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# Total 911

THE PORSCHE MAGAZINE

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DRIVEN: EVERY GENERATION

# SPEEDSTER



**NICK TANDY**  
LE MANS  
WINNER'S  
COLUMN



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# Welcome



**I**t wasn't until I'd arrived in Le Mans ahead of this year's 24-hour race that the sheer gravitas of the occasion hit home. Sure, the history of Porsche at La Sarthe has never been lost on the editor of this fine title, but this was my first time at the world's most famous race and right away I was overawed by the sanctity it holds with Weissach and its fans.


As swathes of excited motor racing enthusiasts rolled into the many campsites around the track, everywhere I looked, I saw a Porsche. Far outnumbering any other automotive manufacturer within the track's vicinity, it was then I realised that Le Mans is as important for Porsche drivers and enthusiasts as it is for the company itself.

For Porsche owners Le Mans is more than a journey. It's a pilgrimage, perhaps more significant than visiting the Zuffenhausen factory. This is because Porsche has built its name on racing success – the cream of which has been at La Sarthe's famous 13.6-kilometre circuit – and that's inspired so many to take their seat at the wheel of a 911.

Come 3pm local time on Sunday afternoon, Weissach's tremendous 1-2 was celebrated trackside by thousands. Fathers who'd previously seen Attwood, Bell and McNish taste victory in a Porsche held aloft their sons who jubilantly waved flags etched with the Porsche emblem. This particularly resonated with me: inspiring future generations is crucial to Porsche if it is to sell sportscars not just tomorrow, but in the years to come. In many ways this was more than a race for Weissach, this was a statement for the future of the company as the pinnacle of sportscar ownership.

Away from La Sarthe, I must congratulate serial Porsche racer Jeff Zwart on once again conquering the famous Pikes Peak hillclimb. We featured his first Pikes Peak-winning 964 in the last issue and, as we went to print this time, Jeff took first place in class for the 2015 'race to the clouds' in his 997 GT3 Cup. With that and the continued success of the Tuthill 997 in the FIA R-GT championship also in mind, it just goes to show that across any possible realm of motorsport, Porsche always has been – and perhaps always will be – king.

**“For Porsche owners Le Mans is more than a journey. It's a pilgrimage”**



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# 1911 Opening Shot

Porsche had waited 17 long years to claim another outright victory at Le Mans. Total 911 columnist Nick Tandy, who piloted the winning no.19 car, is euphoric as his name is added to the list of Porsche Le Mans-winning legends. Congratulations, Nick.

Photograph by Porsche AG







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“The decision to reimagine the Speedster aesthetic has created some of the most sought after Porsche cars”





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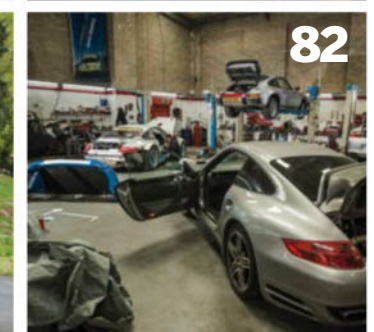


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# Update

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



## Singer reveals first Targa project at Festival of Speed

New 'Montreal' car wows crowds at the world's largest motoring garden party

Singer Vehicle Design, the Californian company famous for sculpting luxuriously personalised Porsche 911s, revealed their latest car at the 2015 Goodwood Festival of Speed.

Called 'Montreal' in reference to its delivery destination (A Singer naming ritual that's been traditionalised in recent years), the project represents a first for Rob Dickinson's company as it's based on the open-top Targa body style. Singer's Targa reimagination comes with two roof options for its new owner: a one-piece carbon fibre top and a collapsible soft item.

The widebodied 911 is finished in what Singer describe as Targa grey, with a vibrant, contrasting interior orange hue fashioned together with both leather and suede mixed weave trim. Other notable

specifications on the Targa include full Öhlins suspension, racing orange calipers, and Fuchs-style alloy wheels that have a white nickel finish on the barrels with closed lugnuts and black painted wheel centres. Raised gold letters depicting the engine capacity are on the decklid, with the same finishing technique applied to the iconic Targa script on the nickel-plated rollover bar.

Powering the 911 reimagined by Singer is a 4.0-litre flat six engine developed exclusively for Singer's customers by Ed Pink Racing Technology. Mated to a six-speed manual gearbox, the engine produces a handsome 390bhp, which is more than enough usable power for the 964-era chassis.

Dickinson, who as a British ex-pat was delighted to bring a project to English soil for its unveiling, saves

particular adulation for the powerplant housed under the decklid of his latest creation, telling us: "The folks at Ed Pink have created a very docile engine that has been honed and improved upon, with a very sophisticated engine management system – one that is completely balanced from a weight ratio perspective, yet providing tremendous torque. It is truly an absolutely, wonderfully sweet engine."

Elsewhere at the 2015 rendition of the world's largest motoring garden party, Porsche gave a UK debut to the 991 GT3 RS and Cayman GT4 with both cars completing timed runs up the famous 1.5-mile hillclimb course, while the Le Mans-winning 919 hybrid also made an exclusive appearance on the hill on the final day of the show.



## Manufacturer record attempts halted at the 'Ring

918 to remain record holder for now as Capricorn implements speed limits

Over the last decade, lap record attempts at the Nürburgring Nordschleife have gained prominence in road car manufacturers' press material, with each brand looking to outdo each other. In September 2013 a new production road car lap record was set when factory racer, Marc Lieb, took a 918 Spyder with Weissach Pack around in 6 minutes 57 seconds – the first road car to break the 7-minute barrier.

That benchmark looks set to remain for the foreseeable future as track owner, Capricorn Nürburgring GmbH,

announced that speed limits would be implemented for all on-track activities at the Nordschleife in the wake of an accident that saw one spectator killed during the first VLN race of 2015 back in March. After a Nissan GT-R GT3 car flew into the crowd at the Flugplatz, the German Motorsport Association (DMSB) introduced speed limits for all races.

With the lap time "arms race" now over, feats such as the new 911 GT3 RS's time of 7 minutes 20 seconds look set to be banished exclusively to the history books.



## What's on in 2015

June - September

July

August

**From Stuttgart into the World  
24 June – 13 September**  
The Porsche Museum celebrates Zuffenhausen's formative years in the 1950s

**Silverstone Classic  
24-26 July**  
The Porsche Club GB will have a large presence at Silverstone's festival

**RMA Nordschleife  
28 July**  
RMA Track Days heads to the infamous Nürburgring Nordschleife. Join them for £650

**Monterey Car Week  
10-16 August**  
Automotive nirvana featuring the world famous Pebble Beach Concours d'Elegance

**Werks Reunion  
14 August**  
Over 500 cars will be on display at the Porsche Club of America's event of the year

**Classics at the Castle  
6 September**  
The UK's foremost Porsche event returns to Castle Hedingham in Essex



Pictures courtesy of Bonhams, RM



Picture ©2015 Courtesy of RM Sotheby's



Pictures courtesy of Bonhams, RM

## In brief



### 997 Bilstein coilovers

German suspension master, Bilstein, has announced details of its new B16 coilover damper kit designed for all variants of the Porsche 997 Carrera. Claiming to provide OEM levels of fit, finish and ride quality (something that wouldn't be hyperbole given Bilstein's previous form), the B16 kit lowers your 997 by a minimum of 15 millimetres, with a further 20 millimetres of adjustment via the threaded steel bodies.

Each damper also features ten stages of combined bump and rebound adjustment, enabling you to dial in your 911's chassis setup, useful for track work. The B16 dampers come with a 12-month warranty and full TÜV approval. Prices start at £1,975 for the Carrera 3.6 kit.



### Toyo trackday tyres

As wheel sizes on modern cars are on an upward spiral, it has become difficult to find performance tyres for popular classic sizes. Japanese tyre manufacturer, Toyo, is hoping to change that though, launching 205/55ZR16, 225/50ZR16 and 245/50ZR16 versions of its R888 and T1-R Proxes.

The latter tyre is designed to provide excellent grip in all conditions combined with decreased road noise, while the famous R888 tyres are more track focussed. The tyres are ideal for track day enthusiasts who like to drive their Porsche 911 to the circuit thanks to their MOT legality and full EU approval. For more information, go to [toyo.co.uk](http://toyo.co.uk).

## Porsches for sale ahead of Monterey 2015

Monterey's auction houses are set to satisfy Porsche investors

Three Porsche 959s lead the bill at the 2015 Monterey Car Week auctions as Zuffenhausen machinery is set to take the headlines during the seven-day Californian automotive feast. Gooding & Co, RM Sotheby's and Bonhams will all have one 959 'Komfort' go under their hammers during the week (running 10-16 August around the Monterey Peninsula). The former's black-on-black example leads with an estimate of \$1,600,000-\$1,800,000.

Gooding & Co will also have a 1973 Porsche 911 Carrera RS Lightweight (estimate \$1,000,000-\$1,200,000) for auction at their Pebble Beach Equestrian Center on 15-16 August, while Bonhams

will hope to achieve strong prices for their Turbo-bodied 3.2 Speedster and 930 SE, the latter of which was featured in period at the New York Auto Show. The British auction house's sale takes place at the famous Quail Lodge on 14 August.

Taking place over three days, RM Sotheby's Portola Hotel and Spa-based auction will have a day dedicated to the "Pinnacle Portfolio" on Thursday 13 August. The collection includes a 1956 356A Speedster as well as a 959 'Komfort'. The Porsche 911 highlight from the other two days is a 1976 Porsche 930 3.0. Check out [Total911.com](http://Total911.com) for all the sales values as they happen.

## Porsche's Le Mans Experience Centre officially opened

Trackside French Experience Centre opens in time for 2015 24 Hour race at La Sarthe

The new Porsche Experience Centre Le Mans has been officially opened on the eve of this year's 24-hour race. After a frantic ten-month build, the new experience centre was able to serve as Porsche's main hospitality unit at the Circuit des 24 Heures, enabling Zuffenhausen's customers to watch as Nick Tandy, Earl Bamber and Nico Hülkenberg took their no. 19 Porsche 919 Hybrid to a great victory.

"We couldn't have realised this project without the very close cooperation between Porsche and the Automobile Club de l'Ouest", said Marc Ouayoun, Managing Director of Porsche France. "Thanks to the commitment of all those involved we were able to adhere to the very tight construction deadline of just ten months, which means that we will be able to follow the race in our "own" four walls this year."

The highlight of the Le Mans Experience Centre is the 2.9-kilometre 'Circuit Maison Blanche', located on the run up to the main track's final chicane. Like the Silverstone Experience Centre, the track will enable Porsche customers to test both themselves



and Stuttgart's latest machinery – such as the new 911 GT3 RS – in a controlled environment, complete with Porsche's fully qualified instructors offering tuition.

Inside the 2,600-square metre building, the Le Mans Experience Centre also houses a servicing centre, Driver's Selection boutique and a permanent exhibition of current and classic Porsche vehicles.



# 911 in Motorsport

The latest news and results from racing series around the globe



## Tandy takes Porsche to the top at Le Mans

Earl Bamber and Nico Hülkenberg join Brit to give Porsche win no. 17 at La Sarthe

After last tasting victory at La Sarthe in 1998, Porsche has returned to the top step at the 24 Hours of Le Mans courtesy of F1 star, Nico Hülkenberg, Earl Bamber and Porsche 911 ace (and **Total 911** columnist) Nick Tandy. Racing the third Porsche 919 Hybrid, the trio outshone the full-season drivers in the no. 17 919 to take a large victory.

While Neel Jani gave the black no. 18 car pole position during Wednesday's qualifying session, Tandy was restricted to third place in the no. 19 car after finding traffic on his grid-setting laps. Bernhard put the no. 17 Porsche into second as all three of Weissach's chargers proved they had the pace to outstrip the three Audi R18 e-tron quattros.

Come 3pm on Saturday though, the challenge from Ingolstadt heightened as Bernhard led, chased by the no. 7 Audi, Jani and no. 8 R18. Hülkenberg dropped to sixth as he worked himself in during his first start. However, before darkness fell, the no. 19 car's chances took an upswing when the no. 8 Audi crashed.

Combined with an off for the no. 18 Porsche at Mulsanne corner when driven by Romain Dumas,

the white 919 Hybrid found itself in the lead battle, clawing ahead of the no. 7 Audi as night time fell. After taking over from Bamber, Hülkenberg inherited the lead around 11pm when the leading no. 17 car served a one minute penalty for speeding in a slow zone earlier. Then, just before midnight, the Force India F1 driver handed over to Tandy for the Brit's first proper stint.

The 24 Hours of Daytona class winner set the pace during the night, as all three Porsches did four fuel stints on their tyres before each driver change. Bamber took over on Sunday morning with over a minute's advantage from the no. 7 Audi and the Webber/Hartley/Bernhard 919, though Porsche's chances of a one-two finish were boosted when the rear bodywork on the lead R18 fell apart around 7am.

The German racer soon extended the advantage, lapping fast before handing back to Tandy. Building on Hülkenberg's work, he ensured the white 919 had a lap's advantage over the chasing no. 18 car.

After another stint by Bamber after lunch, Hülkenberg was in the car to take the chequered flag at 3pm on Sunday afternoon, leading home the

no. 17 in a flying formation reminiscent of Porsche's other Le Mans victories in 1982 and 1998. The third Porsche 919 Hybrid, being driven by two Le Mans rookies (Bamber and Hülkenberg) and an LMP1 virgin in Tandy, made the triumph even more exquisite. The no. 17 919's second place ensured that Webber and Hartley secured their first Le Mans podium while the no. 7 Audi of Marcel Fässler, Benoît Tréluyer and André Lotterer rallied to take third.

In the GTE Pro class, Weissach's fortunes weren't so good as the no. 92 Porsche Team Manthey 911 RSR retired after just an hour, a fiery transmission problem with Patrick Pilet at the wheel sending their hopes dashing. This left just the no. 91 car to uphold Porsche's honour. Unfortunately, despite working its way into the lead battle in the night time hours, problems hampered Jörg Bergmeister, Michael Christensen and Richard Lietz's great efforts.

There was more silverware in the GTE Am class though as the no. 77 Dempsey-Proton 911 RSR of Patrick Long, Marco Seefried and Patrick Dempsey came home second after a battling drive.

## Carrera Cup round-up



### Carrera Cup Deutschland

At the Lausitzring, Philipp Eng won both races from pole position, beating Michael Ammermüller in the first encounter and Robert Renauer in race two to take the championship lead.



### Carrera Cup GB

Dan Cammish and Michael Meadows shared the wins at Oulton Park, as Nicholas Latifi took his maiden podium in race one. Josh Webster finished fourth and third.



### Carrera Cup Asia

Chris Van der Drift bested Martin Ragginger in both encounters at Fuji Speedway. Craig Baird took third in race one, with Ho-Pin Tung rounding off the podium in the second race.



## Motor racing in 2015

July	August
<p><b>24 Hours of Spa</b> <b>21-26 July</b> 2015's last major 24-hour race sees the top GT3 teams battle it out in Belgium</p>	<p><b>Carrera Cup Deutschland Red Bull Ring</b> <b>1-2 August</b> The German Carrera Cup heads into Austria for races 10 and 11 of the 2015 season</p>
<p><b>Porsche Supercup Hungary</b> <b>24-26 July</b> Ben Barker's quest for a maiden Supercup victory continues at the Hungaroring</p>	<p><b>Tudor USCC Road America</b> <b>7-9 August</b> One of the USA's greatest circuits sees Porsche North America Racing back in action</p>
	<p><b>ADAC GT Masters Nürburgring</b> <b>14-16 August</b> Germany's premier GT championship moves to Nürburgring for round five</p>
	<p><b>Carrera Cup GB Knockhill</b> <b>22-23 August</b> A favourite hunting ground of Michael Meadows, the Carrera Cup GB heads north</p>

## Total 911's racing columnists



### Supercup superstar: Ben Barker

It has been a hectic month since my last column. The Porsche Supercup race at Monaco was a highlight, made even greater by the fact that I started fourth and came third. It's hard to pass around the principality's streets with people always saying, "Where you qualify is where you finish". Despite this, I managed to get a good start, going around Christian Engelhart's outside at the first corner. It was a mega weekend, made better by the fact that this was MOMO-Megatron's best ever result.

I have generally always been quick around Monaco. I enjoy it and it seems to fit with my driving style – I think I feel confident to take more of a risk. I enjoy being close to the walls and I know that if I just touch a barrier, it's not the end of the world – it's if you go into them hard that you start having problems.

