,500rpm
0-62mph: 5.4 sec
Top speed: 168mph
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/ZR17 Rear: 9x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg

★★★½☆

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: 54
Engine capacity: 3,600cc
Compression ratio: 11.4:1
Maximum power: 265bhp @ 6,100rpm
Maximum torque: 332Nm @ 4,800rpm
0-62mph: unknown
Top speed: unknown
Brakes: Front: 322mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x16-inch; 205/55/ZR16 Rear: 9x16-inch; 245/55/ZR16
Length: 4,275mm
Width: 1,652mm
Weight: 1,050kg

★★★★½

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 uprated, as were brakes.

Production numbers: 2,405
Issue featured: 116
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 260bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.2 sec
Top speed: 168mph
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7.5x17-inch; 205/50/ZR17 Rear: 9x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,650mm
Weight: 1,230kg (Sport)

★★★★☆

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 that Porsche planned to build 3,000, but demand fell.

Production numbers: 936
Issue featured: 46
Engine capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.5 sec
Top speed: 161mph
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/ZR17 Rear: 9x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,652mm
Weight: 1,340kg

★★★☆☆

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: 17
Engine capacity: 3,600cc
Compression ratio: 7.5:1
Maximum power: 360bhp @ 5,500rpm
Maximum torque: 520Nm @ 4,200rpm
0-62mph: 4.8 sec
Top speed: 174mph
Brakes: Front: 320mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/ZR18 Rear: 10x18-inch; 265/35/ZR18
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg

★★★★☆

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: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.7 sec
Top speed: 162mph
Brakes: Front: 298mm discs; Rear:299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/17 tyres Rear: 9x17-inch; 255/40/17 tyres
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg

★★★★☆

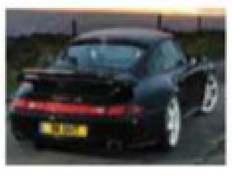
964 RS America 1993-94

Offered in five colours, fixed whaletail spoiler 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: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
0-62mph: 5.5 sec
Top speed: 164mph
Brakes: Front: 298mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/ZR17 Rear: 8x17-inch; 255/40/ZR17
Length: 4,250mm
Width: 1,650mm
Weight: 1,340kg

★★½☆☆

993 Carrera 4S 1995-96



The 4S was effectively a C4 with a Turbo wide bodyshell, albeit lacking a fixed rear spoiler. 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: 285bhp @ 6,100rpm
Maximum torque: 340Nm @ 5,250rpm
0-62mph: 5.3 sec
Top speed: 168mph
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/ZR18 Rear: 10x18-inch; 285/30/ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,520kg

★★★★☆

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 200bhp, fed to the rear wheels only.

Production numbers: 1,014
Issue featured: 106
Engine capacity: 3,746cc
Compression ratio: 11.5:1
Maximum power: 300bhp @ 6,000rpm
Maximum torque: 355Nm @ 5,400rpm
0-62mph: 5.0 sec
Top speed: 172mph
Brakes: Front: 322mm discs; Rear: 299mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 265/35ZR18
Length: 4,245mm
Width: 1,735mm
Weight: 1,279kg

★★★★★

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 spoilers and bolt-on arch extensions.

Production numbers: 173
Issue featured: 113
Engine capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 430bhp @ 5,750rpm
Maximum torque: 540Nm @ 4,500rpm
0-62mph: 3.9 sec
Top speed: 189mph
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 9x18-inch; 235/40/ZR18 Rear: 11x18-inch; 285/35/ZR18
Length: 4,245mm
Width: 1,855mm
Weight: 1,290kg

★★★★★

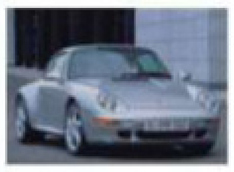
993 Turbo 1996-98

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: 116
Engine capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 408bhp @ 5,750rpm
Maximum torque: 540Nm @ 4,500rpm
0-62mph: 4.3 sec
Top speed: 180mph
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/ZR18 Rear: 10x18-inch; 285/30/ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,500kg

★★★★½

993 Carrera S 1997-98



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

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

★★★½☆

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: 450bhp @ 5,750rpm
Maximum torque: 585Nm @ 4,500rpm
0-62mph: 4.1 sec
Top speed: 186mph
Brakes: Front: 320mm discs; Rear: 322mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/18 Rear: 10x18-inch; 285/30/18
Length: 4,245mm
Width: 1,795mm
Weight: 1,583kg

★★★★★

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: 300bhp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
0-62mph: 5.2 sec
Top speed: 174mph
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/R17 Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,765mm
Weight: 1,320kg

★★☆☆☆

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: 300bhp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
0-62mph: 5.2 sec
Top speed: 174mph
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/R17 Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,765mm
Weight: 1,375kg

★★☆☆☆

996 Carrera 4S 2001-05

Basically a Carrera 4 featuring a Turbo bodyshell, 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: 101
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.1 sec
Top speed: 174mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18 Rear: 11x18-inch; 295/30/R18
Length: 4,435mm
Width: 1,830mm
Weight: 1,495kg

★★★★☆

996 GT2 2001-03

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

Production numbers: 1,287
Issue featured: 108
Engine capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 462bhp @ 5,700rpm
Maximum torque: 620Nm @ 3,500-4,500rpm
0-62mph: 4.1 sec
Top speed: 196mph
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/R18 Rear: 12x18-inch; 315/30/R18
Length: 4,450mm
Width: 1,830mm
Weight: 1,440kg

★★★★☆

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: n/a
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.0 sec
Top speed: 177mph
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/R17 Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,770mm
Weight: 1,370kg

★★½☆☆

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: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.0 sec
Top speed: 177mph
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 7x17-inch; 205/50/R17 Rear: 9x17-inch; 255/40/R17
Length: 4,430mm
Width: 1,770mm
Weight: 1,430kg

★★½☆☆

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: 381bhp @ 7,400rpm
Maximum torque: 385Nm @ 5,000rpm
0-62mph: 4.4 sec
Top speed: 190mph
Brakes: Front: 350mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x18-inch; 235/40/R18 Rear: 11x18-inch; 295/30/R18
Length: 4,435mm
Width: 1,770mm
Weight: 1,360kg

★★★★½

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: 450bhp @ 5,700rpm
Maximum torque: 620Nm @ 3,500-4,500rpm
0-62mph: 4.2 sec
Top speed: 191mph
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18 Rear: 11x18-inch; 295/30/R18
Length: 4,435mm
Width: 1,830mm
Weight: 1,590kg

★★★★☆

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: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.0 sec
Top speed: 177mph
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/R18 Rear: 10x18-inch; 265/40/R18
Length: 4,427mm
Width: 1,808mm
Weight: 1,395kg

★★★☆☆

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: 355bhp @ 6,600rpm
Maximum torque: 400Nm @ 4,600rpm
0-62mph: 4.8 sec
Top speed: 182mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x19-inch; 235/35/R19 Rear: 11x19-inch; 295/30/R19
Length: 4,427mm
Width: 1,808mm
Weight: 1,420kg

★★★½☆

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: 480bhp @ 6,000rpm
Maximum torque: 620Nm @ 1,950-5,000rpm
0-62mph: 3.9 sec
Top speed: 193mph
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/R19 Rear: 11x19-inch; 305/30/R19
Length: 4,450mm
Width: 1,852mm
Weight: 1,585kg

★★★★☆

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: 111
Engine capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
0-62mph: 4.3 sec
Top speed: 192mph
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/R19 Rear: 12x19-inch; 305/30/R19
Length: 4,445mm
Width: 1,808mm
Weight: 1,395kg

★★★★½

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: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
0-62mph: 4.2 sec
Top speed: 194mph
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/R19 Rear: 12x19-inch; 305/30/R19
Length: 4,460mm
Width: 1,808mm
Weight: 1,375kg

★★★★½

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: 31
Engine capacity: 3,600cc
Compression ratio: 9.0:1
Maximum power: 530bhp @ 6,500rpm
Maximum torque: 680Nm @ 2,200-4,500rpm
0-62mph: 3.7 sec
Top speed: 204mph
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19 Rear: 9x11-inch; 305/30/ZR19
Length: 4,469mm
Width: 1,852mm
Weight: 1,440kg

★★★★½

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 uprated.

Production numbers: 1,858
Issue featured: 99
Engine capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 360bhp @ 7,200rpm
Maximum torque: 370Nm @ 5,000rpm
0-62mph: 4.8 sec
Top speed: 188mph
Brakes: Front: 330mm discs; Rear: 300mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18 Rear: 10x18-inch; 285/30/R18
Length: 4,430mm
Width: 1,765mm
Weight: 1,350kg

★★★★☆

996 Turbo 2001-05

Distinguished by wide rear arches, air intakes and deep front spoiler, plus part-fixed, part-retractable spoiler. 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: 420bhp @ 6,000rpm
Maximum torque: 560Nm @ 2,700-4,600rpm
0-62mph: 4.2 sec
Top speed: 189mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18 Rear: 11x18-inch; 295/30R18
Length: 4,435mm
Width: 1,830mm
Weight: 1,590kg

★★★★☆

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: 345bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,800rpm
0-62mph: 4.9 sec
Top speed: 175mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x18-inch; 225/40/R18 Rear: 10x18-inch; 285/30/R18
Length: 4,430mm
Width: 1,770mm
Weight: 1,370kg

★★★☆☆

Gen2 996 GT3 2003-05

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

Production numbers: 2,313
Issue featured: 107
Engine capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 381bhp @ 7,400rpm
Maximum torque: 385Nm @ 5,000rpm
0-62mph: 4.5 sec
Top speed: 190mph
Brakes: Front: 350mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x18-inch; 235/40/R18 Rear: 11x18-inch; 295/30/R18
Length: 4,435mm
Width: 1,770mm
Weight: 1,380kg

★★★★☆

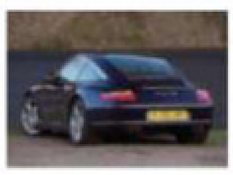
997 Carrera 4 2005-08

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: 3,596cc
Compression ratio: 11.3:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.1 sec
Top speed: 174mph
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/R18 Rear: 10x18-inch; 295/35/R18
Length: 4,427mm
Width: 1,852mm
Weight: 1,450kg

★★★☆☆

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 accomodate for wider rear wheels and tyres.

Production numbers: 30,973
Issue featured: 14
Engine capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 355bhp @ 6,600rpm
Maximum torque: 400Nm @ 4,600rpm
0-62mph: 4.8 sec
Top speed: 179mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x19-inch; 235/35/R19 Rear: 11x19-inch; 295/30/R19
Length: 4,427mm
Width: 1,808mm
Weight: 1,475kg

★★★½☆

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: 89
Engine capacity: 3,614cc
Compression ratio: 12.5:1
Maximum power: 345bhp @ 6,500rpm
Maximum torque: 390Nm @ 4,400rpm
0-62mph: 4.9 sec
Top speed: 180mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/ZR18 Rear: 10.5x18-inch; 265/40/ZR18
Length: 4,435mm
Width: 1,808mm
Weight: 1,490kg

★★★½☆

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: 385bhp @ 6,500rpm
Maximum torque: 420Nm @ 4,400rpm
0-62mph: 4.7 sec
Top speed: 188mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x19-inch; 235/35/ZR19 Rear: 11x19-inch; 295/30/ZR19
Length: 4,435mm
Width: 1,808mm
Weight: 1,500kg

★★★★☆

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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: 345bhp @ 6,500rpm
Maximum torque: 390Nm @ 4,400rpm
0-62mph: 5.0 sec
Top speed: 176mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x18-inch; 235/40/ZR18 Rear: 10.5x18-inch; 265/40/ZR18
Length: 4,435mm
Width: 1,852mm
Weight: 1,545kg

★★★½☆

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: 385bhp @ 6,500rpm
Maximum torque: 420Nm @ 4,400rpm
0-62mph: 4.7 sec
Top speed: 185mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8x19-inch; 235/30/ZR19 Rear: 11x19-inch; 295/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,555kg

★★★★☆

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 spoiler and large Fuchs wheels.

Production numbers: 250
Issue featured: 57
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408bhp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
0-62mph: 4.6 sec
Top speed: 187mph
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19 Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,425kg

★★★★★

997 GT3 RS 4.0 2010

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

Production numbers: 600
Issue featured: 115
Engine capacity: 3,996cc
Compression ratio: 12.6:1
Maximum power: 493bhp @ 8,250rpm
Maximum torque: 460Nm @ 5,750rpm
0-62mph: 3.5 sec
Top speed: 193mph
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 9x19-inch; 245/35/ZR19 Rear: 12x19-inch; 325/30/ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,360kg

★★★★★

997 Turbo S 2011-13

As 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: 98
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 530bhp @ 6,250-6,750rpm
Maximum torque: 700Nm @ 2,100-4,250rpm
0-62mph: 3.3sec
Top speed: 195mph
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19 Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,585kg

★★★★½

991 Carrera 2011-

First of the newest and latest Gen7 911, takes styling hues from 993. Redesigned chassis with lengthened wheelbase reduces overhang of engine.

Production numbers: Currently in production
Issue featured: 83
Engine capacity: 3,436cc
Compression ratio: 12.5:1
Maximum power: 350bhp @ 7,400rpm
Maximum torque: 390Nm @ 5,600rpm
0-62mph: 4.8sec
Top speed: 179.6mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/40/ZR19 Rear: 11x19-inch; 285/35/ZR19
Length: 4,491mm
Width: 1,808mm
Weight: 1,380kg

★★★★☆

991 Turbo 2013-

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: Currently in production
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
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 8.5x20-inch; 245/35/ZR20 Rear: 11x20-inch; 305/30/ZR20
Length: 4,506mm
Width: 1,880mm
Weight: 1,595kg

★★★★★

991 Turbo S 2013-

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

Production numbers: Currently in production
Issue featured: 115
Engine capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 560hp @ 6,500-6,750rpm
Maximum torque: 700Nm @ 2,100-4,250
0-62mph: 3.1sec
Top speed: 197mph
Brakes: Front: 410mm discs; Rear: 390mm discs
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20 Rear: 11x20-inch, 305/30/ZR20
Length: 4,506mm
Width: 1,880mm
Weight: 1,605kg