From there I was onto Carrera Cup Deutschland duty at the Lausitzring, a new track for me. I had to learn it in 45 minutes of practice and it caught me out; it's a more technical track than I first thought. There are a lot of kerbs that you have to attack to find

Monaco, Germany, Austria, Germany again and Great Britain. It's been a busy month for Ben on and off the track



the time, especially in sector one, and it's tricky to get it spot on. Because of this, we had a bit of a poor qualifying performance but, in both races, I was the man on a mission.

A puncture in the first encounter ended my charge but race two was better, finishing eighth after some battles with the likes of Nicki Thiim as I tried to work my way forward.

The Austrian round of the Supercup unfortunately followed a similar pattern, as qualifying was wet and we set the rear tyre pressures too low. I was driving my heart out, but it was only good enough for ninth on the

grid. Tyre pressures are vital, especially in the wet, so to get them wrong meant that the car was oversteering.

Once again, in the race, I was the man on the move. It was turning into a good dice actually as I worked my way into sixth. Then, as I was trying to take fifth place away from Sven Müller, we had contact. Sven didn't want to budge but I wanted to make the move. Maybe it was a bit late on my part and, with hindsight, next time I'd leave it until turn two, but I thought the move was on. It's just one of those things when you go racing.

Now, as I'm writing this, I'm off to the Norisring for the next Carrera Cup Deutschland race before coming back home for the British Supercup round at Silverstone. It's a weird feeling to come back and race in Britain after spending so much time on the road. When I used to live in Oxford, I could sleep in by own bed every night, but now I'll be in a hotel just like every other race. Also, Porsche always brings German food to every race (not that British cuisine is better) so it never feels that different to any other event. However, I want to get a good result at home as I'm sure I'll have a few more supporters in the stands than normal.



### Carrera Cup champion: Josh Webster

For racing drivers of a certain generation, the only way to improve their performance was to get out and drive. However, with testing becoming expensive (and computers becoming more proficient), simulators have been rising to the fore recently. More companies are springing up and driving prices down so that for a fraction of the cost of going testing, you can pound around a virtual track using 'new' tyres for every run!

Around the time I started karting in 2006, RFactor was launched, meaning that I've grown up using simulators. Initially they were just a means for me to race my karting friends away from the track, but now simulators are a useful tool. At least once before every race, I'll get some seat time in various professional rigs in order to warm up and get the rust off.

I also use them to learn new tracks, which (going forward) will be crucial, especially if I move into the Porsche Supercup next season. That's a championship where you've got to be on it from the first green flag. You only get one 45-minute practice session before qualifying, so you have to

Simulators are becoming an ever more present part of motor racing. Josh explains how he uses them to improve his performance

have do your homework beforehand. In situations like that, simulators are vital. Ahead of my Supercup appearance at Silverstone, I got into a simulator and along with an engineer, we mocked up a full Supercup weekend, complete with virtual practice and qualifying sessions to help me practice.

In my opinion, when you're doing something structured and focussed like that, simulators are excellent. However, while some people will have different views, I don't believe you can use them to learn much about developing your driving technique



(unless you're in an F1 simulator that has had millions of pounds thrown at it during development). In all the simulators I've driven, you get some sensation of speed but the steering techniques can be different to real life – they lack that last ten per cent of realism.

Tyre models make a huge difference, as in real life they are the only thing that connects you to the road. I'm sure that Pirelli's simulator is accurate but, on the ones available to most racing drivers, it's easy to get lost. I know one driver who was struggling so tried to create a setup on a simulator and transfer it across to his racing car. Suffice to say it didn't work! Also, if you're chasing a lap time, you can easily cheat, with simulators often enabling you to use kerbs that you would definitely stay away from in real life. Therefore, you've got to be really disciplined when you use them.

It's an area of motorsport that is developing all the time (McLaren's simulator has a rig that attaches to your helmet to simulate g-forces) and with basic setups to use at home with software such as Assetto Corsa or iRacing, it's a relatively cheap way of getting in the groove.





The Le Mans winner:

# Nick Tandy

gives his views from beyond the pit wall



## The big one: becoming Porsche's latest Le Mans legend

At a certain race in the middle of France, Nick's been busy writing a new chapter in Porsche's motorsport history

I'm pinching myself; I still can't quite believe it. Alongside, Earl Bamber and Nico Hülkenberg, I've just won the 24 Hours of Le Mans in Porsche's latest, greatest top class sports car: the 919 Hybrid. Back in issue 124 (when it was officially announced that I would be part of Porsche team's third entry at La Sarthe) I mentioned that I was joining a long list of British racers to race for Weissach, drivers such as Derek Bell, who I watched on TV as a kid. Now I've written myself into the record books alongside him. It's rather surreal for a farmer's son from Bedfordshire, especially as I've since had interviews with TV crews from the BBC and ITV, as well as the big newspapers in the UK and Germany.

It was an unbelievable race. In testing we'd tried to run for 30 hours uninterrupted (a normal aim for the LMP1 teams in the run up to Le Mans) but we'd never managed it. The first time that the 919s ran faultlessly was in the race. It was an incredible feat.

We had a perfect race with absolutely no problems. Our only trips into the garage were for routine maintenance (such as replacing the rear wing on Sunday morning). Doing that with two cars showed in the results as we managed to finish first and second, the best way to get Porsche back onto the top step at a race that means so much to the brand. When drivers such as Richard Attwood won for Porsche in the Seventies, Le Mans was just seen as another race in the World Championship but now it is one of the biggest (if not the biggest) races in the world, and Porsche's name and entire ethos as a sports car manufacturer is intrinsically linked with this idiosyncratic French endurance race.

You have to be fast, you have to be consistent and you have to stay out of the pits as much as possible.

Before the race, people were suggesting that the 919s wouldn't be able to four-stint their tyres but, as soon as dusk fell, it was also the plan to quadruple stint before driver/tyre changes. Then once night fell, our car just switched on and we were able to set a relentless pace.

Qualifying was slightly disrupted for us, so we didn't get a chance to post a representative time but everyone on the no. 19 team knew that we had a chance to win. All three drivers felt good and we were all proving really quick behind the wheel. Ahead of the start we weren't concerned. I was confident that if the car ran reliably we'd be running near the front, but we weren't sure how fast the Audis would be in the race as we knew they'd be more of a threat than in qualifying. But in the end, our speed won out, as the cars from Ingolstadt one-by-one ran into problems.

We were a little bit conservative with our pace and strategy at the start, however, during Nico's stint towards midnight, I started to truly believe that we had a chance to win this race. Yet, even once I'd built up a bit of a lead during my midnight stint, there was still half the race to go. I had to keep my emotions in check and not get carried away with what could happen should we manage to stay in that number one position. In the end, I only started to let myself believe with about three laps to go. Then, when the car crossed the line, it was just a huge outpouring of emotion. It's like a pressure cooker, building up for 24 hours and then you get a chance to vent it.

At the start of the race we dropped back a little bit as Nico felt his way in during his first ever start in a sports car race (what a place to do it!) and then we offset the first fuel stop compared to the other cars, but all three Porsches all had an equal chance

to fight for the win from the word 'go'. Some people may have been surprised that Earl, Nico and myself performed as well as we did, but Porsche has been getting us ready for this moment for five months both on and off the track. We felt as ready as anyone else out there. The end result was the perfect way to show that Porsche's preparation and its way of going racing is the right way, especially as both Earl and myself have come through the Carrera Cup/Super Cup ladder. It's proof to other young racers in those series that, if you have the talent, you can make it to the very top.

I've always said that Petit Le Mans for Falken in 2013 was my best performance. Yet, looking back on it, I could not have driven better at Le Mans and nor could Nico or Earl. All our performances were testament to the faith shown in us by LMP1 team manager, Andreas Seidl. Before this entire adventure, I wrote to him last year to be considered as a driver for the third 919 and he said that if I hadn't have sent him that letter, my name wouldn't have been on the list for the no. 19 car. That's a lot of faith that Porsche showed in me. I now just want to come back to defend our title next year and, longer term, I'd love to have a crack at the World Championship. I always said that I'm happy racing Porsche's GT cars but as a driver, it's always a good idea to have goals, to keep driving forward. For now though, I'm still revelling in the biggest victory of my career, a race that I'll be happy to replay in my head over and over again.

You may have read in some of my interviews that, if I stopped winning races tomorrow, I could look back on my career and be happy. However, the reality is that I'm hoping to not stop winning races. Le Mans 2015 is just the start.





### Nick's three moments that won Le Mans

**Night time pace:**

"All three of us, from Nico's stint [before midnight] through to when I got out late in the morning, nearly 12 hours later, that's when we won the race with our pace."

**Less time in the pits:**

"You've got to have the least amount of time changing tyres and you've got to have as few problems as possible. Thankfully we ticked both boxes."

**Porsche's preparation:**

"I certainly didn't feel any pressure. We were confident in what we could do. We'd done five months of preparation ahead of this event."

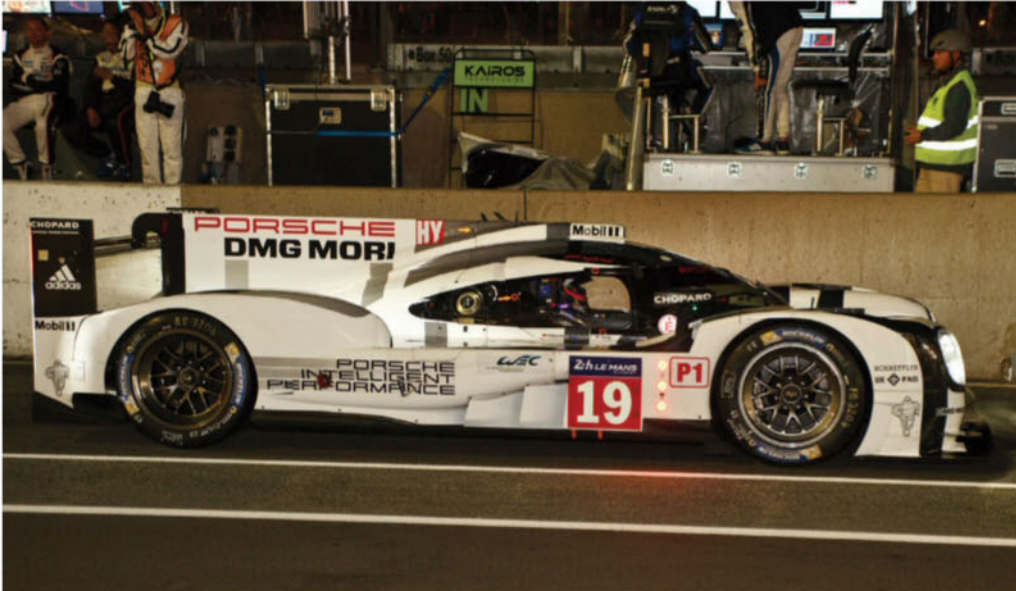






Le Mans special guest columnist

# Glen Smale



## Weissach's greatest?

As a seasoned Le Mans campaigner, Total 911 contributor Glen Smale reflects on what that long-awaited win number 17 means for Porsche Motorsport

**H**aving amassed sixteen victories in the Le Mans 24-Hours, the world's most demanding endurance race, some folk might be forgiven for thinking that Porsche had nothing left to prove. But when racing is in your blood, when it is the very driving force behind the sports cars that you manufacture, then the need to carry on winning is overwhelming.

Porsche's last Le Mans victory was back in 1998 with the 911 GT1, coinciding nicely with the company's 50th anniversary celebration, but this was Porsche's last full works participation at Le Mans. From the following year, Porsche sought to deliver future victories through their many privateer teams around the world in an effort to keep the brand at the forefront of GT racing. Even so, it was fifteen long years before Porsche would return with a full factory team, at first with a pair of 911 RSRs in 2013 and then with a duo of 919 Hybrid prototypes just a year later.

With hindsight, the prototype Porsches put in a relatively good showing in 2014 considering the company's 16-year absence from top-flight racing.

The 2015 season came with high expectations after some key improvements to the complicated 919 hybrid over the winter, yet after the first two races of the year, their first win of 2015 proved elusive – despite showing much more superior pace over the rival Audis and Toyotas.

Le Mans week duly arrived and there was a sense of anticipation in the air at the circuit. "Could Porsche pull it off?" was the question on most people's lips. Despite the word around the media centre that the Porsches were quick but fragile, I felt that somewhere in this heady mix of high-octane fuel, controlled information and also misinformation, this would be Porsche's year. I noticed there seemed to be greater confidence in the pit garage. When the 919 Hybrid appeared to be circulating consistently fast, unstressed and within its capabilities after noon on Sunday, you felt, barring any unforeseen events, that Porsche would take the chequered flag. When the #19 and #17 crossed the line together, it felt like Porsche was back where it belonged...at the top.

Of course, it's hard to compare this year's Porsche works cars with any from its previous Le Mans

escapades because the class rules change every few years. Through the 1980s Porsche was dominant with its 956 and 962 race cars, frequently scoring 1-2-3 finishes. To win Le Mans now is fantastic, to finish 1-2 is rare but all the more notable and this result takes us back to those days when Porsche was so successful in Group C. Today it is more difficult to achieve this and besides Audi, no other manufacturer has achieved this accolade to the same degree. This result will therefore have to go down in history alongside those great 956 and 962 victories.

Perhaps the greatest victory for Porsche fans was the 919 and 991 RSR factory cars being on the starting grid in the first place. Le Mans is simply not complete without Porsche being present with a factory team. It has been proven time and time again that racing improves the breed, and if you win on Sunday then you will sell on Monday. Racing victories sustained Porsche through the decades, right from the early-1950s, and their sales benefitted mightily when they were winning. If sports cars is your business, then you had better be on the starting grid, because your customers will be watching your performance and if you're winning then us guys in the press will do all of your marketing for you. Porsche cannot afford to be absent from top-flight racing when their road-going products are consistently shaped by their racing successes.

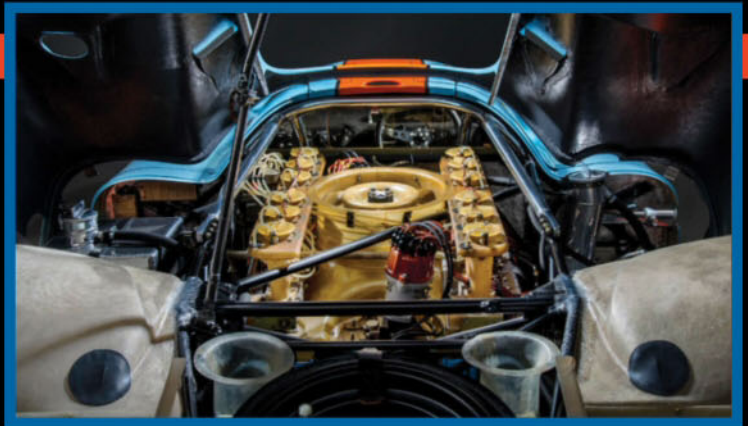
**“It felt like Porsche was finally back where it belonged... at the top”**



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# Views

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

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## Star correspondence



## Growing old gracefully

Dear Sir,

I am a big fan of your magazine and your article 'Growing old gracefully' in issue 126 especially resonated with me. Just like Josh, I was so nervous when I first got into my 911E 2.4 after one year of restoration. I also felt like I just bought a Rembrandt and took it home in a plastic carrier bag. While I was quite relaxed at driving around in my 911 before the restoration, I was suddenly super careful.

Here is how my 911 story started: While my first 911 was a 996 Carrera, I continuously progressed to older and older models. The 996 was followed by a 964 Carrera 2, which I absolutely loved for its handling and engine sound. However, the 911 I always wanted was the original F model. After several years unsuccessfully searching for the right restoration project, I spoke to my trusted mechanic

Bryan Kane (of Harmonstown Motors in Dublin). He managed to convince an acquaintance to sell me his 1972 911E 2.4.

While mechanically sound, the black paint was in a sorry state, as was the interior and chrome work. Bryan did a full restoration and one year later the car also smells like a new, with fresh carpets, new Pepita seats and a new dashboard. All the chrome is immaculate, the wheels were redone and the body is now freshly painted in its correct original silver. I also bought the original tool kit, instruction manual, full repair manual and I have the full service history. With the engine timing reset and points and gaskets changed, it was a pleasure to drive it all the way from Dublin to the Goodwood Revival last year.

The certificate of authenticity confirms that it was born on 1 December 1972 and delivered to

the French Caribbean island of Guadelupe. After a few years it got to Arizona, before heading to Hollywood then France, Britain and Ireland. As part of the restoration we changed the spec from US to German (lights, speedometer in Km/h, all gauges in German and so on), so it is a true German car now. Little details such as the Coco Mats and the red oil filter make for the finishing touch. I would be honoured if there was a chance for my 911 to be featured in your magazine.