★★★★★

Gen2 997 GT3 2009-12

Updated as per the Carrera, but with a unique front spoiler 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: 99
Engine capacity: 3,800cc
Compression ratio: 12.2.:1
Maximum power: 435bhp @ 7,900rpm
Maximum torque: 430Nm @3250rpm
0-62mph: 4.1sec
Top speed: 194mph
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19 Rear: 12x19-inch;305/30/ZR19
Length: 4,460mm
Width: 1,808mm
Weight: 1,395kg

★★★★½

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: 90
Engine capacity: 3,800cccc
Compression ratio: 9.8:1
Maximum power: 500bhp @ 6,000rpm
Maximum torque: 650Nm @ 1,950-5,000rpm
0-62mph: 3.4 sec
Top speed: 194mph
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19 Rear: 11x19-inch; 305/30/ZR19
Length: 4,450mm
Width: 1,852mm
Weight: 1,570kg

★★★★½

Gen2 997 GT3 RS 2009-12

Wider front arches and a larger spoiler. 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: 110
Engine capacity: 3,800cc
Compression ratio: 12.2:1
Maximum power: 450bhp @ 7,900rpm
Maximum torque: 430Nm @ 6,750rpm
0-62mph: 4.0sec
Top speed: 192mph
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 9x19-inch; 245/35/ZR19 Rear: 12x19-inch; 325/30/ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,370kg

★★★★★

997 Speedster 2010

Built to mark Porsche Exclusiv'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: 69
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 408bhp @ 7,300rpm
Maximum torque: 420Nm @ 4,400-5,600rpm
0-62mph: 4.4 sec
Top speed: 190mph
Brakes: Front: 350mm discs; Rear: 350mm discs.
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19 Rear: 11x19-inch; 305/30/ZR19
Length: 4,440mm
Width: 1,852mm
Weight: 1,540kg

★★★★½

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: 530bhp@6,250-6,750rpm
Maximum torque: 700Nm @ 2,100-4,250rpm
0-62mph: 3.3sec
Top speed: 195mph
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19 Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,585kg

★★★★★

997 GT2 RS 2010-11

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: 500
Issue featured: 114
Engine capacity: 3,600cc
Compression ratio: 9.0:1
Maximum power: 620bhp @ 6,500rpm
Maximum torque: 700Nm @ 2,500-5,500rpm
0-62mph: 3.5 sec
Top speed: 205mph
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 9x19-inch; 245/35/ZR19 Rear: 12x19-inch; 325/30/ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,370kg

★★★★★

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 25bhp extra. The GTS is laden with Porsche options.

Production numbers: Unknown
Issue featured: 118
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 402bhp @ 7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
0-60mph: 4.6sec
Top speed: 190mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/19 Rear: 11x19-inch; 305/30/19
Length: 4,435mm
Width: 1,852mm
Weight: 1,420kg

★★★★½

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: 91
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 402bhp@7,300rpm
Maximum torque: 420Nm @ 4,200-5,600rpm
0-62mph: 4.6 sec
Top speed: 188mph
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 8.5x19-inch; 235/35/ZR19 Rear: 11x19-inch; 305/30/ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,555kg

★★★★½

991 Carrera S 2011-

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

★★★★½

991 Carrera 4 2012-

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

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

★★★★☆

991 Carrera 4S 2012-

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

★★★★½

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: 104
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
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20 Rear: 12x20-inch; 305/30/ZR20
Length: 4,545mm
Width: 1,852mm
Weight: 1,430kg

★★★★★

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: 400bhp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
0-62mph: 4.5 sec
Top speed: 188mph
Brakes: Front: 340mm discs; Rear: 330mm discs.
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20 Rear: 11.5x20-inch; 305/30/ZR20
Length: 4,491mm
Width: 1,852mm
Weight: 1,420kg

★★★★½

N/A

991 Carrera GTS 2014-

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: 430bhp @ 7,500rpm
Maximum torque: 440Nm @ 5,750rpm
0-62mph: 4.0 sec
Top speed: 190mph
Brakes: Front: 340mm discs; Rear: 330mm discs.
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20 Rear: 11.5x20-inch; 305/30/ZR20
Length: 4,491mm
Width: 1,852mm
Weight: 1,425kg

★★★★★

N/A

991 C4 GTS 2014-

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: 121
Engine capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 430bhp @ 7,500rpm
Maximum torque: 440Nm @ 5,750rpm
0-62mph: 4.4 sec
Top speed: 188mph
Brakes: Front: 340mm discs; Rear: 330mm discs.
Wheels & tyres: Front: 9x20-inch; 245/35/ZR20 Rear: 11.5x20-inch; 305/30/ZR20
Length: 4,491mm
Width: 1,852mm
Weight: 1,470kg

★★★★★

N/A

991 GT3 RS 2015-

StevenMorris

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MODERN CLASSICS

1995 PORSCHE 993 3.6 TURBO - RHD

Solid Guards Red. Black full leather interior. Upgrades - Hard Back Seats, 18" Hollow Spoke Alloys (Turbo), Rear Wiper, Sunroof, Air Conditioning. Only 31,300 miles. Excellent condition throughout.

1988 PORSCHE 911 COMMEMORATIVE EDITION - RHD
Rare - 1 of 50 RHD. Diamond Blue Metallic. Concours winning car. Only 25,900 miles from new. Unexpectedly available.

1996 PORSCHE 993 3.6 TURBO - RHD
Solid Primrose. Black full leather interior - Excellent Condition. 12 months MOT with service history. Only 31,400 miles.

1989 PORSCHE 930 FLACHBAU TURBO - **LHD**
Only 31,400 miles. Metallic Silver. Black full leather interior. Upgrades - LE Edition, Factory LE Flatnose. Excellent condition.

1989 PORSCHE 911 TARGA G50 - RHD
Solid Guards Red. Low Mileage. Upgrades. Full service history. Sports leather seats. Excellent condition. Only 35,000 miles.

1988 PORSCHE 3.2 CARRERA CLUB SPORT - RHD
One of only 53 RHD built. Solid Grand Prix. Black cloth interior. 35kg lighter than standard CS weight. Only 40,000 miles.

1989 PORSCHE 911 SPORT G50 - RHD
Solid Guards Red. Full service history. White full leather interior - 72,500 miles. Excellent condition.

1996 PORSCHE 993 TURBO - RHD
Only 55,000 miles. Metallic Polar Silver. Graphite grey leather. Totally original. Absolutely stunning condition throughout.

1998 PORSCHE 993 CARRERA 4S - RHD
Metallic Black. Upgrades - Graduated tinted windscreen. Grey full leather interior. Four wheel-drive. Only 44,800 miles.

1958 PORSCHE 356 1600 SPEEDSTER - **LHD**
Superb matching number example. Silver/Black full leather interior - Absolutely outstanding.