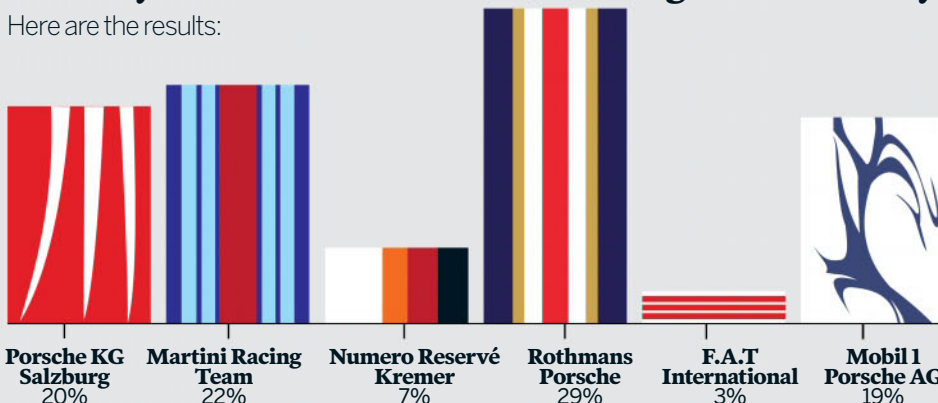
**Wolfgang Oberauer**

**It is always lovely to see the finished article after a long restoration. You should be very proud of your '72 E, Wolfgang. Hopefully, you can create many happy new memories with it over the coming years.**

### Total911.com Poll

## What's your favourite Le Mans-winning Porsche livery

Here are the results:



## @Total911

The tweets that caught our attention this month:

- @NickTandyR** My 3 trophies coming back home on the Chunnel
- @NicoHulkenberg** What a Day! Unbelievable! Great teamwork! @PorscheRaces #24hLeMans #winners
- @earlbamber** That moment when you win #LeMans 24 hour and then you don't know what to do with yourself.
- @PorscheRaces** Porsche wins #LeMans 2015! Winners are Bamber/Hülkenberg/Tandy in #Porsche919Hybrid no 19
- @AussieGrit** Cannot express how proud I am of this incredible team result from the weekend. Porsche wins for a record 17th time.





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!



## A-grade OPC

Dear Sir,

I am writing in response to Matt Haynes' letter (issue 127) regarding his experience with his OPC in Sussex. The dealings that he had with that particular OPC hopefully do not represent the Porsche dealership as a whole, and I am sure that Porsche GB will look into this particular story.

My reason for writing is to give bundles of praise to my local Cambridge OPC. Although I didn't buy my latest car from them (a 996 C4S) the service that I have had from them over my four years of ownership has been nothing short of outstanding. The treatment afforded to customers starts with the warm greeting from reception, then onto the service advisors, Sharon and Martin, who apart from being very friendly and professional are extremely knowledgeable about the marque.

Servicing is carried out to a very high standard and any observations with your car are discussed in great detail with you when you collect your car. Cambridge OPC also have a terrific relationship with our local Porsche Club GB group, Area 24, putting on events for us throughout the year. At one such event last year members were invited to attend a day and have their cars put onto a ramp and a detailed check with one of the mechanics and the owner carried out. Lets face it, it is very rare that most owners see underneath of their car!



The day also included food, drink and a quiz to complete a terrific visit.

I am sure that owners may have tales of woe regarding their OPC but I can only give much praise to all the staff at Cambridge OPC. Matt, please don't take your experience as a norm for Porsche. On the contrary, they are, for me, the ultimate marque. Go elsewhere and buy one and I think you may be well impressed.

**Philip Potts**

**Philip, it's great to hear a positive OPC story. As the frontline face of the brand, Porsche Centres need to**

**excel in all areas and it seems like OPC Cambridge are a model for other dealerships to follow.**

## US RSs

Dear Sir,

Thank you for the article on Peter Gregg's 911 RS clone. I appreciate the effort that went into that car as I have a very similar model. I started with a 1972 911T, which was modified over the years to include upgraded suspension, brakes, Carrera flares and the aluminium-framed ducktail from one of the IROC Porsches. It also has a 3.0-litre engine.

We have owned the car for 32 years and have no plans to replace it. It is simply just too much fun to drive on the great roads in California!

**David Williams**

## Aerokit answers

Dear Sir,

Aerokits are divisive things in the Porsche world and I think the 997's kit belongs on one 997 model and one only: the Carrera GTS. Though it mimics the 997.1 GT3 rear wing, the 997.2 Aerokit does not have the vented front or rear bumper covers, which keeps it a bit more understated.

### Join the debate

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

@HiShine01 Spot My Dad's idea of a birthday card last week to me.

@ImagineMD After watching @harrismoney's latest video I think I very much want a 991 GT3 RS.

@wimporsche Diving #Deepsea treasures: this was recently recovered from the sea! Only minor rust...

@ralphisnot Based on parts labels in Stuttgart factory a couple of weeks ago it [next gen 911] will be 992.

@Autofarm A #Porsche 934 spotted at Tesco. It looks good but we'd rather have a real one!



### Total911.com hot topic:

## Turbocharging vs hybrid power: the lesser of two evils

With the next generation of 911 gaining turbochargers, Josh wandered if hybrid power would have been a better option. Here are the best of your responses:

Does turbocharging really reduce emissions? I'm sceptical.  
**Craig Adams**

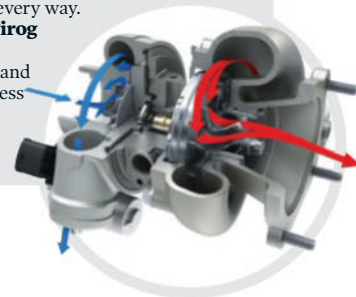
Alternate energy and fuel source advancements are inevitable through technology. A good ol' normally aspirated flat six fuelled by replaceable/interchangeable propane tanks could still be an option.  
**Mortiz H. Sandy Hunt**

I'd rather see a redesigned NA engine that meets CO2 specs, but turbocharged engine is acceptable 'til Porsche designs new engine.  
**@BobsterS987**

Why not just put a mast and sail on top? That would reduce emissions... A hybrid version would be necessarily heavier and less sporty.  
**Carl Eberhart**

Anyone who owns a Turbo knows a remap will sort lag. It's utter BS to say different. It's an iconic car and superb in every way.  
**Julian Cat Man Pirog**


The end of an era, and the start of a new less exciting one?  
**@archypel**





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With the 997 GTS's performance falling between the 997.2 Carrera S and the 997.2 GT3 (thanks to the added X51 powerkit as standard), I think the Aerokit fills the visual gap just perfectly, so I'm a fan of it on that car.

**Nathan Grede**

## 964 is king

**Dear Sir,**

Petr Valo deserves special recognition for nailing the truth on page 18 of issue 126 (30 best collector's 911s).

The 964 should wind up well atop the 993 when it comes to eventual collector desirability. The last with the proper iconic trim rings on the headlamps; classic 911 styling as initiated by Ferry Porsche, an icon from the period that saved the 911 from oblivion.

The 964 is truly the last of the original 911s for those who believe in the magic of the original sound, feel and design of the 911, taken to its ultimate iteration before it developed a somewhat different design.

**Alex Ford**



**Dear Sir,**

In my time, I have owned a 964 C4, a 996 GT3 Gen1 Clubsport and a 997 Turbo Gen1. The 997 was blindingly quick but only felt special at eight-tenths. The GT3 CS was a go-kart but, with its single mass flywheel and race seats, it certainly wasn't an everyday road car.

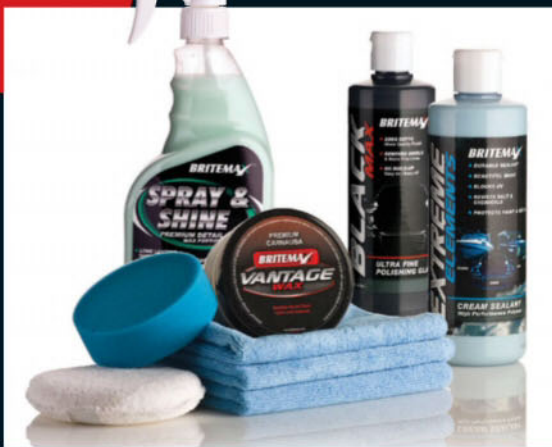
However, the manual 964 left a more lasting impression on my drive from Switzerland to the south of France. I was also pleased to get back into the 964 after using an early Tiptronic Boxster loan car while my

C4 was in for a service. The 964 felt solid, nimble and small. Even if it didn't have the speed of the Turbo or GT3, ultimately it was more usable and therefore more fun! It is because of these reasons that I am in the market for a 964 Coupe again.

**Robert Tongue**

**There is a lot to be said for simplicity when it comes to creating driver engagement, something for which the 964 is indeed king. We wish you good luck with your 964 hunt.**

## WIN! Win a BriteMAX wax kit



As we're sure you all know, washing your car properly is just half the battle when it comes to producing a show-stopping finish. To protect your Porsche 911 completely, you need to wax your car's bodywork as well. Traditionally, this has been a complicated procedure, however, UK cleaning specialists BriteMAX are hoping to change that with their 'Wash, Seal and Wax' kit. What's more, **Total 911** has teamed up with BriteMAX to offer the kits (worth £90 each) to two lucky readers.

Taking centre stage in the kit is the Vantage Wax, a premium carnuba wax suitable for all paint types and colours. Thanks to its grade one wax and polymers, BriteMAX's Vantage wax creates a deep shine with long-lasting protection and to make it easier to apply, the kit also includes a soft applicator sponge.

Also included in the kit is Black Max, BriteMAX's original polymer-based ultra fine polishing glaze. Formulated to remove stubborn micro swirls quickly and easily, Black Max is the perfect pre-wax cleanser, taking away tiny surface imperfections before you can use BriteMAX's Extreme Elements (also included) for added protection against the elements and bird droppings. Finally each kit features Spray & Shine, a detailing spray fortified with carnuba wax, to provide quick and easy cleaning at a moment's notice.

To be in with a chance of winning one of the two kits, all you need to do is head to BriteMAX's website and find the answer to the following simple question:

### What is BriteMAX's former company name?

When you've found the answer at [www.briteMAX.co.uk](http://www.briteMAX.co.uk), email it to [competitions@total911.com](mailto:competitions@total911.com) with 'BriteMAX' 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 11 August 2015. Good luck!

**Total 911**  
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# Porsche lifestyle

**Total 911** brings you five classic sunglasses from some of the world's most iconic eyewear brands



1



2



3



4



5

## 1 Paul Smith Haden Aviators £250

What happens when you combine one of Britain's greatest designers with an iconic sunglasses style? You get the Paul Smith Haden, a unique take on the classic Aviator design. Featuring numerous beautiful details around the lenses and arms, these tortoiseshell sunglasses are sure to garner plenty of attention.  
[www.visionexpress.com](http://www.visionexpress.com)

## 2 Oakley Frogskins LX £120

A hugely popular design in the Eighties, US sunglasses manufacturer Oakley recently resurrected its original tooling to restart production of its über cool Frogskins design, with numerous lens and frame options available. The LX ('Luxury') version features handmade acetate frames with iridium lenses.  
[www.visionexpress.com](http://www.visionexpress.com)

## 3 Ray Ban Clubmaster £125

Synonymous with 1950s America, the timeless 'Browline' design of Ray Ban's Clubmaster has become a sunglasses icon since its release in the Eighties. Available in various tortoiseshells and colourways, you can't go wrong with the classic black acetate frames pictured here. They will always be in fashion.  
[www.visionexpress.com](http://www.visionexpress.com)

## 4 Porsche Design P8478 PO0649 £250

Porsche Design's sunglasses are legendary, with numerous celebrities choosing to wear their various styles. The P8478 uses an oversized Aviator design with lightweight titanium frames made in Japan and interchangeable lenses to ensure that, despite the 'Heritage' tag, these are some cutting-edge shades.  
[www.porsche-design.com](http://www.porsche-design.com)

## 5 Persol PO0649 £210

Always a master of alternative designs, these sunglasses from Italian eyewear specialist, Persol (translated as 'for the sun'), have a Mediterranean vibe to them. The evocatively named 'Terra di Siena' tortoiseshell complements the complex frame and arm shape while still retaining an understated aesthetic.  
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# SPEEDSTER

From 356 to 997, Porsche's Speedsters have enthralled four generations of Zuffenhausen faithfuls. Total 911 heads to the coast to find out what makes them so special

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







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

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

While it may have been intended for the American market, the decision to reimagine the Speedster aesthetic on certain generations of 911 has seen Stuttgart create some of the most sought after cars in the company's history. Now, for the first time, we've gathered all four generations back together to chart the Speedster's storied history and get behind the wheel of the coolest quartet of Porsches ever created.

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

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

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

1956 saw the first major revision to the 356 platform with the release of the T1 A Series cars. The Speedster saw its engine capacity increased to 1.6-litres, while the steel wheels were widened to provide better road-holding but reduced from 16 to 15 inch diameter items, a move designed to improve comfort. The low windscreen still remained (as did the idiosyncratic chrome strip running along the car's waistline), although the quarter lights

## “1956 saw the first major revision to the 356 platform with the release of the T1 A Series”

seen on the pre-A models were removed. For the T2 generation of 356A released a year later, further revisions saw the tailpipes moved into the rear bumper over-riders and the bee hive brake lights replaced by teardrop items.

The 356A Speedster, like its forefather, remained a sales success thanks to its low list price but by August 1958 the model was phased out in favour of the Convertible D, a car that shared many similarities with the Speedster, but saw the return of standard roll-down side windows and higher profit margins for dealers.

Climbing behind the wheel of Mark Sumpter's 1956 Signal Red 356A T1, the Speedster has an uncanny ability to immediately make you feel like the coolest person on earth. Peering out through that iconic windscreen, barely cossetted by the lightweight classic bucket seats, is a surreal experience (and one that Porsche enthusiasts are willing to pay north of £300,000 to enjoy). The thin, twin-spoke Bakelite has an elegance that any later design has failed to match, while the three green dials and colour-coded metal dashboard further highlight the Speedster's simplicity.

On the move, the 356 Speedster is undoubtedly best as a boulevard cruiser, with incredible levels of wind noise and buffeting at high speeds, yet for a chassis built nearly 60 years ago, the handling is surprisingly sprightly and direct (even if the all-round drum brakes can provide more than a few scares). The four-speed gearbox is a joy to use, while the 60bhp flat four in Sumpter's car feels remarkably energetic all the way through to its 4,500rpm redline, burbling away with a brassy, thrumming soundtrack. The original Speedster never fails to put a smile on your face, proving its place in Porsche folklore at every opportunity.

During the Porsche 911's formative years, however, the Speedster's legend appeared to have been largely forgotten by the Zuffenhausen elite as engineers set about creating the Targa and, later on, Cabriolet body styles, providing ample open-top choice for Porsche buyers. The Speedster's absence was not helped either by Stuttgart's financial struggles during the late Seventies and early



<b>Model</b>	<b>Porsche 356A Speedster T1</b>
<b>Year</b>	<b>1956</b>
<b>Engine Capacity</b>	1,582cc
<b>Compression ratio</b>	7.5:1
<b>Maximum power</b>	60bhp @ 4,500rpm
<b>Maximum torque</b>	110Nm @ 2,800rpm
<b>Transmission</b>	Four-speed manual
<b>Suspension</b>	
<b>Front</b>	Torsion arms; hydraulic dampers; anti-roll bar
<b>Rear</b>	Torsion arms; radius arms; hydraulic dampers
<b>Wheels &amp; tyres</b>	
<b>Front</b>	4.5x15-inch steel wheels; 165/80/R15 tyres
<b>Rear</b>	4.5x15-inch steel wheels; 165/80/R15 tyres
<b>Brakes</b>	
<b>Front</b>	280x40mm drum brakes
<b>Rear</b>	280x40mm drum brakes
<b>Dimensions</b>	
<b>Length</b>	3,950mm
<b>Width</b>	1,670mm
<b>Weight</b>	760kg
<b>Performance</b>	
<b>0-62mph</b>	13.9 seconds
<b>Top speed</b>	99mph



**Above Right:** The 356 leads the charge as Porsche's original Speedster concept...

**Right:** ...even though its simplicity is far removed from the design ethos of the latest 997 variant











Eighties; a special edition car would surely have been the straw that broke the camel's back.

Yet, with Peter Schultz's appointment to the head of the company in 1981, the Porsche 911's future was revitalised, thanks in no small part to the launch of the 3.2 Carrera. By June 1986, Schultz had already dreamt up the first 3.2 Speedster concept with a design that featured flared wheel arches, no roof whatsoever and a dramatically lowered Perspex windscreen inspired by the 356.