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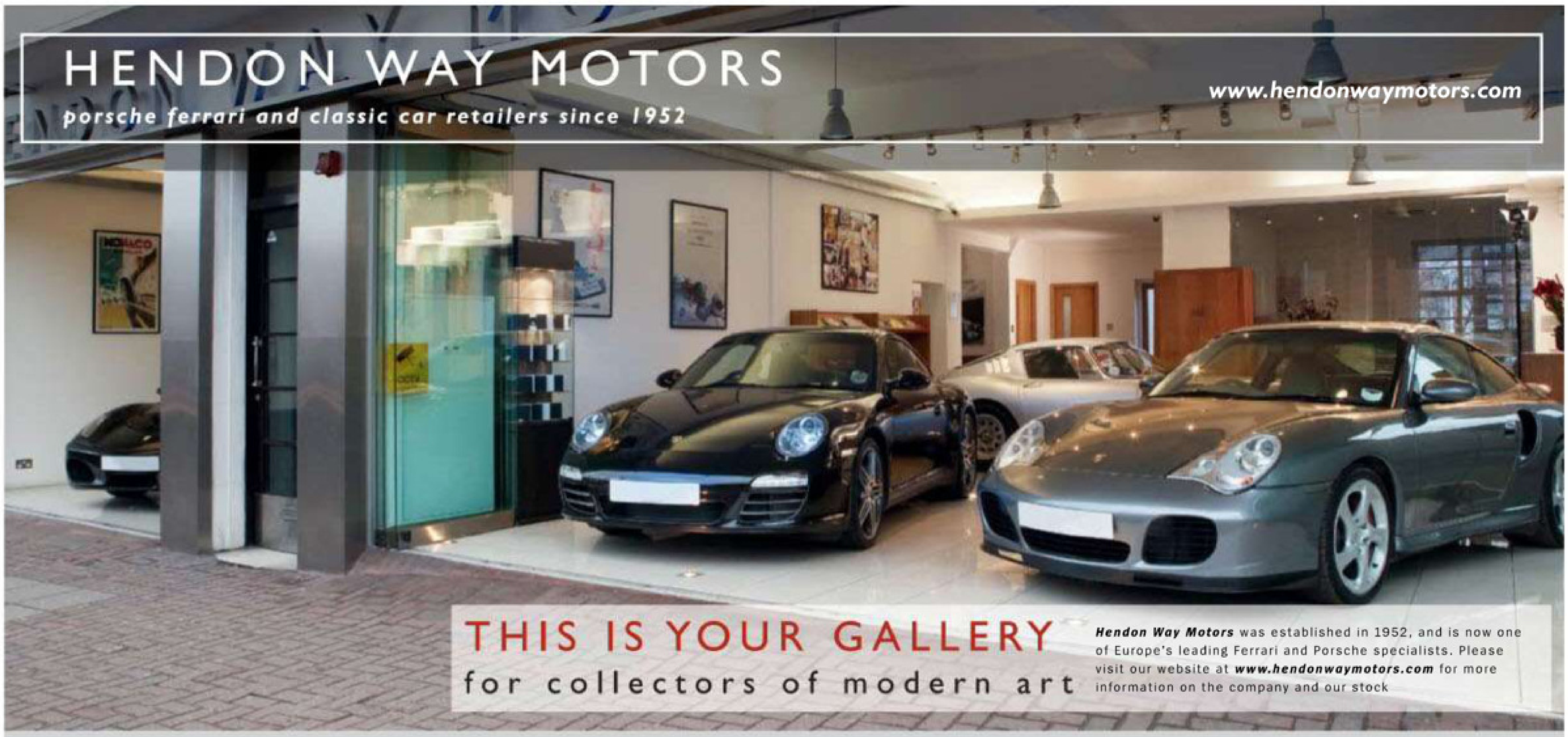

PORSCHE 997 - TURBO, C2S, C2, C4S, CARRERA

2011 - 997 GT3 RS 4.0 GEN II (GRANDPRIX WHITE) 11,000 Miles
Black Interior With Red Sports Bucket Seats, PSM, PASM, PCM 3, Touchscreen Sat Nav, Chrono Pack, 19" Gen II 997 GT3 Alloys, Full Service History.

2007 - 997 TURBO COUPE TIP (BASALT BLACK) 47,000 Miles
Black Leather Interior, Sports Chrono Package, PASM, PSM, PCM, Sat Nav, White Dials, 19" Turbo Alloy Wheels, Full Porsche Service History.

2007 - 997 GT3 (SPEED YELLOW) 48,000 Miles
Black Leather Interior, PSM, PASM, PCM, Sat Nav, Recaro Sports Seats, Chrono Pack, Sports Exhaust, Alcantara Headlining, Roll Cage, Yellow Seat Belts, 19" GT3 Alloy Wheels, Full Porsche Service History.

2009 - 997 GEN II C2S PDK COUPE (SILVER METALLIC) 28,000 Miles
Black Leather Interior, PSM, PSM, PCM 3, Touchscreen Sat Nav, iPod Connector, Chrono Pack, Heated Seats, Alcantara Headlining, 19" GEN II Carrera Alloy Wheels, Full Main Dealer Service History, One Former Keeper Only.

2009 - 997 GEN II C2 COUPE PDK (GT SILVER) 33,000 Miles
Black Leather Interior, PSM, PCM 3, Touchscreen Sat Nav, BOSE Sound System, iPod Connector, Chrono Pack, Alcantara Headlining, 19" GEN II Carrera Alloy Wheels, Full Main Dealer Service History.

2008 - 997 C4S COUPE TIP (SPEED YELLOW) 26,000 Miles
Black Leather Interior, PSM, PASM, PCM, Sat Nav, CD Changer, Xenon Headlights, 19" Sports Design Wheels, Full Main Dealer Service History.

2008 - 997 C4S COUPE MAN (BASALT BLACK) 46,000 Miles
Black Leather Interior, PSM, PASM, PCM, Sat Nav, BOSE Sound System, White Dials, Alcantara Headlining, 19" Turbo Alloy Wheels, Full Porsche Service History.

2006 - 997 CARRERA 4S COUPE (BASALT BLACK) 39,000 Miles
Black Leather Interior, Manual, PSM, PCM, PCM, Sat Nav, White Dials, Multi Function Steering Wheel, Alcantara Headlining, Full Main Dealer Service History.

2006 - 997 C2S COUPE TIP (BASALT BLACK) - 55,000 Miles
Full Black Leather Interior, PSM, PCM, PCM, Sat Nav, BOSE Sound System, White Dials, Switchable Sports Exhaust, Alcantara Headlining, 19" Split Rim Alloy Wheels, Full Main Dealer Service History. Just Been Serviced.

PORSCHE 996 - TURBO

2002 - 996 TURBO COUPE TIP S (RACING GREEN) 38,000 Miles
Sand Beige Leather Interior, PSM, PCM, Sat Nav, Porsche CD Changer, BOSE Sound System, Fully Electric Heated Seats, Alcantara Headlining, 18" Turbo Alloy Wheels, Full Service History.

PORSCHE PANAMERA

2012 - G1 D V6 PDK DIESEL (DARK CARBON GREY) 14,000 Miles
Black Leather Interior, PSM, PASM, PCM, Touchscreen Sat Nav, BOSE Sound System, CD Changer, Sports Exhaust, Chrono Pack, 20" Alloy Wheels, Full Main Dealer Porsche Service History, One Owner From New.

PORSCHE 993 - TURBO, C2S, C2, CARRERA

1998 - 993 TURBO "S" COUPE MAN (SPEED YELLOW) 60,000 Miles
Black Leather/Carbon Fibre Interior, Litronic Lights, Yellow Dials, CD Changer, Yellow Seat Belts And Callipers, 18" Turbo S Alloy Wheels, Full Service History.

1997 - 993 TURBO COUPE MAN (ZENITH BLUE MET) 79,000 Miles
Beige Leather Interior, Fully Electric Sports Seats, Alpine Radio Player, Rear Wiper, Climate Control, 18" Turbo Alloy Wheels, Full Service History.