A few months later, Helmuth Bott produced a second prototype (this time on the outdated SC body shell) refining Schutz's ideas with a humped, rigid tonneau cover over the rear seats and a wrap-around windscreen that extended all the way back to the B-pillars. This car undoubtedly provided the main inspiration for the car that wowed and appalled the crowd in equal measure at the 1987 Frankfurt motor show, where a Clubsport spec car was unveiled with a hard-shelled cover that transformed the open-top 3.2 Carrera into a single-seat sports car.

For the production version released in 1989, the styling had been toned down, with a double-hump fibreglass cover hiding a simple fabric roof (that Porsche claimed was purely for weather protection only). A more traditional windscreen was fitted, although it was significantly lower and more steeply raked than the standard 3.2 Carrera glass. The running gear was straight out of the later 3.2s, including the improved G50 gearbox, however the Speedster was offered in both narrow and Turbo body shells, the later proving most popular.

In the flesh, the wider hips of the 930 shell certainly suit the Speedster aesthetic. While it doesn't look as dainty as its 356 inspiration, the 3.2 is not found wanting when it comes to presence. If anything, it looks better in the metal than it ever does in photographs. It's no wonder this car is one of the most sought after classic 911s around.

Without the extra rigidity of the Coupe's roof, the 3.2 Speedster is undoubtedly more suited to leisurely jaunts rather than out-and-out tarmac searing pace. But, with only a 10 kilogram weight penalty over its hard-topped brethren, the Speedster feels lively whenever you want to stretch that 231bhp flat six – and you will most definitely want to do that.

With barely any sound deadening, the 3.2 Carrera powerplant comes alive aurally in the Speedster, providing a soundtrack unlike any other classic 911. Howling away at the upper echelons of the rev range, the flat six's vocals permeate the entire experience without overpowering it. Combined with the slickest pre-89 gearbox we've ever driven, this 3.2 Speedster (another part of Sumpter's open-top collection) is a sub-zero silver bullet. ➡

**Left:** Most 964s were built in narrow body form, offering a vastly different presence to that of the 3.2

**Right:** In terms of equipment, Porsche stuck to what it saw as a winning formula for the 964, with RS-style trim and a Clubsport steering wheel



### Model Carrera 3.2 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 G50-type

#### Suspension

Front Independent; MacPherson strut with torsion bar springs; anti-roll bar

Rear Independent; semi-trailing arm; telescopic dampers; torsion bar springs; anti-roll bar

#### Wheels & tyres

Front 6x16-inch Fuchs alloys;

205/45/R16 tyres

Rear 8x16-inch Fuchs alloys;

245/60/R16 tyres

#### Brakes

Front 282mm vented discs

Rear 290mm vented discs

#### Dimensions

Length 4,291mm

Width 1,775mm

Weight 1,220kg

#### Performance

0-62mph 6.0 seconds

Top speed 148mph



### Model 964 Speedster

Year 1993-94

#### Engine

Capacity 3,600cc

Compression ratio 11.3:1

Maximum power 250bhp @ 6,100rpm

Maximum torque 310Nm @ 4,800rpm

Transmission Six-speed manual

#### Suspension

Front Lower wishbones and MacPherson struts with combined coil springs and dampers; anti-roll bar

Rear Semi-trailing arms with combined coil springs and dampers; anti-roll bar

#### Wheels & tyres

Front 7x17-inch Fuchs alloys;

205/50/ZR17 tyres

Rear 9x17-inch Fuchs alloys;

255/40/ZR17 tyres

#### Brakes

Front 320mm vented discs

Rear 299mm vented discs

#### Dimensions

Length 4,250mm

Width 1,652mm

Weight 1,340kg

#### Performance

0-62mph 5.5 seconds

Top speed 161mph





**Model 997 Speedster****Year 2010****Engine****Capacity** 3,800cc**Compression ratio** 12.5:1**Maximum power** 408bhp @ 7,300rpm**Maximum torque** 420Nm @ 4,400rpm**Transmission** Seven-speed PDK**Suspension****Front**

Lower wishbones and MacPherson struts with combined coil springs and dampers; anti-roll bar; PASM

**Rear**

Multi-link with combined coil springs and dampers; anti-roll bar; PASM

**Wheels & tyres****Front**

8.5x19-inch Fuchs; 235/35/ZR19

**Rear**

11x19-inch Fuchs; 305/30/ZR19

**Brakes****Front**

Xxx

**Rear**

Xxx

**Dimensions****Length** 4,440mm**Width** 1,852mm**Weight** 1,540kg**Performance****0-62mph** 4.4 seconds**Top speed** 190mph

With a fantastic coastal view to enjoy along our test route, the first 911 Speedster is in its element, so much so that it is hard to see how Porsche could have improved on this near-perfect creation.

Improve on it they did, though. Backed by strong sales of the first Speedster in 911 guise, Porsche were buoyed into producing another variant just four years later under the 964 programme. Based on the rear-driven Carrera 2, the 964 Speedster featured, like its predecessor, no rear bench and a manually-operated hood that folded neatly under a double-bubble glass fibre panel behind the seats. The hood, much like the raked windscreen, was borrowed from the earlier 3.2 Speedster and simply fitted to the 964's newer coachwork. Limited specification once again was the order of the day – manually operated exterior mirrors were housed in the later 'teardrop' covers, with RS-style door cards and a choice of Recaro buckets or Sports seats.

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

Personally speaking, we consider the 964 to be the least prettiest of our Speedster quartet. Usurped by its wider-bodied company, the 964 purveys a

very different look to the broad, squat visuals associated with a traditional Porsche Speedster. Its ride height looks almost unnaturally high, though this is a flaw that befalls every example of this second-generation 911 Speedster.

At the wheel of the 964 – fitted here with an optional Clubsport item – the sensations are very different, though. The last 36 months has witnessed the ascending reputation of the 964 as a desirable modern classic and this Speedster is no different.

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

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

There was to be a wait of 16 years before a new Porsche Speedster left the factory (not



**Middle left:** Deviating from the Speedster blueprint of simplicity, the 997 is lavished with extra features as part of its luxuriously high specification

**Right:** Powerkit and PDK gearbox ensures the 997 needs a different driving style to any other Speedster







“Many original  
hallmarks  
transcended to  
the 997”



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

Whereas the blueprint for the 964 was to cut mass where possible, the 997 sacrifices weight saving in the quest for extravagance, weighing in at some 50 kilograms more than its Coupé Carrera brethren. The result is a long way away from Max Hoffman's famous remit for an open-top Porsche with limited specification, but the latest Speedster was built only after consultation with selected would-be buyers. As such, the 997 Speedster is lavished with added equipment including a Powerkit, PDK gearbox, PASM, PCM sat-nav and cruise control, while electrically adjustable heated Sports seats are a welcome additional convenience too. A 44-millimetre wider 'Turbo' body coupled to a front end from the 997 Sport Classic (with a deeper, vented front lip) ensures the Speedster of its exceptional presence on the road.

The last Speedster instalment may represent a considerable evolution to Porsche's open-top icon, but many original hallmarks transcended to the 997. Its iconic windscreen line is achieved thanks to a 66 millimetre-shortened item, though its rake angle is the same as that of regular Carrera contemporaries. Other classic Speedster hallmarks still evident include black stone guards ahead of the



rear arches, that double-bubble rear deck over the roof stowage department (now waterproof), plus genuine Fuchs wheels resplendent in their larger, modern 19-inch form.

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

On the road, the ride is on the firm side as you may well expect, so there's little need to ever deploy the harder PASM setting for this lavish

street crawler. The 997 feels every bit as heavy as its 1,540 kilogram net weight suggests, and while the Powerkit orchestrates a linear power curve with noticeably more low-down torque, this is still very much a modern-day boulevard cruiser with an array of mod cons thrown in for good measure.

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



## Thanks

Thanks to Paragon Porsche, Mark Sumpter, and David Stewart for supplying the Speedsters used in our road test. For more information on the 3.2 and 964 variants, please call Paragon on +441825 830424 or visit the website [www.paragongb.com](http://www.paragongb.com)



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# BETTER THAN STOCK?

The 996 GT3 makes for a sensational drive in full factory specification, but is a tuned version necessarily better? Total 911 investigates with modified Gen1 and Gen2 examples

Written by **Johnny Tipler** Photography by **Amy Shore**









As much as any other model, the 996 GT3 epitomises Porsche's design and manufacturing philosophy. A perfect blend of road-going sports car with track-orientated elaborations, it's a direct manifestation of the philosophy that goes back way beyond the much vaunted '73 2.7 RS to evolutions of the 356, such as the 356 Carrera of 1955. The company has always sought to implant lessons learned on track in its road-going models, so it was only a matter of time after the firm made the quantum leap from air-cooled 911s to liquid-cooled engines in 1998 before a new standard bearer was launched. Come the Geneva Auto Salon in April 1999, the 996 GT3 was announced. It unites a higher performance normally-aspirated engine with a track-tuned chassis and augments the lineage of Porsche thoroughbreds in the RS idiom. It certainly looks the part with its deep front spoiler and airdam, aerodynamically configured sills and fixed double-decker 'swan neck' wing on the engine lid (in Gen II guise) instead of the previous retractable wing of the standard 996.

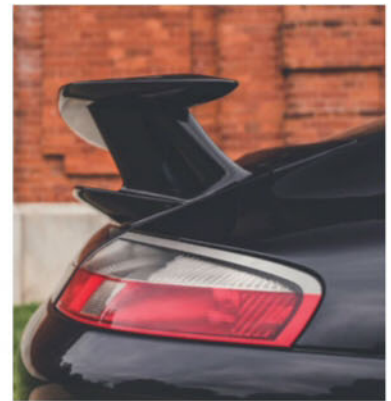
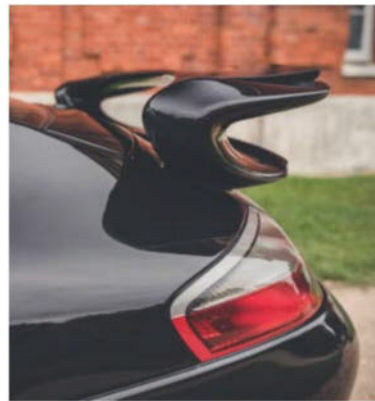
With a nod to the FIA's GT3 endurance racing class, it was immediately seized on as the vehicle of choice for the Carrera Cup and Porsche Supercup series and, from 2000, the N-GT class of the FIA GT Championship, as well as international races like the Nürburgring 24 Hours. It was an immediate sensation. Manthey Racing's GT3 won the GT class at the 1999 Le Mans 24 Hours with drivers Uwe Alzen/Patrick Huisman/Luca Riccitelli at the wheel. Shortly afterwards, Porsche's

test driver Walter Röhrl took a GT3 around the 14-mile Nürburgring Nordschleife in 7 minutes 56 seconds – the first ever time under 8 minutes for a production car – much to the glee of the Porsche motorsport PR department.

The 996 GT3 is the hallowed offspring of Andreas Preuninger, head of Porsche's GT series production department and manager of Porsche High Performance Cars. A renowned purist, he designed a specification that would encourage maximum driver involvement and for that reason Tiptronic and PDK transmissions were off the menu. The 996 GT3 uses the then-new Carrera 4's narrow (as opposed to wider C4S) bodyshell, adapted to house the GT3's dry-sump oil tank, different engine mounts and larger fuel tank. At the time, normal 996 Carreras used the 3.4-litre flat-six, but in order to stand the strains and stresses of on-track use, the GT3 was fitted with a new six-cylinder unit, the 3.6-litre 'Mezger' engine. This unit was based on the crankcase of the 964, allied to a pair of water-cooled cylinder banks and camshafts in a configuration similar to that of the 959 supercar, Group C 956 and 962 racing cars, and the GT1 Le Mans winner. Heady stuff indeed. The Mezger engine (named for legendary Porsche race design engineer Hans Mezger) was installed in normally-aspirated format so it would have wider race homologation potential. It came with a higher 11.7:1 compression ratio, VarioCam timing adjustment and four-valves-per-cylinder, and its plasma-nitrided crankshaft and titanium conrods allowed it to rev significantly higher than the standard engine. The six-speed GT2-based G96/50

transmission and dual-mass flywheel with 40 per cent limited slip diff was sourced from the 993 GT2, and with 360bhp at 7,200rpm (370Nm torque at 5,000rpm) when it came out, the GT3 was the most powerful non-turbo 911 ever made. The 0-60 miles per hour rush took 4.7 seconds, with a top speed of 187 miles per hour. Counting on engine upgrades rather than turbocharging to accomplish a higher performance, the GT3 body lacked 996 Turbo or GT2-style vents in its rear wheelarches, enabling a coherent overall neatness of design – no doubt overseen by styling supremo Harm Lagaaaj.

There's handling to match the power and looks too. The GT3 sits 30 millimetres lower than standard and its suspension consists of adjustable dampers, shorter, stiffer springs and adjustable anti-roll bars, with cross-drilled and ventilated 330 millimetres disc brakes with red-painted four-piston calipers and ABS 5.3. Porsche inserted 5-millimetre spacers for a slightly wider track, and fitted lightweight ten-spoke speed design split-rim 18-inch wheels, 8-inch rims front, 10-inch rear, shod with 225/40 x 18 and 285/30 ZR x 18 tyres. On the assumption that owners would want to take their GT3 on track at some point – or else why would you buy one – two trim levels were offered: comfort, with lighter sports seats and no rear seats, but otherwise virtually identical to the 996 C2; and the Clubsport, which is equipped with a single-mass flywheel, allowing the revs to rise and fall more rapidly, while the cabin features racing seats and bolted-in rear roll cage tied in to the rear shock towers for added chassis stiffness. Along with rear seat deletions, side airbags are also absent. In





## 996 GT3 Gen2 2002-2004

### Engine

**Capacity**  
3,600cc

**Compression ratio**  
12.0:1

**Maximum power**  
400bhp @ 7,400rpm

**Maximum torque**  
not tested

**Transmission**  
G96/92 six-speed

### Engine modifications

Parr Motorsport tune, ECU remap, CarGraphic exhaust

### Suspension

#### Front

Coil springs & dampers; wishbones; aluminium links & crossmember; adjustable anti-roll bars

#### Rear

Multi-link, wishbones, coil springs & dampers; lowered 30mm all round

### Wheels & tyres

#### Front

8x18-inch Gen2 GT3 alloys; 225/40/ZR18 Michelins

#### Rear

10x18-inch Gen2 GT3 alloys; 295/30/ZR18 Michelins

### Dimensions

**Length**  
4,430mm

**Width**  
1,770mm

**Weight**  
1,150kg

### Performance

**0-62mph**  
4.0 secs

**Top speed**  
187mph

## 996 GT3 Gen1 1999-2001

### Engine

**Capacity**  
3,600cc

**Compression ratio**  
11.7:1

**Maximum power**  
400bhp @ 7,000rpm

**Maximum torque**  
433Nm @ 6,250rpm

**Transmission**  
G96/75 six-speed

### Engine modifications

Manthey K400 package including exhaust, carbon air intake, ECU remap

### Suspension

#### Front

Coilsprings & dampers; wishbones; aluminium links & crossmember; adjustable anti-roll bars

#### Rear

Multi-link; wishbones; coil springs & dampers; lowered 30mm all round

### Wheels & tyres

#### Front

8x18-inch GT3 Sport Design alloys; 225/40/18 Pirelli P-Zeros

#### Rear

10x18-inch GT3 Sport Design alloys; 285/30 ZR x 18 P-Zeros

### Dimensions

**Length**  
4,430mm

**Width**  
1,765mm

**Weight**  
1,145kg

### Performance

**0-62mph**  
4.2 secs

**Top speed**  
187mph



### Thanks

Thanks to Cambridge Motor Company for use of the two modified 996 GT3s in our pictures. For more information on the cars please visit the website [www.cambridgemotorcompany.co.uk](http://www.cambridgemotorcompany.co.uk) or call +441763 260818.



both versions the spacesaver spare is replaced by a puncture repair kit and inflator. The Gen1 is the last road-going Porsche to be built on the motorsport production line and is the last Porsche to have a throttle cable, and apart from ABS it has no other driver aids. Although it's a heavier car than the standard 996 Carrera, the Gen1 GT3 is heavier still. There was the odd downside: the Gen1 reaped a reputation for worn synchro rings, but then a second batch of cars incorporated steel synchro rings, an upgrade extended to the Gen2.