1995 - 993 C2 COUPE MAN (IRISH BLUE) 88,000 Miles
Black Leather Interior, Porsche Document Wallet And Manuals, Electric Spoiler Rises And Falls As It Should, Porsche Inscribed Mats, The Car Is Always Garaged And Is A C16 UK Car, A Very Nice Example In Excellent Condition.

1996 - 993 TURBO COUPE MAN (MIDNIGHT BLUE) 21,000 Miles
Grey Leather Interior, Electric Windows, Electric Mirrors, Air Conditioning, Becker Radio Player, 18" Turbo Alloy Wheels, Full Main Dealer Service History.

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles
Grey Leather Interior, Wood Package, Uprated Becker CD Player, Sat Nav, 18" Turbo Alloy Wheels, Official Porsche Centre Service History.

1997 - 993 C2S COUPE MAN (ARCTIC SILVER METALLIC) 73,000 Miles
Full Grey Leather Interior, Varioram, Widebody Specification, 6 Speed, Sports Seats, Original Porsche Stereo And CD player, Air Conditioning, 18" Porsche Turbo Alloy Wheels, Full Main Dealer Service History.

1997 - 993 C2S COUPE MAN (ARCTIC SILVER) 71,000 Miles
Varioram, Metropole Blue Leather Interior, White Dials, Factory Fitted Alarm System, 18" Turbo Alloy Wheels, Fully Documented Service History.

1997 - 993 C2S COUPE TIP (ARENA RED METALLIC) 73,000 Miles
Grey Leather Interior, Fully Electric Sports Seats, Sunroof, Rear Wiper, Original Porsche Radio, 18" Turbo Alloy Wheels, Full Service History.

1994 - 993 C2 COUPE TIP (BLACK) 93,000 Miles
Black Leather Interior, Becker Radio, Electric Seats, Electric Windows And Mirrors, Rear Wiper, 17 " Alloy Wheels, Full Porsche & Specialist Service History (Just Been Serviced).

1994 - 993 C2 COUPE TIP (BLACK) 99,000 Miles
Marble Grey Leather Interior, Sunroof, Becker Radio, Electric Seats, Electric Windows And Mirrors, 17" Alloy Wheels, Full Porsche And Specialist Service History (Just Been Serviced).

1987 - 911 CARRERA 3.2 CAB 1989 (G50 GEARBOX) 126,000 Miles
Immaculate Blue Metallic, Full Marble Grey Interior, Matching Numbers Example, Matching Dark Blue Hood, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, Very Original Condition, 10 Years With One Owner.

1984 - 911 3.2 COUPE SPORT (BALTIC BLUE) 74,000 Miles
Manual, Baltic Blue Metallic Coach Work, Black Leather Interior, Factory Fitted Air Conditioning, Factory Fitted Alarm System, Fully Documented Service History.

1991 - 911 (964) CARRERA 2 COUPE TIP 64,000 Miles
Midnight Blue Coachwork, Full Grey Leather Interior, Air Conditioning, Becker Radio Player, 17" Alloy Wheels, Fully Documented Service History.

1990 - 964 C2 CABRIOLET MAN (MIDNIGHT BLUE) 108,000 Miles
Marble Grey Leather Interior, Sports Seats, Fully Electric Seats, Sony CD Player, 17" Alloy Wheels, Full Service History.

FERRARI - MODELS FROM 1967 +

2010 - CALIFORNIA (1) 2 PLUS 2 SPIDER 12,000 Miles
Grigio Silverstone With Sabbia, Crema Daytona Seats, Dual Mode Suspension, 19" Forged Diamond Wheel Rims, Full Ferrari Main Dealer Service History.

1998 - 550 MARANELLO COUPE MANUAL (SILVER) 53,000 Miles
Navy Leather Interior, Sat Nav With DVD, ASR Sports Mode, Electric Seats, Upgraded Radio And 6 CD Changer, Climate Control, Ferrari Service History.

1996 - F355 SPIDER MANUAL (GIALLO MODENA) 28,000 Miles
Giallo Modena Yellow, Full Nero Black Interior, 18" Ferrari 355 Alloys, Full Service History, Recently Serviced, Known To Us For A Period Of 5 Years.

2008 - FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11,000 Miles
Full Nero Black Leather Interior, HGTC Package, Sport Mode, Latest Software On Gearbox To Enhance Gearchange Speed, Ferrari Ceramic Brakes, Second Generation Sat Nav, BOSE Sound System, Nero Daytona Seats, Xenon Headlights,19" Modular Alloy Wheels (HGTC Special), Full Ferrari Service History.

2008 - F430 SPIDER F1 20,000 Miles
Fully Protected And Wrapped In White, Grigio Silverstone Coachwork As New, Nero Black Leather Interior With Red Carpet, Carbon Fibre Trim, Ferrari Stereo, Manettino With Sports And Track Settings, Ceramic Ferrari Shield, Ferrari Crested Headrests, Full Ferrari Service History, Very Well Kept Example.

1973 - DAYTONA 365 GTB/4 RHD (ROSSO RED) 38,000 Miles
Black/Red Leather Interior Red Carpets, Climate Control, "Ferrari Classiche", Full Continuous History, Superb Provenance, 3 Owners From New.

1967 - 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles
Full Black Leather Interior, Detailed Restoration History, Sales Invoice, Numerous Concourse And Awards Winner, Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago, Comprehensive Photos, Exceptional Condition Throughout.

330 GTC COUPE (GRIGIO SILVER) 86,000 Miles
Ferrari Classiche, Rosso Red Leather Interior, Chassis No: 10157-GT, Engine No: 10157-GT, Extensive Interior Retrim, All MOTs, Fully Documented Service History With Many Invoices Over The Years, Original Handbooks And Tool Kit, Original Sales Brochures.

CLASSICS - AC, PORSCHE, JAGUAR, BENTLEY

1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles
1 Of 26 RHD Lightweights, Black Leather, Black Metallic Coachwork With White Stripes Full Black Leather Interior, Absolutely Stunning Condition, Very Rare With Approximately Only 26 Vehicles Manufactured.

1997 AC COBRA MK IV (ROLLS ROYCE EBONY BLACK) 11,000 Miles
Hand Crafted Grey Leather Seats With Matching Head Rests, Leather Trimmed Aluminium Semi Lightweight dash With "Smith" Original Style Instrument, Black Carpet With Piped Grey Leather, Ford 5.0 Ltr EFI Injection Engine And Normally Aspirated 302 Cubic Inch V8 Cylinder Arrangement, 8.9.1 Compression Ratio Cast Iron Engine Block With Cast Iron Heads, Roller Camshaft, Upgraded SVO Lower Aluminium Inlet Manifold/Upper Aluminium Inlet Manifold Body With Performance 65mm Throttle Body.

1958 - PORSCHE 356 A COUPE 1600cc (SILVER) 73,000 Miles
Silver Coachwork, Green Leather Seats, Sunroof, 15" Wheels, Superbly Restored, Concours Condition.

1973 - JAGUAR E-TYPE ROADSTER SERIES III AUTO 25,000 MILES
Finished In Carmen Red With Black Hide Interior And Crema Soft Top, The Finest Chrome Wire Wheels, Chrome Exhaust System, Totally Restored To A Very High Standard, Drives Like New - This Car Is Just Amazing.