The Gen2 GT3 appeared on the scene in 2004 at the same time as the GT3 RS, and model buffs reckon the Gen2 was toned down to provide more of a contrast with the hardcore GT3 RS. Check out the Gen2's cup holders and go figure! For the first time the GT3 was available in the USA, a market historically wary of hotter evolutions. The Gen2 presents several stylistic changes too. The 'teardrop' headlights are sourced from the Turbo – and applied to the rest of the 996 range – to replace the Gen1's 'fried eggs' and further differentiate it from the Boxster. The front and rear PU skirts have revised slope angles to the inlets and air

ducts, with subtly different curves and splitter. Same with the back panel too, which also displays revised contours. The 18-inch ten-spoke wheels are simplified, side skirts moulded to enhance the aero, and the rear wing configured as a platform on a pair of struts – an ironing board instead of the Gen1's swan-neck biplane. It's also 30 kilograms heavier than its predecessor for good measure. In the performance stakes, power rises to 381bhp with torque up to 385Nm, available from 2,000rpm, and it's also shorter geared in fifth and sixth. The suspension is lowered and firmed, brakes beefed up with six-pot calipers up front, with Porsche's ceramic composite brake system a £5,356 optional extra. Bespoke semi-slick Michelin Pilot Sport N1 tyres were developed specifically for the Gen2 GT3.

A pair of 996 GT3s recently appeared on our radar, one a Gen1 Comfort, the other an Gen2 in Clubsport trim. An interesting proposition in itself as a back-to-back road test, but both these kiddies have been modified by top flight tune-up titans, Manthey and Parr, which makes this an even juicier prospect. Could they be even better than that tantalising factory spec?

Here's a roundup of the specification: first up is the 1999 GT3 Gen1 in left-hand drive, which gladdens my heart at any rate. It's finished in basalt black metallic with a black leather cabin, in which the only mod is an aluminium footrest beside the clutch pedal. It's fitted with 18-inch GT3 Sport Design alloy wheels, wearing 225/40/18 and 285/30/18 Pirelli P-Zeros. It's got Litronic headlights, aluminium gearshift and handbrake levers, a matching black painted centre console, climate control, GT3 sports seats with blue belts and a full Manthey K400 package consisting of exhaust, carbon air intake, ECU remap, installed by JZM and yielding 400bhp. Like a lot of Gen1s, it has also received Gen2 six-piston front brake calipers with Alcon floating discs. The front brakes have cooling ducting too. The gearbox has been fully rebuilt with steel Motorsport Synchros also fitted by JZM, and an RS-spec differential with single mass flywheel and clutch. There's an interesting aerodynamic tweak too: like the 996 RS, the radiator has been set at an angle to create downforce by means of the RS-style air vents cut into the top of the front PU panel. The engine lid

## Market watch: 996 GT3

We've seen the air-cooled cars go stratospheric and now the water-cooleds are taking off too – especially the 996 GT3. As Cambridge Motor Company's Jonny Royle says, "The market for 996 GT3s has really firmed up over the past year, and they are now between £65,000 and £85,000. The economy's doing well; banks are lending money, people are beginning to recognise what GT3s represent and snapping them up. Another thing that seems to be happening is that people are cashing in their pensions early and salting away a GT3 to offset their pension until they really do need it, and by then they'll have made a better return than they would on their pension – and that's one factor in the cars going up in price. It may flatten out, but it's not going to crash, because people realise they didn't make so many of these cars and they are pretty special. With GT3 RSs now fetching £160,000, that affects the price of the GT3, and they are simply following the trend. As GT3 values rise, that drags the basic 996 C2s and C4s along on their coat-tails. There is absolutely no doubt the 996 GT3 should be a sure-fire investment."



**Top:** With GT3 RS prices rising over the last 18 months, GT3 values have also appreciated – and that goes for both Gen1 and Gen2 variants.

**Above:** Johnny gets acquainted with the Gen1 GT3. It's his favourite of the two and, while the breathing modifications have helped bring maximum bhp up to 400, Johnny says a factory equivalent is just as good.



with is noticeably lighter than the Gen2 car's and incorporates a carbon-fibre duct that, when closed, channels air directly to the single K&N mushroom filter. It's done 101,000 miles and according to Jonny Royle, it has been a money-no-object passion for the previous owner. Steve McHale's JZM workshop carried out the K400 conversion and gearbox rebuild just 3,000 miles ago and the car has been meticulously maintained all its life, as the annual service stamps bear witness to.

Next up is the 2003 GT3 Gen2 with Clubsport spec and Parr Motorsport engine performance upgrade. This too is painted basalt black metallic and features the swathe of aesthetic changes wrought on the Gen2 cars. The cockpit is fitted with black leather bucket seats emblazoned with the Porsche crest that's embossed in the headrests, plus Schroth five-point racing harness in red, along with red seat belts, and protected by a stainless-steel Porsche Tequipment half-cage in the rear cabin. The 18-inch GT3 alloy wheels are the ten-spoke design, painted grey and lacking the split-rim bolts of the earlier Sport Design wheels. They're shod with 225/40/18 and 295/30/18 Michelins. Front

brakes consist of GT3 RS six-pot calipers, operating on Alcon floating discs via Pagid RS pads. A full set of KW coilover suspension is fitted, along with one of Thomas Schnarr's magnificent Cargraphic sports exhausts. This one's covered 41,000 miles with a full Porsche main dealer service history, and the last service was carried out by Parr at Crawley where it underwent the Parr engine tune and ECU remap, logging 400bhp on the rolling road dyno.

Wagons roll and we ease the black beauties out onto the Cambridgeshire backroads to see what's what. I'm in the Gen1 and it's such a wonderfully lithe car. There's so much torque that it needs minimal accelerator pedal pressure to get going. At 4-5,000rpm it's really starting to zing, pelting along the flatland straights and soaking up the undulations with ease. On fast corners it's effortless with smooth turn-in and handling. It's a very elegantly balanced chassis and that makes it a better compromise as a road car, although the Gen2 seems faster as I follow Jonny Royle around the lanes.

We trade driver's seats and I'm in the right-hooker Gen2 with its more sports orientated Clubsport cabin, and straightaway that makes a

psychological difference to my perception and expectations of the car. It's louder, stiffer and more focussed, tauter, more planted and less balletic – a break dancer against a northern Soul boy. It turns in sharply, but it is bobbing about on the bumps, with more of a tendency to tramline. We are on B-roads here, because there's less traffic, but if you're bent on doing track days, the Gen2 is definitely the kiddie because of its firmer set-up.

What do we think? They both look great with their lowered suspension – that's a great stance for a 996. However, the Gen2 with its rollcaged cabin bracing is a tauter car and delivers a harder ride and actually in a real-world sense, it's the older version that fulfils the criteria. No question, the less modified Gen1 is the car that I'd prefer to take home; it's a sweetie on a winding B-road, quick enough in acceleration and cruising, a tad less torquy than its younger sibling but you'd catch up in short order. It's difficult to see how you'd better this as a road car. Does it need the additional 40bhp? Not particularly, though as a tweaker I don't have any issues with a little light tuning. The factory variants are so close to perfect, light tuning is all they need. **911**









# CARRERA TO THE MOUNTAINS

Total 911 embarks on a good, old-fashioned road trip  
in a good, old-fashioned 2.7 that's been fine-tuned  
with extra motoring panaché

Written & Photographed by **Steve Hall**







Character. There surely isn't a term in the motoring journalism vernacular more overused to apply human qualities to a mechanical machine. Yet, if I were tasked with finding a word to aptly sum up the idiosyncrasies an air-cooled 911, I can barely think of anything more apt. After spending a glorious ten days with the gorgeous 911 (or 'Old Gold' as she came to be known) you see on these pages, I can say with absolute certainty here is a car that deserves the adjective more than most. 'Unique' would feature too, because air-cooled 911's – particularly pre-964 – left the factory with characteristics set in place that no other car of their respective eras would quite replicate. I suppose this goes a long way to explaining the amazing, undimmed popularity of the Porsche 911 through the decades.

This is a particularly good example of the genre; a 2.7 Coupe delivered to Northern Ireland in 1976 before coming to the UK four years later, it was fitted with a nice selection of options including front and rear anti-roll bars, oil level and pressure gauges, power windows and a five-speed 'box. The original rear wiper seems to have gone missing in the intervening 29 years, though.

The car is in remarkable shape now with barely a stone chip to its name, which speaks volumes for the quality of restoration work and the care that subsequent owners lavished on Old Gold (Porsche would have you believe the colour is 'Platinum

Metallic'). The retrimmed interior has stood the passing of time well too, with just the tiniest of flaws in the piping and stitching to tell of the 11 years that have passed since restoration.

Having the keys to a 911 in your pocket is always going to provide a sense of wellbeing, but having the keys to a nicely fettled '76 with plans for a road trip encompassing the best roads that Wales has to offer? Well, lets just say the morning couldn't come round quick enough. Leaving Essex on a chilly morning, the plan was to rendezvous with a 991 GT3-owning friend in Bristol, finalise the route over the best curry the town has to offer, and recharge for a 5am start the following day.

It's surprisingly comfy, Old Gold – something I had discovered devouring the 170 miles separating Bristol from Essex the previous day, and certainly something I'm grateful for on another chilly morning as I watch the GT3 ease ahead on the open, empty motorways. The classic Carrera's driving position, which had seemed peculiar at first – pedals offset to the centre, gearchange seemingly miles away – soon becomes second nature, and the pleasingly squishy seat proves supportive in just the right places. Most importantly, the perfectly-sized steering wheel falls to hand just where you'd want it, so cocooned in the compact, airy cabin you feel ready to tackle whatever comes your way.

One of the benefits of an air-cooled lump out back is that it takes hardly any time at all to cut through the chill of the morning, so as we motor along,

the manifolds soon start delivering their warm embrace to the cockpit. I'd be lying if I suggested that I managed to figure out precisely what each of the levers operating the system do, but I know this: pull the floor mounted levers up and seconds later you'll be toasty. As a result I'm feeling surprisingly chipper for such an ungodly hour, the anticipation of the roads ahead are lending a helping hand too.

Give or take, the plan is to cross the Severn Bridge, wind our way up towards Crickhowell and then plot a course westwards (via an excellent breakfast in Sennybridge) towards the fantastic A4069. From there I'll be on my own, an overnight in Barmouth punctuating the northwards assault on Llanberis, Ffestiniog and Elan valley. If this doesn't peel back every layer of our 911's character, then nothing will.

Since I was able to read I've had my head in car magazines and my memory recalls that old 911's are supposed to be scary, spiky and plain dangerous if you try to drive them quickly. So it's with a degree of circumspection that I start to pick up the pace as the roads become interesting north of the Severn. There had been nothing in the previous day's sojourn to suggest nastiness lay at the limits – indeed, the delightfully feelsome steering and rock steady rear delivered confidence but on the mountain roads, with patches of morning dew yet to clear, it seemed sensible to work up to pushing it.

Oddly enough, it was a little slide on one of those damp patches that cemented my belief in the 911. ➔



“The resultant four-wheel drift is simply one of the best experiences it’s possible to have at the wheel of a motor car”



### Choice modifications

Unsurprisingly, a few things have changed for this 911 since 1976, as like many 911's of the era the dreaded tin worm took hold and by the late 1990's, it was in poor condition. To be fair, it had led a pretty hard life, being extensively road rallied and gathering lots of miles in the process. Thankfully the car was bought by Bellbrook body craft and subjected to a full restoration that included some choice upgrades. Aiming to uprate the performance without compromising the delightful usability of the original car, the simple addition of a 3.0-litre SC engine, a custom Milltek exhaust and uprated suspension from a 930 Turbo were chosen. With over 1,000 miles having rolled under the wheels in our hands, we are more than happy to suggest they struck just the right balance.



We'd been hustling a sensible pace along a typical B-road, pock marked and overhung with auburn trees, when it opened out to a roundabout ahead. Braking deep into the roundabout, front end grip did that oh-so-911 thing of slowly ebbing away, grip levels communicated with total transparency through the thin-rimmed wheel. Picking up throttle on exit brought the rear into play; not an 'oh-my-god-we're-going-to-crash' moment, but one of those deliciously satisfying snapshots where you instinctively dial in corrective lock and use the throttle to prolong the fun. Was it scary? Not one bit. You can sense a big mistake would be punished as the pendulum effect took hold, but driven with care and sensitivity to its unique weight distribution, it's as biddable and satisfying as you could wish for.

In its own way, I suspect it's as immersive and compelling as the red 911 GT3, now a small spec in the distance. The gearchange takes real care to execute, with imprecise gates and a long throw, but it feels totally in character and can be hustled through the box as fast as your wrist will go. The brakes probably date the 911's dynamics more than any other element, requiring a hefty push to deliver meaningful retardation, with front-end lock-up always a looming possibility. The pedal is absolutely rock steady though, so despite the odd pedal layout you have a solid platform to twist your foot and give the throttle a prod as you shuffle

down the gears. That big, booming Milltek exhaust, which was earlier obtrusively loud as we cruised at the lower end of the rev range, now makes sense and delivers an expressive 'braaap!' to accompany each downshift. All in all it's a sensationally amusing thing to pilot on these roads.

In terms of raw performance, this car's not quick by today's standards – a big engined diesel saloon would be hard work – but there's enough performance to work those 195/60/15 Minilites, and plenty of mid range from the 3.0SC lump. With gearing short enough to see 80mph register close on 4,000rpm, it will pick-up strong with anything over 2,000rpm on the tach, before a distinct step up in power at 4,000rpm. It'll rev to 6,500rpm, but in truth it feels strained and breathless by then – much better to shift at 5,500rpm, dropping you right into the heart of the powerband. The tighter Turbo suspension set-up completes the final flourish to the dynamic makeup and if the set-up lacks suspension travel (particularly severe undulations can see a wheel running into a bumpstop), there's no doubting the ultimate control on offer. There's very little roll, the body is tightly controlled and it takes a really concerted series of switchbacks to reveal a build-up of momentum.

After two days of pounding these roads, every one of these dynamic elements can be distilled down to one particular drive; indeed, one particular corner. Somewhere to the east of Ffestiniog on the

**Right:** This '76 Carrera has revealed in some choice modifications to augment its flat six character

**Below:** Our journey through Wales took in the Black Mountains in the south, before stretching north to the Elan Valley and finishing at our favourite road, the B4391

B4391 (a **Total 911** 'great road') it comes together in a magical moment. After a good sighting run eastbound, a run in the opposite direction offers a left-hander with the perfect ratio of speed (fast third gear entry), camber (slightly positive) and vision (completely open for hundreds of metres). What would have felt like a huge liberty 24 hours ago now feels entirely natural, so you turn in on a trailing throttle, nail the nose to the inside of the corner and feel the grip just edge away from the rear axle before getting back on the throttle. The resultant four-wheel drift as the front picks up some slip angle in sympathy is one of the best experiences it's possible to have at the wheel of a motor car. Out here, alone on these roads, it feels immense – and plenty fast enough, for the record.

So it all boils down to that word again: character. Almost everything this car does, from the way it warms the cabin, to the way you change gear, to the subtle nuance of its chassis balance at the limit; is suffused with character. Like any good 911 it's challenging, thrilling and satisfying. I simply wish it was mine to keep forever... **911**







<b>Model</b>	<b>911 2.7 Carrera</b>
<b>Year</b>	<b>1976</b>
<b>Engine</b>	
Capacity	2,993cc (upgraded)
Compression ratio	8.6:1
Maximum power	210bhp @ 5,600rpm
Maximum torque	264Nm
Transmission	Five-speed manual
<b>Suspension</b>	
Front	Independent McPherson Struts; anti-roll bar
Rear	Independent semi trailing arms; anti-roll bar
<b>Wheels &amp; tyres</b>	
Front	6x15-inch Minilites; 195/60/R15
Rear	6x15-inch Minilites; 195/60/R15
<b>Dimensions</b>	
Length	4,290mm
Width	1,651mm
Weight	1,120kg
<b>Performance</b>	
0-62mph	6.9 secs
Top speed	140mph





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# OPEN-TOP TURBOS





Much has been made of the evolution of forced induction 911s, but what about the open-topped variants? Total 911 shines some light on the first and latest Turbo Cabriolets

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

**T**hough it is seldom recognised, 1986 was a very important year for Porsche. A full year before 'Black Monday' and the ensuing global financial crisis, the 911 was flourishing, buoyed by its resurgence in fortunes under charismatic CEO Peter Schutz. Sales were strong off the back of an ever-increasing expansion to the range: Carreras were available in Coupe, Targa, or even Cabriolet form – the latter, of course, being introduced just three years earlier – all of which could be specified in either a narrow or a widebody 'Turbo-look' body style.

However, the significance of 1986 lies not with the naturally aspirated 911 Carrera, but its forced- ➔



induction compeer. The 911 Turbo, still very much an automotive icon more than a decade after its first release, was finally allowed back into the United States after Porsche refined the car's emissions credentials – though the caveat was the US Turbo came equipped with slightly less power than its European brethren. Also in 1986, the Turbo became available as a Cabriolet.

Boasting a fully electrically-operated hood (which was then also offered as an option on Carrera Cabriolets) the Turbo Cabriolet brought fresh-air motoring to those who had wallets big enough to swallow a purchase of an illustrious turbocharged 911. The open-topped Turbo was a success: nearly 3,000 were sold between 1986 and the final year of 930 production in 1989.

However, the 930 Turbo Cabriolet looked set to be the first and last of its kind – seemingly killed off with its super-rare Targa variant – as both 964 and 993 generations of Turbo remained Coupe only. Of course, the Turbo Targa concept hasn't rolled out of Zuffenhausen since, but the Turbo Cabriolet did return in 2004, by which time the 911 had switched to water for cooling with the 996. Turbo Cabriolets

duly followed through both generations of the 997 era (including the Turbo S of 2010) and six months after the 991 Turbo and Turbo S were revealed in 2013, Porsche again unveiled Cabriolet versions.

There's no denying the Cabriolet has established itself as an important staple of the Turbo lineage and to celebrate that fact, we've gathered two high specification drop tops separated by a quarter of a century of Zuffenhausen engineering. The duo of special Turbo Cabriolets in question, a 2014 991 Turbo S and a 1989 930 with full Porsche GB-fitted LE specification (which effectively grants it status as a Turbo S of its time) share a price tag of £150,000. However, as Features Editor, Josh, and I weave the two Turbos out of heavy London traffic and into the countryside, it is immediately clear that's where the similarities between them cease.

With its roof stowed neatly under the reciprocating button-on tonneau cover, the 930 is sitting pretty in the summer sun, its upright front screen the only wind block on offer to myself at the wheel. The sunshine drenches the entire cabin in glorious mid-afternoon daylight, illuminating the five dials positioned between my wrists as I clasp

the leather-lined steering wheel. The dials are standard Eighties Carrera fare, except, of course, for the boost gauge inserted to the base of the tachometer. Looking in the external mirror to my right, I'm greeted by the unmistakable sight of those huge, sloping rear Turbo arches protruding far out from the rest of the rear quarter. Behind me, the gentle hum of the flat six is ever more audible to my ears thanks solely to the disappearance of that roof.

I plant my right foot to the floor and a moment of lag from the single KKK turbocharger ensures there's little change in velocity as the tacho climbs past 2,000rpm. Then, the 930 begins to awaken: 3,000rpm and the engine behind is joined by the turbocharger's high-pitched whistle as it spools into life, forcing compressed air into the throat of the flat six engine. Velocity increases sharply.

At 3,500rpm and with the tachometer's needle at 12 o'clock, the 930 is booted forwards with gusto. The rapid change in pace transfers the 911's weight onto its rear haunches and I hold on tightly. As I steady the lightened steering wheel, one thing is running through my head: Do. Not. Lift. Off.

For a second I'm lost to the sheer romance of the 930, but my nostalgic haze is interrupted by a sound akin to machine gun quickfire as the turbocharger reaches maximum boost at 0.8-bar. Smiling to myself, I quickly change up a gear and press down on the accelerator pedal once more. Within a

“The 991’s auditory is wholly evocative of an airbus A380 on take-off”

### Thanks

Thanks to Hexagon Classics for providing the 930 Cabriolet on test. For more information on this incredibly rare 'LE' special, call Jonathan on +44 7522 911 911 or visit the website [www.hexagonclassics.com](http://www.hexagonclassics.com)





second that whistle from behind is back, and the horizon before me ever closer. What a ride: this intoxicating drive is unmistakable Eighties Turbo fever and I bloody well love it.

Josh is ahead of me in the 991 Turbo S Cabriolet, its figure considered a relative barge in comparison to the plucky 930. Clear of traffic, Josh is 'on it', benefiting from instant turbo spool afforded by Porsche's masterpiece Variable Turbine Geometry technology. The 991 pulls away with venomous pace at even a mere prod of the loud pedal, though its high-pitched spooling and hissing from those twin turbochargers is still audible from a distance. Its behemoth note (kept company by a deep growl emanating from those quad exhausts) is an incredible soundtrack to listen to and is vastly different from that of the 930. By comparative description, if the 930's auditory is reminiscent of a small prop aircraft, the 991 is wholly evocative of an airbus A380 on take-off. It's truly monstrous.

With just over half the horsepower of the 991 at my disposal, I have to be mindful of my gear selection in the G50-clad 930 to try and stay in the same postcode (the seminal five-speed was finally fitted for the last year of production in 1989 thanks to a reinforced clutch and differential housing, and is a rare find). Of course, that's not the only timing issue I have to be acutely aware of at all times here. That boost I mentioned earlier is a real head



### Model **930 Cabriolet**

**Year** 1989

#### Engine

**Capacity** 3,299cc

**Compression ratio** 7.0:1

**Maximum power** 300bhp @ 5,500rpm

**Maximum torque** 432Nm @ 4,000rpm

**Transmission** G50 five speed

#### Suspension

**Front** MacPherson strut; torsion bars

**Rear** Trailing wishbones with telescopic dampers; torsion bars

#### Wheels & tyres

**Front** 7x16-inch Fuchs alloys; 205/55/VR16

**Rear** 8x16-inch Fuchs alloys; 225/50/VR16

#### Dimensions

**Length** 4,491mm

**Width** 1,775mm

**Weight** 1,335kg

#### Performance

**0-62mph** 5.0 seconds (est)

**Top speed** Not tested



### Model **991 Turbo S Cabriolet**

**Year** 2014

#### Engine

**Capacity** 3,800cc

**Compression ratio** 9.8:1

**Maximum power** 560hp @ 6,500-6,750rpm

**Maximum torque** 700Nm @ 2,100-4,250rpm

**Transmission** Seven-speed PDK

#### Suspension

**Front** MacPherson strut; coil springs with internal dampers; PDCC

**Rear** Multi-link; coil springs with internal dampers; PDCC

#### Wheels & tyres

**Front** 8.5x20-inch Turbo alloys; 245/35/ZR20

**Rear** 11x20-inch Turbo alloys; 305/30/ZR20

#### Dimensions

**Length** 4,506mm

**Width** 1,880mm

**Weight** 1,605kg

#### Performance

**0-62mph** 3.1 secs (Sport Plus)

**Top speed** 197mph





spinner and demands intelligent driver inputs in order for the car to be driven fast through corners. Come off the gas too quickly and boost drops away immediately, cutting the 930's front nose in too sharply and too early, with a real possibility of a spin imminent. Too much gas though and the 911 will come on boost mid corner, sending the rear of the car outwards and, stimulated by all that rear weight (which is infinitely more noticeable in a Cabriolet), creating a pendulum effect that's more likely to be halted by the welcoming arms of a roadside bush over anything the driver can implement from behind the wheel.

It's a scary thought and while the 930 is softer and understeers inherently more than the 991, those parallels between oversteer and understeer are easily communicated between car and driver. It's all about the hustle with a 930 and so long as you're attuned to when the car is boosting and what its front wheels are doing, you can delight in the agricultural task at hand of peddling the first open-topped 911 Turbo.

Hopping from a 930 into a 991 is something of a culture shock. There's the usual modern-day Porsche evolutions to get accustomed to: one less pedal, one more turbocharger, two driven axles, active aerodynamics, not to mention the influx of driver aids. Subsequently, that means a completely different driving style is borne from the 991 Turbo S, where relaxation and comfort reigns supreme. At road speeds (there's no place on a public road to throw a full wedge of 560hp turbocharged flat six at it) this 911 quite literally does most things for you, and there's little left to do but enjoy the ride.



More than its brute power – enough to make light work of a hefty 1,605 kilogram net weight – it's the balance of the 991 that's most staggering. Aided by all-wheel drive and Porsche Dynamic Chassis Control (standard on the Turbo S) there's little body roll to be had whatsoever, even under spirited driving. The entire Cabriolet chassis squats firmly from the dynamic engine mounts at the rear to the active dampers at the front. As such, road holding and performance credentials of the Turbo Cabriolet are nearly identical from its tin-topped compeer, a simply remarkable engineering achievement.

However, that impeccable balance and road holding takes away a lot of feel and, with it, emotion, an overriding theme of this spotless

Cabriolet package. Bizarrely then, the flawlessness of the 991 does in fact create its own imperfection.

Whereas the 930 could prove volatile in the wrong hands, it's hard to shake the 991 off kilter even with traction control turned off, such is the level of grip available from those gargantuan 305-section rear tyres aided by the stability of active steering. Sure, the 930 has flaws, but they give character, something the 991, for all its audacious power and peerless handling, can't muster.

Either way, these open-top Turbos share an appetite for melding superior performance with al-fresco driving, something that holds great appeal with many. Perhaps the greatest shame is 964 and 993 generations missed out on this altogether. **911**

## Evolution of the Turbo Cabriolet roof

As well as exponential chassis and performance development, the Turbo Cabriolet has seen great revisions to its roof in 25 years. The 930's electrically-operated roof takes around twenty seconds to raise or lower with the driver holding a two-way switch on the dashboard. Folding on top of the plastic rear screen (which lays flat over the rear bulkhead to avoid splitting in colder weather) the stowed roof then sits over the rump of the 930, its look neatened by a button-on tonneau cover, which is applied externally.

For the 991, no such metal framework revealed by the 930 is on show, its four panels (one of which is a heated glass rear screen) folding neatly on top of one another before being hidden within its White coachwork. When raised, the roofline follows that of the Coupe more closely, improving its previously disjointed aesthetics. The roof takes just 14 seconds to lower and can be operated externally via its key or from inside, even when moving at up to speeds of 31 miles per hour. A pop-up draught screen is also deployed via a push button on the centre console.

### 930 roof stowage time: 20 seconds



### 991 roof stowage time: 14 seconds







# Porsche Club GB at Althorp

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The event will see various activities take place, including: Trade village, live arena, evening entertainment, National Concours, anniversary displays, exclusive tours of Althorp, Region and Register parking and much more!

The Althorp event will be open from 12 noon on Saturday 15th August.

To find out more or to book tickets call Porsche Club GB on 01608 652911.



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## STORY OF THE 911 S/T

With motorsport always high on Porsche's agenda, it's perhaps no surprise that a suitable 911 of the period would arrive – that car being the S/T. As always in competition, lightness was key, so all extraneous weight was removed – the bodyshell shorn of its protective under-seal and soundproofing for starters. Contributing to the diet was the use of thinner steel in key areas including the floorpan and roof, while plastic replaced metal in other areas and the paint was thinner than usual. A two-inch wider track also featured. The S/T recorded a number of victories in top-line rallying and with just 33 produced, it's one of the rarer 911s around.

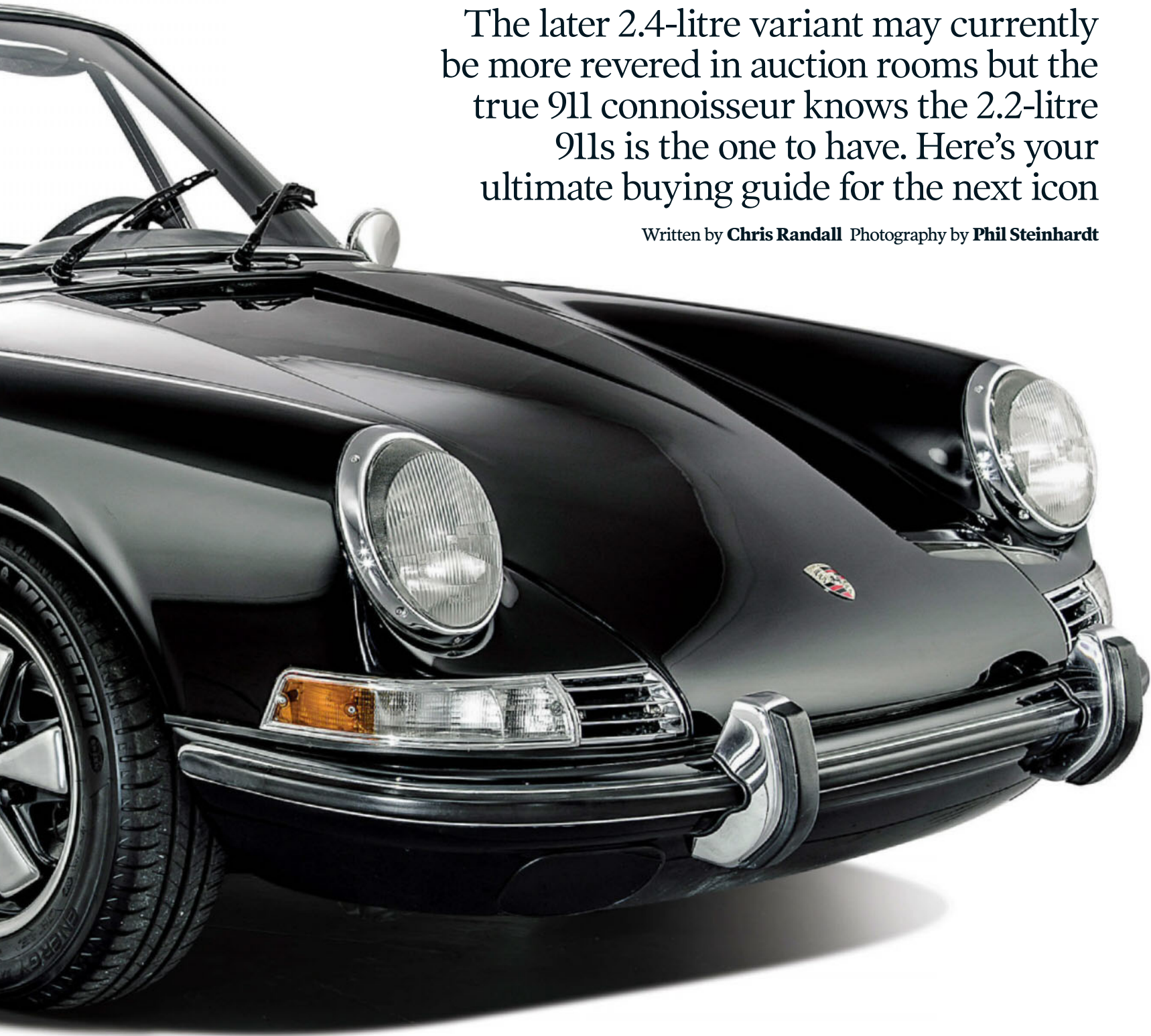




# 911 2.2S

The later 2.4-litre variant may currently be more revered in auction rooms but the true 911 connoisseur knows the 2.2-litre 911s is the one to have. Here's your ultimate buying guide for the next icon

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





**T**hink back to 2013 and all the talk amongst 911 enthusiasts was of the fiftieth anniversary celebrations, which let's face it, is a pretty amazing milestone for a sports car, never mind one as unique in its approach as this one. However, for our Ultimate Guide this month we're spooling back 44 of those years to 1969, when buyers after a sporting German coupe were offered this, the 2.2S. Today it's the 2.4-litre 911S that has stolen the limelight in auction rooms and in the wider media, but let's not forget it's the earlier car with the truly celebrity connection – need we remind you of the model's appearance in the racing film *Le Mans*, when it was leant upon by a moody Steve McQueen?