1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles
Automatic Black Coachwork, Red Leather Interior, Power Assisted Steering, Wire Wheels, Recent Restoration To Virtually Concours Standard.

1962 - JAGUAR 'E' TYPE ROADSTER 3.8
Opalescent Silver Blue, Black Leather Seats, Series 1, Refurbished By One Of The UK's Most Renowned E-Type Specialists, Restored To Concours Level, Manual, Chromed Wire Wheels, Restoration Work Fully Documented.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)
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Basalt Black • Black Leather Seats • 19" Turbo
II Wheels • Touchscreen Satellite Navigation
10,105 miles • 2011 (11)
£55,995

911 Turbo (997, 6-Speed)
Arctic Silver • Black Leather Sport Seats • Satellite
Navigation • Heated Seats • BOSE Sound System
32,959 miles • 2008 (08)
£49,995

911 Carrera 4 S (997 GEN II, PDK)
Guards Red • Black Leather Sports Seats • 19"
Sport Design Wheels • Switchable Sports Exhaust
37,869 miles • 2010 (10)
£48,995

911 Carrera 2 S (997 GEN II, PDK)
Atlas Grey • Dark Blue Leather Seats • 19" Carrera
Classic Wheels • Touchscreen Satellite Navigation
18,439 miles • 2009 (59)
£47,995

911 Carrera 4 S (997 GEN II, 6-Speed)
Aqua Blue • Black Leather Seats • Touchscreen
Satellite Navigation • 19" Turbo Wheels • 22,596
miles • 2009 (09)
£46,995

911 Carrera 2 (997 GEN II, PDK)
Platinum Silver • Dark Blue Leather Seats
19" Carrera S Wheels • Touchscreen Satellite
Navigation • 38,996 miles • 2011 (61)
£46,995

911 Carrera 2 (997, 6-Speed)
Basalt Black • Flamenco Red Leather Seats
19" Sport Design Wheels • Touchscreen Satellite
Navigation • 33,649 miles • 2008 (58)
£39,995

Boxster S (987 GEN II, 6-Speed)
Carrara White • Black Leather Seats • Touchscreen
Satellite Navigation • 19" Boxster Spyder Wheels
26,950 miles • 2010 (60)
£29,995

Boxster S (987 GEN II, 6-Speed)
Meteor Grey • Dark Blue Leather Seats
Touchscreen Satellite Navigation • 19" Carrera
Sport Wheels • 24,628 miles • 2010 (10)
£28,995

Cayman 2.9 (GEN II, 6-Speed)
Jet Black • Black Half Leather Seats with Alcantara
Inserts • Touchscreen Satellite Navigation • 18"
Cayman S II Wheels • 34,207 miles • 2011 (11)
£27,995

Boxster RS60 Spyder (987, 6-Speed)
GT Silver • Natural Carrera Red Leather Seats
Satellite Navigation • 19" Sport Design Wheels
9,133 miles • 2008 (08)
£25,995

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19k miles **£47,000**

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Basalt Black with Sand Leather, Sat Nav,
42k miles.....**£43,000**

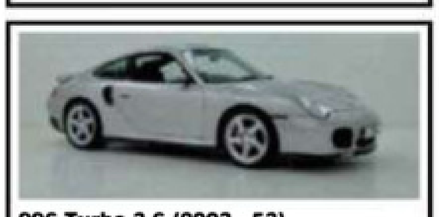
Cayman "R" Gen 2 3.4 PDK (2011 - 61)
Aqua Blue with Black Leather,
16k miles.....**£42,000**

997 "C2" Gen 2 3.6 PDK (2008 - 58)
Silver with Black Leather, Sat Nav,
41k miles.....**£38,000**

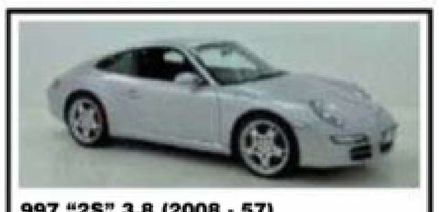
997 "4S" 3.8 (2006 - 06)
Seal Grey with Black Leather, Sat Nav,
42k miles.....**£33,000**

997 "2S" 3.8 (2007 - 57)
Basalt Black with Black Leather, Sat Nav,
43k miles.....**£33,000**

997 "4S" 3.8 Tip (2006 - 56)
Silver with Ocean Blue Leather, Sat Nav,
36k miles.....**£33,000**



996 Turbo 3.6 (2003 - 53)
Silver with Black Leather, Sat Nav,
64k miles.....**£32,000**

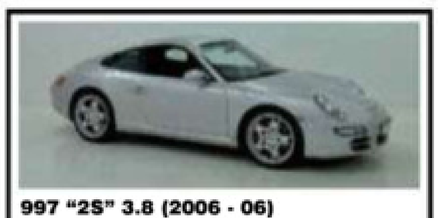


997 "2S" 3.8 (2008 - 57)
Silver with Black Leather, Sat Nav,
44k miles.....**£32,000**

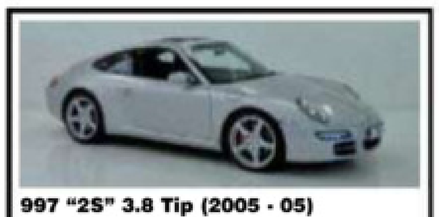
997 "2S" 3.8 Tip (2006 - 06)
Lapis Blue with Ocean Blue Leather,
Sat Nav, 39k miles.....**£31,000**

Cayman "S" Gen 2 3.4 (2010 - 10)
Silver with Grey Leather, Sat Nav,
31k miles.....**£30,000**

997 "2S" 3.8 Tip (2005 - 05)
Seal Grey with Red Leather, Sat Nav,
35k miles.....**£29,000**

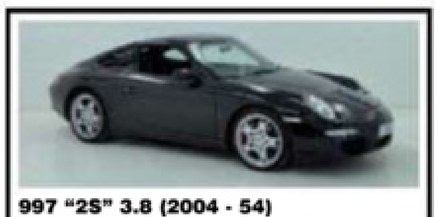


997 "2S" 3.8 (2006 - 06)
Silver with Black Leather, Sat Nav,
61k miles.....**£28,000**



997 "2S" 3.8 Tip (2005 - 05)
Silver with Black Leather, Sat Nav,
39k miles.....**£28,000**

Boxster "S" Gen 2 3.4 (2010 - 10)
Basalt Black with Black Leather, Sat Nav,
38k miles.....**£26,000**