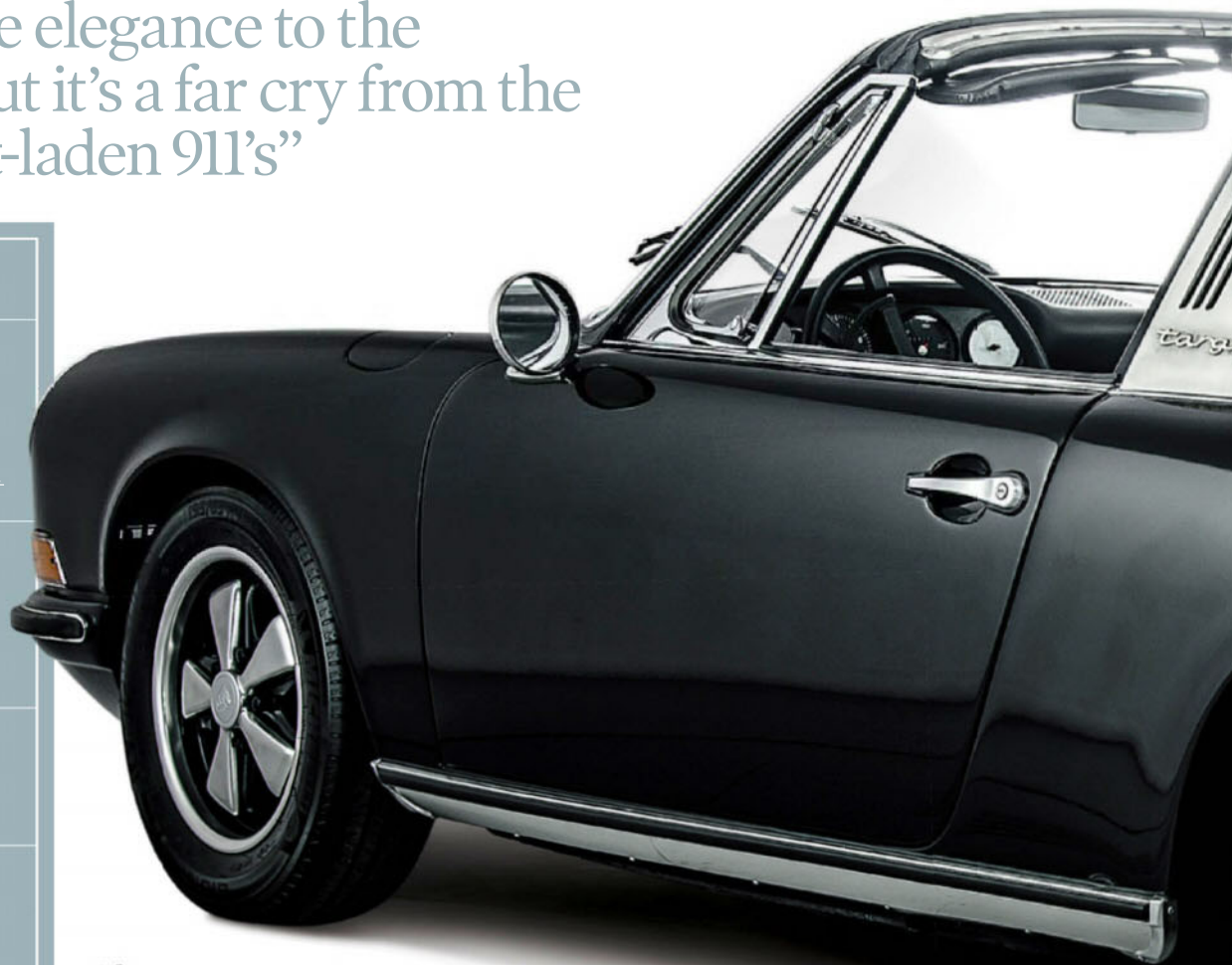
But with that inevitable mention out of the way it's time to focus on the business at hand, and

the first thing you notice is the pure simplicity of the design. There is a subtle elegance to the familiar lines and it's a far cry from the modern, gadget-laden 911s that usually appear in these very pages. There are no clever aerodynamic tweaks or prominent spoilers, the bodyshell comprising a conventional steel monocoque that in a nod to longevity, received a healthy layer of PVC underseal and a partial zinc coating. Both coupe and Targa body styles were available – the latter featuring the iconic steel roll hoop and a glass rear window, adding around 50kilograms to the overall weight – but the 2.2S had also grown over previous incarnations, an extra 2.2-inches of wheelbase sharpening the proportions and improving cabin space. It's still very much a petite 911 compared to today's model though, being 328millimetres shorter, 198millimetres narrower

and a whopping 360kilograms lighter than a 991. The use of aluminium for the engine cover and the centre section of the bumpers helped keep weight in check, while Porsche had also paid attention to weight distribution, mounting the twin batteries in the front compartment to help offset that pendulous flat-six. There was a 62-litre fuel tank squeezed in there with buyers getting the option of a 110-litre tank to assist with long-distance jaunts to La Sarthe and there was even a reasonable amount of luggage space, 7.0 cubic feet available in the nose and a further 8.8 cubic feet if you dropped the rear seats. Oh, and there were some impressively period colours to choose from including Signal orange and tangerine, both proving quite popular in the UK by all accounts. This then was a practical sports car, very much as it remains today. What it wouldn't have been was quite as safe →

“There is a subtle elegance to the familiar lines but it's a far cry from the modern, gadget-laden 911's”

<b>Model</b>	<b>911 2.2S</b>
<b>Year</b>	<b>1969-1971</b>
<b>Engine</b>	2,195cc
<b>Capacity</b>	9.8:1
<b>Compression ratio</b>	180bhp @ 6,500rpm
<b>Maximum power</b>	199Nm @ 5,200rpm
<b>Maximum torque</b>	Five-speed manual, rear-wheel drive
<b>Transmission</b>	
<b>Suspension</b>	
<b>Front</b>	Telescopic dampers; torsion bar springs; anti-roll bar
<b>Rear</b>	Telescopic dampers; torsion bar springs; anti-roll bar
<b>Wheels &amp; tyres</b>	
<b>Front</b>	6x15-inch Fuchs; 185/70/15
<b>Rear</b>	6x15-inch Fuchs; 185/70/15
<b>Dimensions</b>	
<b>Length</b>	4,163mm
<b>Width</b>	1,610mm
<b>Weight</b>	1,020kg
<b>Performance</b>	
<b>0-62mph</b>	6.6 secs
<b>Top speed</b>	145mph







There is little in the way of external differences to be had between the C and D-series 2.2-litre 911S, except for the zinc-coated underbody on D-series cars. Horn grills were in silver, as were the window frames



## EARLY 911S TIMELINE

### 1967

The first of the 'Super' models arrives with a 2.0-litre engine pushing out 160bhp, 30bhp more than the regular 911. Weighing little more than a ton, it can crack 60mph in 8.0 seconds.

### 1968

B-Series cars are still 2.0-litre but fuel injection replaces the twin Weber carburettors, upping the power to 170bhp.

### 1969

It's the turn of the C/D-Series cars and with a new 2.2-litre engine power is up to a punchy 180bhp. There are brake and suspension upgrades as well.

### 1973

Just over 5,000 F-Series models are produced. Power is up another 10bhp thanks to the bigger 2.4-litre engine, while various styling tweaks keep the 911 looking fresh.

### 1974

More major changes occur and the 911S is relegated to the mid-range option, with impact bumpers and a bigger 2.7-litre powerplant. Just 173bhp means it's slower than its top-spec predecessor too.







## “As always though, it was the engine that was the star here”

as today's air-bag-filled models, although Porsche literature of the day did boast of a padded fascia and a collapsible, three section steering column with two universal joints – which provided some protection should you find yourself on the wrong side of a hedge. At least the standard quartz-iodine headlamps made night time excursions a much more pleasurable experience.

As always though, it was the engine that was the star here and it was an increase in bore from 80millimetres to 84millimetres that increased capacity to 2.2-litres. Courtesy of Bosch mechanical fuel injection and a 9.8:1 compression ratio, power was up to 180bhp at 6,500rpm with a useful 199Nm of torque, both handy increases over the previous

2.0S and enough for an impressive 166bhp per tonne. After the monster power outputs of recent 911s, discussing a power figure that starts with a one seems faintly absurd, but a kerb weight of just 1,020kilograms ensured ample punch. Official figures quoted a top speed of 145mph and a 0-62mph sprint in 6.6 seconds, all achieved with the free-revving feel and pin-sharp responses of an engine unencumbered by digital interference. Lubrication was by a dry sump arrangement, while the two-valves per cylinder were operated by a single chain-driven overhead camshaft per bank. Stronger connecting rods and a magnesium crankcase also featured and while all 2.2-litre models had a common cylinder head design, the 'S' received

tweaks to the camshaft profiles and valves, as well as improved porting. Dig deep enough and you'd also find a head gasket redesigned for better sealing, re-shaped cylinder barrels with more cooling fins, and a high-capacity discharge ignition system with an in-built ignition cut-out. It's also worth noting that the 2.2S saw the '901' engine numbering come to an end, the new power plant issued with the 911/02 designation.


While we're in the engine bay it's worth mentioning the delightful period details that adorn an older 911, in this case the stickers that sit on the lock panel. Four in total, they detail tyre pressures, oil capacity, valve clearances and firing order – the figures for the latter pair 0.1millimetres and 1-6-2-4-3-5 respectively, which could come in handy for a spot of DIY maintenance. Bolted to the flywheel was a larger clutch – now 225millimetres in diameter rather than 215millimetres – that was lighter in operation and that transferred drive





**Front seats in the 2.2-litre 911S were much improved from earlier variants, now offering more lateral support. A Sportomatic option was dropped for the model in 1970, meaning the only gearbox on offer was manual**

to a 5-speed manual gearbox with revised ratios and a first gear out on a dog-leg. There was no Sportomatic option for the 'S' but buyers seeking ultimate traction could specify a ZF limited slip differential if they wanted.

Attention had been paid to the rest of the running gear too. Suspension was still managed by telescopic shock absorbers and torsion bar springs with anti-roll bars at both ends, but changes to the geometry had improved wheel location and included moving the front strut mounts 14mm forward. This improved the castor angle and ensured that the ZF rack and pinion steering was both lighter and much more accurate. The extra performance meant that some improvements were needed in the braking department as well and the 'S' had alloy calipers that gripped ventilated discs measuring just a smidgeon over 11-inches in diameter and backed by vacuum assistance. The stoppers were hidden behind classic 15-inch 





## BUYING TIPS

Plenty of would-be 911 owners are attracted to the idea of buying an early model, but like any classic car, it pays to tread carefully. Numerous (expensive) pitfalls await those that buy in haste, so get specialist advice before taking the plunge.

- **Originality and provenance:** An important factor in buying an early 911, condition really is everything with these cars. Look for evidence of previous re-builds and be alert for any signs of bodged restorations such as the 'sinking' of paint around filler holes. The Porsche club can help with history and build data too.
- **Corrosion:** They rust just like any classic of the period and you'll need to examine every inch of the bodywork. Eradicating all traces of corrosion will be ferociously expensive, so you have been warned.
- **Engine and transmission:** There is a good chance that both will have been re-built by now, but any neglect will be very costly. Watch for any signs of oil smoke, low oil pressure and crunching synchromesh.
- **Suspension/brakes:** Age-related wear and tear is the main concern and a complete refurbishment is a costly job. Cars that have been sitting around for a long time are likely to have seized lines.
- **Interior:** It might be simple but don't underestimate the cost of bringing a tatty cabin up to scratch. It shouldn't be a deal-breaker if the car is otherwise sound but bear it in mind all the same.

Fuchs alloy rims, half an inch wider than those that were fitted to the entry level 911T at six-inches and carrying 185/70 rubber.

Click open the door handle – operated by a trigger behind rather than the previous push-button – and you were faced with yet another dose of elegant simplicity. Indeed, there's a delicacy to the design and feel of the cabin that feels far removed from the imposing chunkiness that characterises sports cars today, 911 included. But while cabin quality is solid enough – and notably superior to other mainstream cars of the period – it still retains an austere feel that would be unrecognisable now. The 2.2S doesn't have the acres of soft-touch materials and damped switchgear we're cossetted by today, nor the button-fest that has crept into the 991 interior. Nope, this is a far simpler approach to cabin architecture and one that has plenty of admirers. The good news was that the five-dial instrument pack was present and correct, the faces now surrounded by black rubber rather than chrome rings, while a gauge showing oil level and pressure was standard. At the same time Porsche revised the column stalks, the left-hand one now controlling indicators and lights, the right looking after wipers and washers. Also standard was a leather covering for the slim-rimmed four-spoke steering wheel, a steering lock and a heated rear

window, but if that sounds measly you could seek the solace of the options list and add tinted glass, electric windows and a sunroof. There were other changes to the dashboard including the relocation of the ashtray, but the 'S' did benefit from improvements to that bug-bear of early 911s, the ventilation system. There were opening front quarter-light windows and the Targa received ventilation grills let into the vertical section of the roll hoop that assisted with air circulation, but in all models a trio of sliders controlled things with Porsche proudly trumpeting the addition of a three-speed blower fan. This top-spec 911 did get velour carpeting though, and the leatherette seats with their woven finish for the centre panels could be specified in real hide at extra cost. Porsche literature of the day described those front seats as offering 'ample' lateral support in hard cornering and while the bolstering seems lacking compared to the modern cars, they were at least comfortable. The interior revamp had a new set of door cards that featured rigid and useful storage pockets.

That then is the 2.2S. It was a 911 that showed Porsche's commitment to develop their unique sports car, bringing with it the subtle but well-engineered improvements that have remained a hallmark today. Internal wobbles over replacing the 'S' would come, but in 1969 things looked rosy. **911**

“This is a far simpler approach to cabin architecture and one that has plenty of admirers”

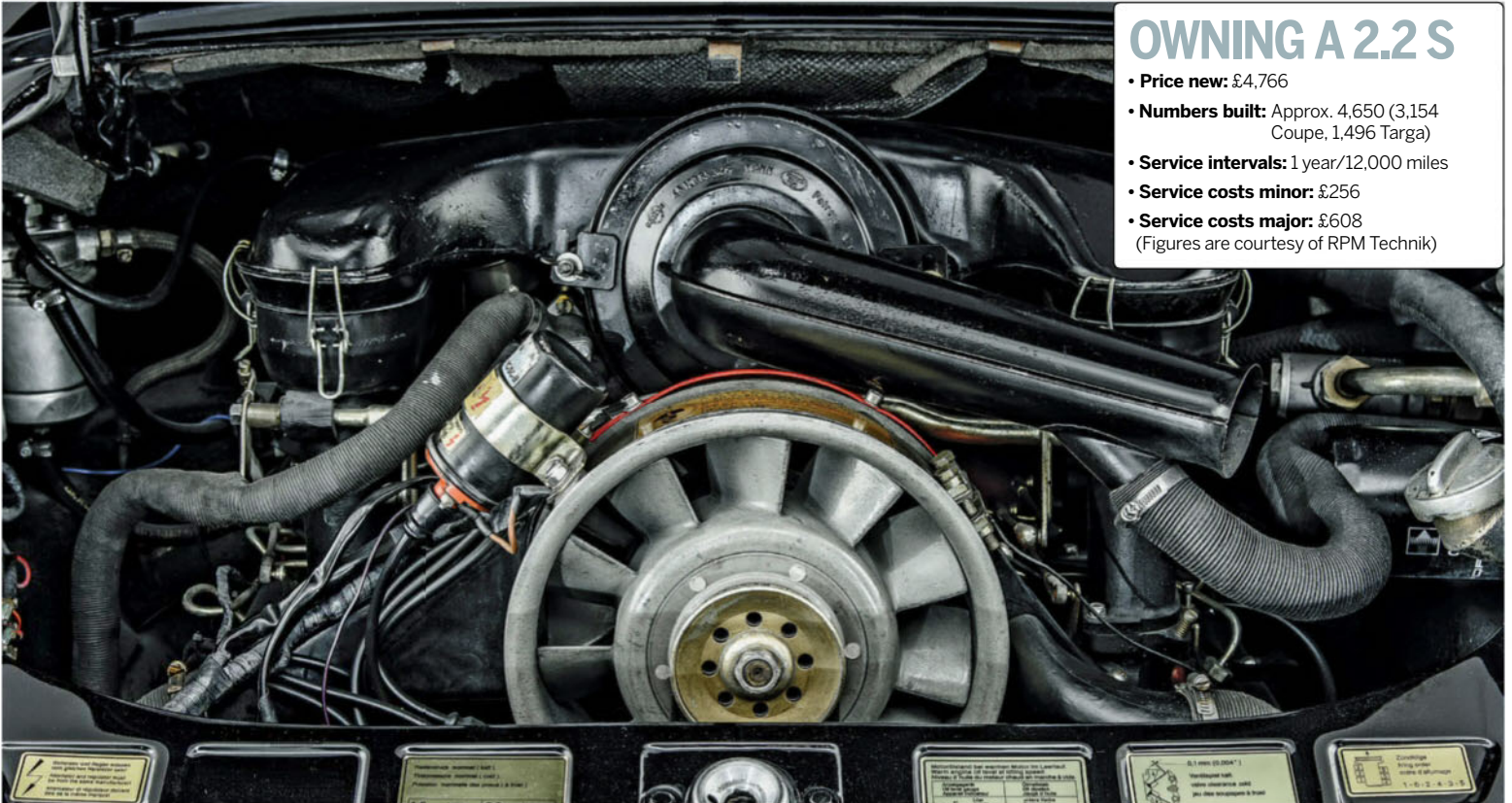
### SPECIALIST VIEW

“Nearly any early 911 is sought-after at the moment and the enthusiasm around cars like the 2.2S is a perfect example of that. The 'E' and 'T' variants seem to be proving popular too, no doubt helped by the fact that values of the 'S' are continuing to rise. That's having a positive effect on the models below and we've seen the values for all 2.2s strengthen over the last year. In fact, the rising interest means that project cars are harder to find – they are being snapped up quickly when they come onto the market, restored and then stored away. Values will keep rising so if you want a 2.2S, now is a good time.”