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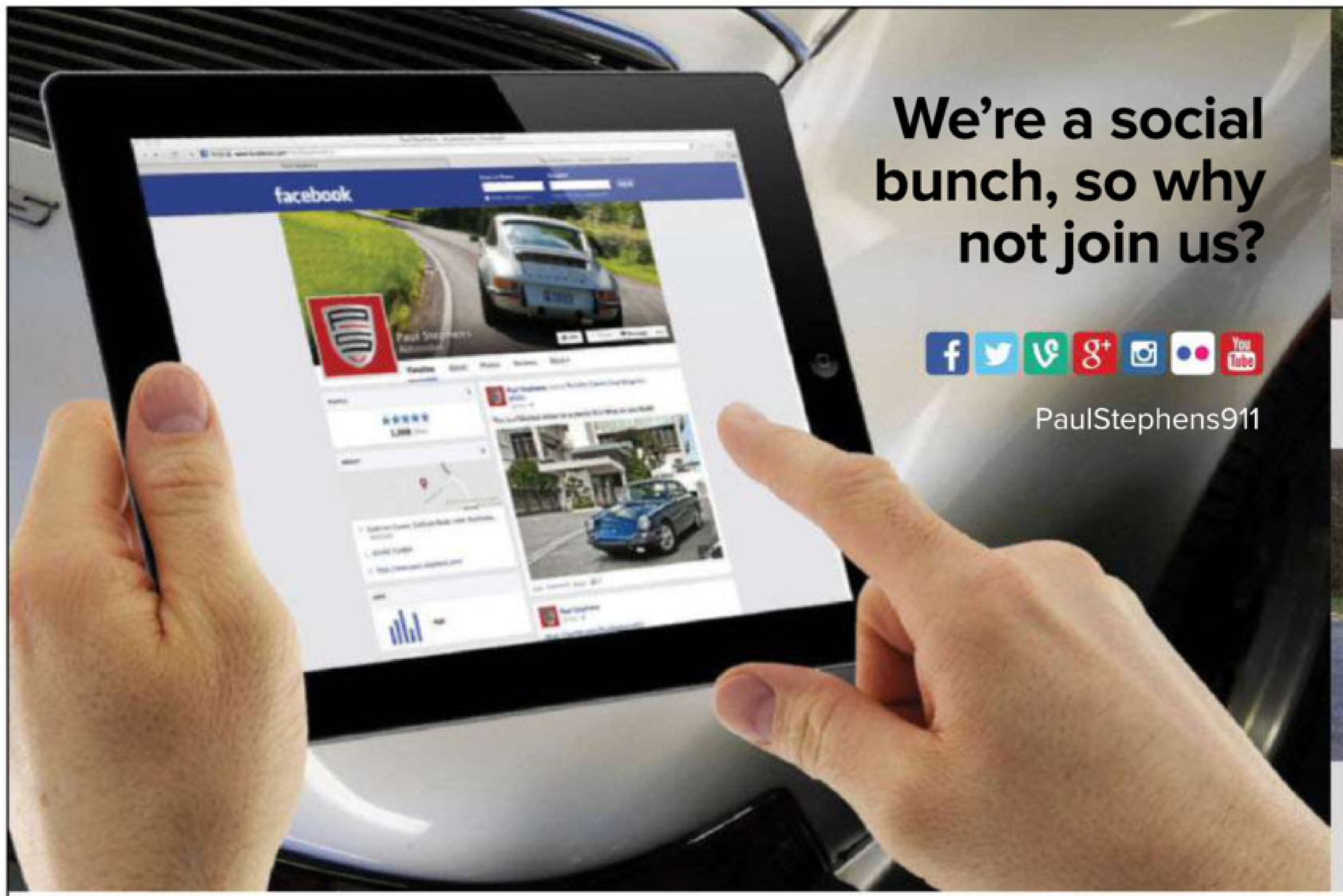

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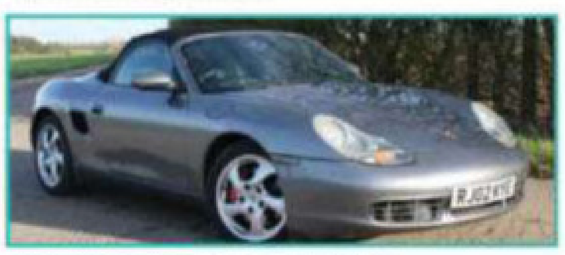

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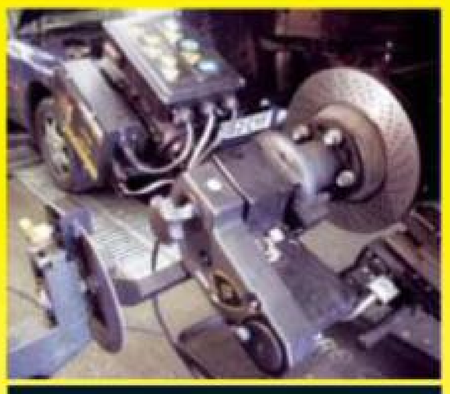

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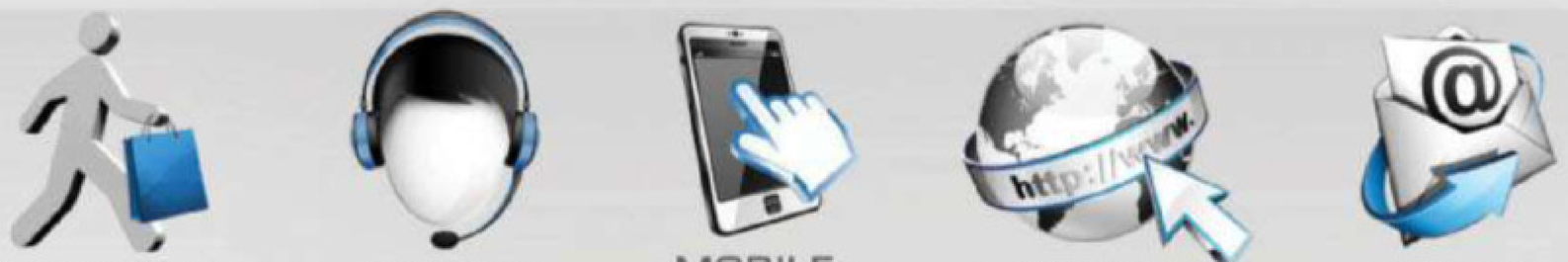

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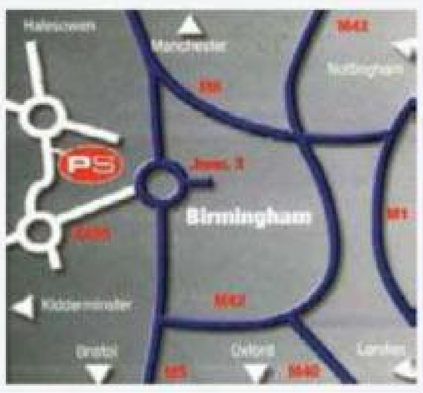

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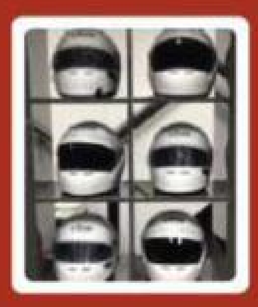

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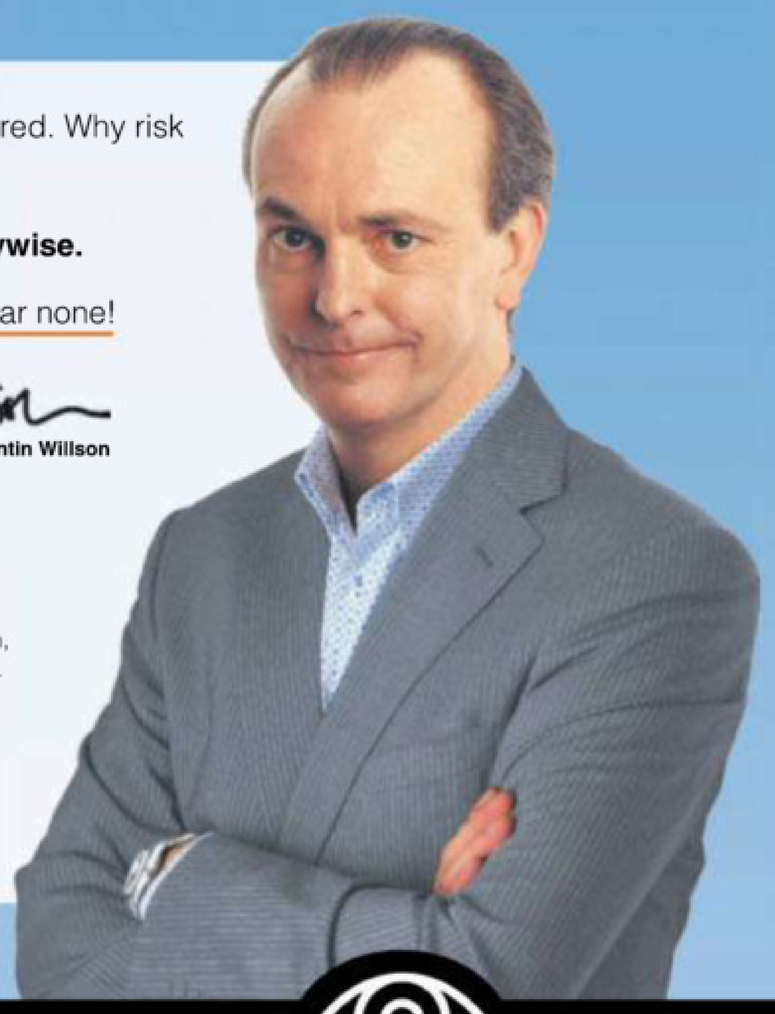

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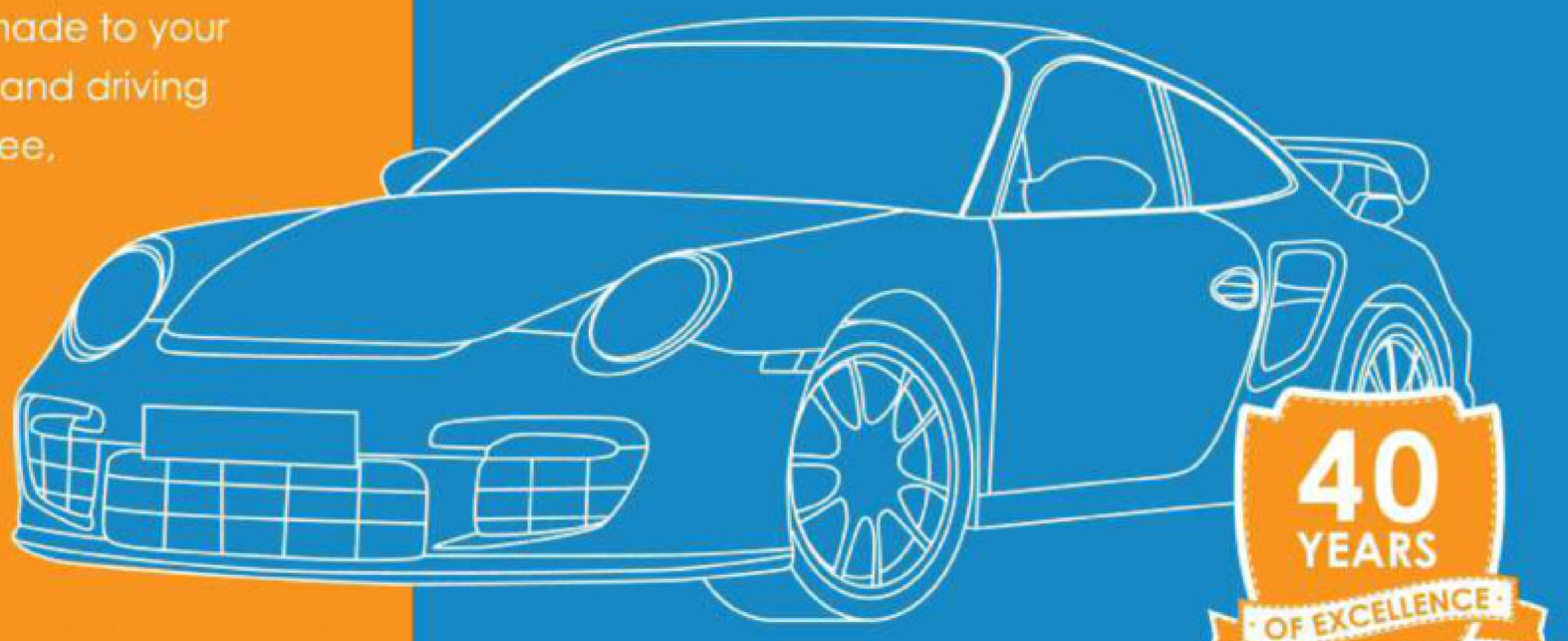

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D974, Mont Ventoux

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Essential info

LOCATION: Mont Ventoux
COORDINATES: 44°10'28"N, 5°16'44"E

LENGTH OF DRIVE:
26 miles

POINTS OF INTEREST:
Epic views from the top of Mont Ventoux; plenty of wineries with famous Ventoux wines along the way; visits to the beautiful lavender fields in the Ventoux area.

FOOD AND ACCOMMODATION:
Malaucene and Bedoin have a variety of hotels and restaurants with amazing dishes from an authentic French menu

Our latest 'great road' excursion takes in a breathtaking high-altitude route along the 'Giant of the Provence' in France

The top of the infamous Mont Ventoux, known as the Giant of the Provence, can be entered from three directions. The 1,911-metre-high mountain in the French Vaucluse is well known for its difficult stages in the Tour de France, where the racers often enter it from the steepest side, where the village of Bedoin lies.

The name comes from the Occitanian word 'vent' meaning wind and it's dedicated to Vintour, the Celtic god of the wind. No wonder, because wind speeds of over 300 kilometres per hour have been measured at the top of the Ventoux.

The area is extremely popular in the cycling scene, and you can imagine it's swarming with tourists and cyclists during the summer months.

We made the trip in early June and started the drive around 7pm, when it was quiet. We saw maybe three cyclists during our drive up, and on the top by the weather station, one single camping car was spotted. We'd therefore say the best times to go up these roads would probably be June and September when the weather is good and when there are not too many people around. It gives you a chance to open up the throttle a little bit more in your 911 on the perfectly smooth tarmac. A little bravery comes in handy because guardrails are nowhere to be found at most points, and there are quite a few tricky hairpins to be found.

Malaucene is located west of the mountain and from there the D974 takes you all the way to the top. Going down the mountain again on the other side, passing the Tommy Simpson monument in the so-called 'Moon landscape', the D974 will take you back southwest to Bedoin. A few miles under the top at an altitude of 1,440 metres you will see Chalet Renard where the D164 can be taken east, to the village of Sault, the third access road to the top of Mont Ventoux.

This area in the French Provence is amazing to drive, with mind-blowing views and a beautiful countryside. Just make sure that if you're a fan of slightly higher speeds, you go here during the off-season months of the year, in spring or late summer. 911

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