**Jonathan Franklin,**  
Hexagon Modern Classics







## OWNING A 2.2 S

- **Price new:** £4,766
- **Numbers built:** Approx. 4,650 (3,154 Coupe, 1,496 Targa)
- **Service intervals:** 1 year/12,000 miles
- **Service costs minor:** £256
- **Service costs major:** £608  
(Figures are courtesy of RPM Technik)



## "I'VE GOT ONE"



"The 2.2-litre 911S is a real racer. From the engine there's plenty of power and the body is as light as possible, keeping the unsprung weight to a minimum, so you can max out the brakes and suspension. Even by modern standards it is quick but thrilling, responsive and direct in a way no modern car can be."

**Brandon Davies**

## Thanks

911s similar to this model are available for immediate inspection at Hexagon Modern Classics' London showroom. For more information call Jonathan on +44(0)2072253388 or visit [hexagonclassics.com](http://hexagonclassics.com).



# Patrick Long

Porsche Motorsport's very own king of cool has been topping the podium at major endurance races for over a decade. We sit down with Pat Long to talk vintage 911s, Luftgekühlt and movie star teammates

Written by **Josh Barnett** Photography by **Porsche AG**



At the end of 2001, Patrick Long had just finished second in the British Formula Ford Championship, the breeding ground for countless race aces (including a number of Formula One world champions). The impressive result helped to bring him to

the attention of Red Bull who, in September 2002, named him as one of the finalists in the energy drink company's search for a US F1 driver.

Long may have missed out on one of the four places on Red Bull's road-to-F1 scheme but his performances had attracted the attention of Porsche who immediately snapped up the red-haired youngster for their UPS Junior Supercup team. By the end of 2003, Long was a fully-fledged factory driver at Weissach, taking a maiden GT class victory at the 24 Hours of Le Mans in 2004 (something he would repeat in 2007).

From there, his career has gone from strength to strength, becoming the GT2 champion in the American Le Mans Series three times, as well as winning his class at Daytona, Sebring and Petit Le Mans. However, unlike many manufacturers' works drivers, Long has a true passion for Porsche, something he reiterated this year by starting the Luftgekühlt events in Los Angeles, a cult gathering of air-cooled Porsche owners.

## ESSENTIAL FACTS

- Patrick turned down a \$185,000 scholarship after winning the US-based Barber Dodge Pro Series, instead choosing to focus on racing in Europe.
- Alongside Jörg Bergmeister and Sascha Maassen, Patrick won the GT class in a 996 GT3 RSR at the 2004 24 Hours of Le Mans, his first start at the race.
- Long secured his third ALMS GT2 drivers' title in 2010, when racing for Flying Lizard Motorsports alongside Jörg Bergmeister.
- The American was class winner (and 20th overall out of 254 entries) in the 2013 Baja 1000 off-road race.
- He is a regular competitor at classic racing events such as Monterey Historics and Rennsport Revival.
- Patrick is currently racing in the FIA World Endurance Championship in a 991 RSR alongside namesake and Hollywood star Patrick Dempsey.

Incredibly, as we step into the Dempsey-Proton Racing hospitality truck at the Silverstone round of the 2015 FIA World Endurance Championship, it is Long who is marvelling at our job in writing for **Total 911** each month.

### You have a pretty cool job too, no?

Yeah, I can't complain. I think this has been 12 or 13 years. In the beginning, I was racing here in the UK in Formula Ford and Formula Renault, looking at Formula One in the distance and thinking of some way to get there, but I didn't even have the funding

to do Formula 3 so, when an opportunity came to join Porsche's UPS Junior Team, I jumped at that chance. Never did I think I'd be with the company over a decade.

### You're a real Porsche enthusiast. Where does that come from?

Well, it started as a kid. I had a family friend who drove a green Targa – mid-Eighties era – and I just thought that was the essence of cool. Then, later on, in the 996 days, I was always more of a Porsche fan than a Ferrari fan. Fast forward a few more years and I was suddenly driving for the company and then the education in the more vintage stuff started from behind the wheel.

I've always studied the history in motorsport and then I began to study the road-going history and started looking for my first car a few years back. That's when the real passion started to burn into a daily hobby.

### You own a few classic 911s now...

I've got a few more than I'd like to admit! But, basically, I have an ivory white '73 E with a few 'S' trim bits and a hot-rodded engine. But it's a narrow body classic-look car, that's sort of a daily driver. Then I have a Silver '86 G-model that's a bone stock, low mileage, preserved car.

There's also a project car, which is an original glacier blue '72 that's more of an ST hot rod. ➔









In a career littered with silverware, Patrick Long has tasted success at both the 24 Hours of Le Mans (above) and the Rolex 24 at Daytona (below), both in Porsche 911 machinery







At a VLN race in 2010, the American was part of the crew who gave the Porsche 911 GT3 R Hybrid its first international race victory

#### When will that be finished?

It's a slow process because it happens in the spare time of me and a close friend from motorsport, John Wright. It's being built in his shop in Cincinnati, so there's a little bit of a distance gap! The stars have to align when him and I are both not racing to work on and talk about it. It's an education. But a lot of friends in the industry have helped with not only advice, but parts and things of that nature.

#### How did the Luftgekühlt events come about?

I would go to a friend's party in one of the old cars with my wife and when we arrived, a lot of my peers were really interested in what this vintage car was all about and how it all worked. I sort of realised that the west side of LA had a lot of young owners I never saw at Cars and Coffee or a PCA event. I thought to myself, "How can I merge the two worlds of where I spend my free time and my passion for vintage Porsches", so I thought, "let's have a small get together" at one of the places that I go for a coffee, which was Deus [Ex Machina], a place with a café racer feel in the Venice.

Never did I imagine what we'd have for a turn out. I think that was interesting because we didn't market it; it was mostly just word-of-mouth. It was the anti-Concours (or the anti-Cars and Coffee). It was on a Sunday, it was a later start, there was music, there was food, there were dogs, there were wives and kids. So, it was much different to that stigma of an old boys club where, if you didn't have the right hub caps, you were sort of not welcomed (or didn't feel welcomed). Of course, we all know that most car

events are arms-open whether you're an enthusiast or not. But, I think it was just trying to take the 20-somethings and 30-somethings (and the way that they throw a party) and merge that with the vintage Porsche world. The concept wasn't original.

#### What is it that you think makes California and Porsche come together? It really is sort of the perfect storm...

It is. In southern California, I think that the culture has always gravitated towards the Porsche product, from the days of Max Hoffman and Vasek Polak importing special models for customers like James Dean and Steve McQueen, that passion was the essence of cool. And then when you look inside our new products: efficiency, lightweight and a smaller package, those are things that, I think, fit the Californian culture.

Now, playing with the old cars in California, we've learned a little bit (through doing our own show) – there are more cars and more enthusiasts than I could ever have imagined. It only became obvious once we started to go in a unique direction with the Luftgekühlt shows. We found people and cars that I had never seen in the regular Porsche affairs that I go to for my day job.

#### It's refreshing to see a Porsche racer (or any racer) so passionate about the brand...

There's still a lot to learn. The more you dig into it, the more you realise how many variations there are and, when you start to study just what was delivered and how the differences in what was delivered to

different markets, it's crazy. When you talk numbers and variants, it's almost a foreign language to someone who's not into it. But, again, I think that Luftgekühlt is for the person who is brand new to the scene and the person who's been in it for 50 years.

#### What's your next Porsche purchase going to be? Or have you got to finish the '72 E first?

Most of the cars that I look at are not really cars that are on the market. I follow the markets daily to see the way that the trends are going and how the market has been appreciating but I come across these cars through travelling and meeting fans and team members. Someone always knows about a car that may be going for sale so every week I think, "Oh, this is a car I have to pick up because, if I don't, next year it will be worth much more." But, the short answer is, I'm trying to finish up my '72 before I decide where to go.

#### You've had high success in the ALMS in previous seasons. Now you're in the FIA WEC, are you excited about doing a world championship?

Yeah I am. American sports car racing is a big part of me and it's done a lot for my career. Now I get to sample the latest derivative of the WEC at a really opportune time. The GTE classes are much more competitive: Corvette, Aston Martin, Ferrari, Porsche: the competition level is high. To run with Patrick Dempsey full-time is new for me too. He has a new focus and Porsche has stepped up to facilitate his objectives. It's a fresh approach and I'm always up for a new challenge. ➔





For 2015, Long is looking forward to a new challenge in the FIA WEC, partnering Hollywood star Patrick Dempsey (above right) at some of the world's greatest circuits



**Do you like the thought of travelling around the world or do you prefer to stay in America?**

I think, if you'd asked me two years ago, I was much happier in sort of a circle of races and familiar territory. I had done so much travelling earlier in my career that it was nice to stay closer to home. I started to get the itch for travel again last year, so this year is good timing, but I'll let you know after the season is over! We'll do 12-15 ten-hour-plus flights this year and that's a new pace that I haven't done since, probably, 1998 when I was racing karts in Italy. Obviously, Porsche enables us to travel in quite a nice way and that takes a huge amount of the pain out of the long flights, so I think it will be great.

**How did you get teamed with Patrick? You've been teamed together in one-off races before. Did this come through the team?**

It was really by chance. Because we're both from LA, we've known each other in passing and at the race track but we'd never really worked together until a couple of years ago at Le Mans. I was asked to come in to sort of help Patrick at Le Mans and then it kind of grew into, "can you come back in 2014?" We had two great races at Le Mans and got on really well, then Porsche decided this year that I should join the team for the whole season.

**You've had a lot of success now in Porsches. What do you think has been your best?**

I get that question a lot and it's hard to pin down one. I think anytime you have one of those underdog victories, those are the ones that evoke that sort of emotion that keeps us all doing this crazy life!

I guess being on the top step of the podium at Le Mans in 2004 and 2007 is still something that I could never give back and it's one of the most special moments that I'll talk about when I'm long, long out the seat (and people will be tired of me telling old 'war stories') so that was pretty special.

**You get to race a lot of historic Porsches. How does the '68 911S that you drove at Laguna Seca compare to your RSR?**

Driving short wheelbase 911s – 2.0-litre cars specifically – is a blast. It's just so busy in the cockpit when you're on an old bias-ply tyre. It looks really busy in terms of how much attitude the car has but that's how those cars like to be driven. It's much nicer to sit with that amount of yaw in a vintage car on small tyres. If you do that in something like I'm racing this season – the 911 RSR, a modern day car – first of all, it's slow and second, the limit of losing that grip and ending up in the wall is a much finer line on the big tyres, with the big aero.

**Do you like having the chance to drive different cars and disciplines?**

I try to jump into as much different machinery as I can, mainly just for the experience. If the opportunity is there, why not? If it's well prepared and competitive equipment, why not? But I also think my heroes of the previous generation, they raced three or four different sorts of cars per month and they're sort of the guys I look up to in the heyday of motorsport, when you had to race in those many different types of cars to make a living. When I talk to young up-and-coming drivers, I say, "Don't

pigeonhole yourself", because if you jump into lots of different things, you learn how to adapt quicker and that will help you. The most versatile and diverse drivers often seem to have the longest careers.

**If there's a Porsche that you haven't raced yet but want to, what is it?**

There's quite a few but definitely a 908 would be first choice, especially the short wheelbase Targa era cars, but even a long tail. I've had a chance to run Jeff Zwart's 906 and it's the only car that I've ever driven where I actually felt like I was watching a movie. It was so surreal looking out of that pitted, yellowed front windshield and laying so far back with your head sort of against the engine, it was a sensation that I hadn't yet felt. I can only imagine that the 908 is all those sort of experiences and then some.

**You mention your heroes from yesteryear (and you have an obvious passion for the older cars). Do you wish you were born 30/40 years earlier?**

It was a much different game because the cars weren't as robust so you had to be mechanically more sympathetic. You had to have a huge amount of car control and huge balls. I think that the feeling of mortality was much more present. Those types of things were, surely, greater challenges. But, I do like the low aero, small amounts of rubber, old school, H-pattern gearbox: I love driving that type of car.

Yeah, I do look at anything 1960s, 1970s and early 1980s and think, "What would it have been like?". When there's an opportunity to race in the vintage scene, it's the closest I'm going to feel to what some of my heroes felt when they were racing. **911**



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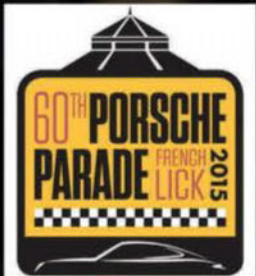
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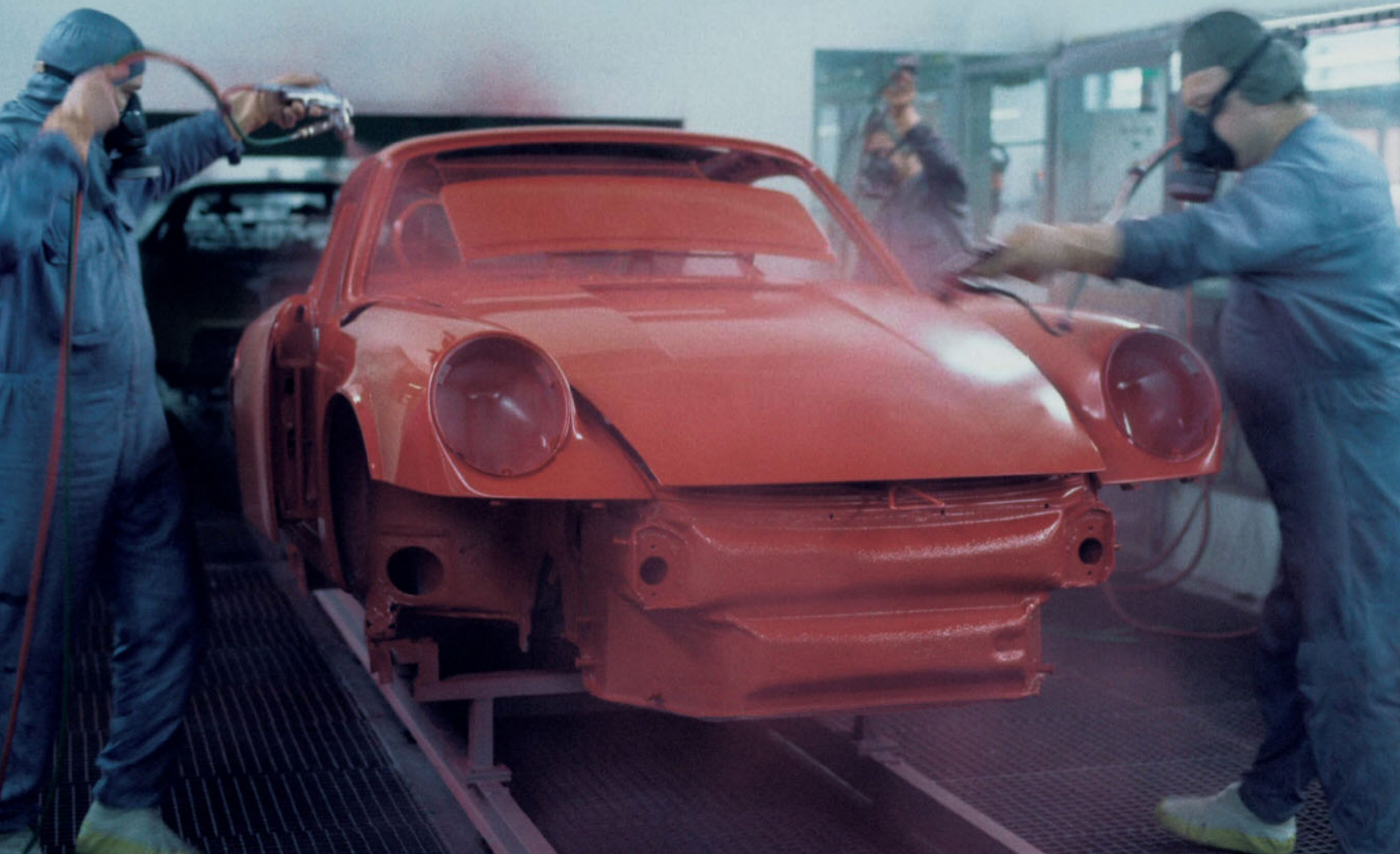




# PORSCHE PAINT

Porsche's paint technology has long been at the forefront of automotive practice. Total 911 looks at the process

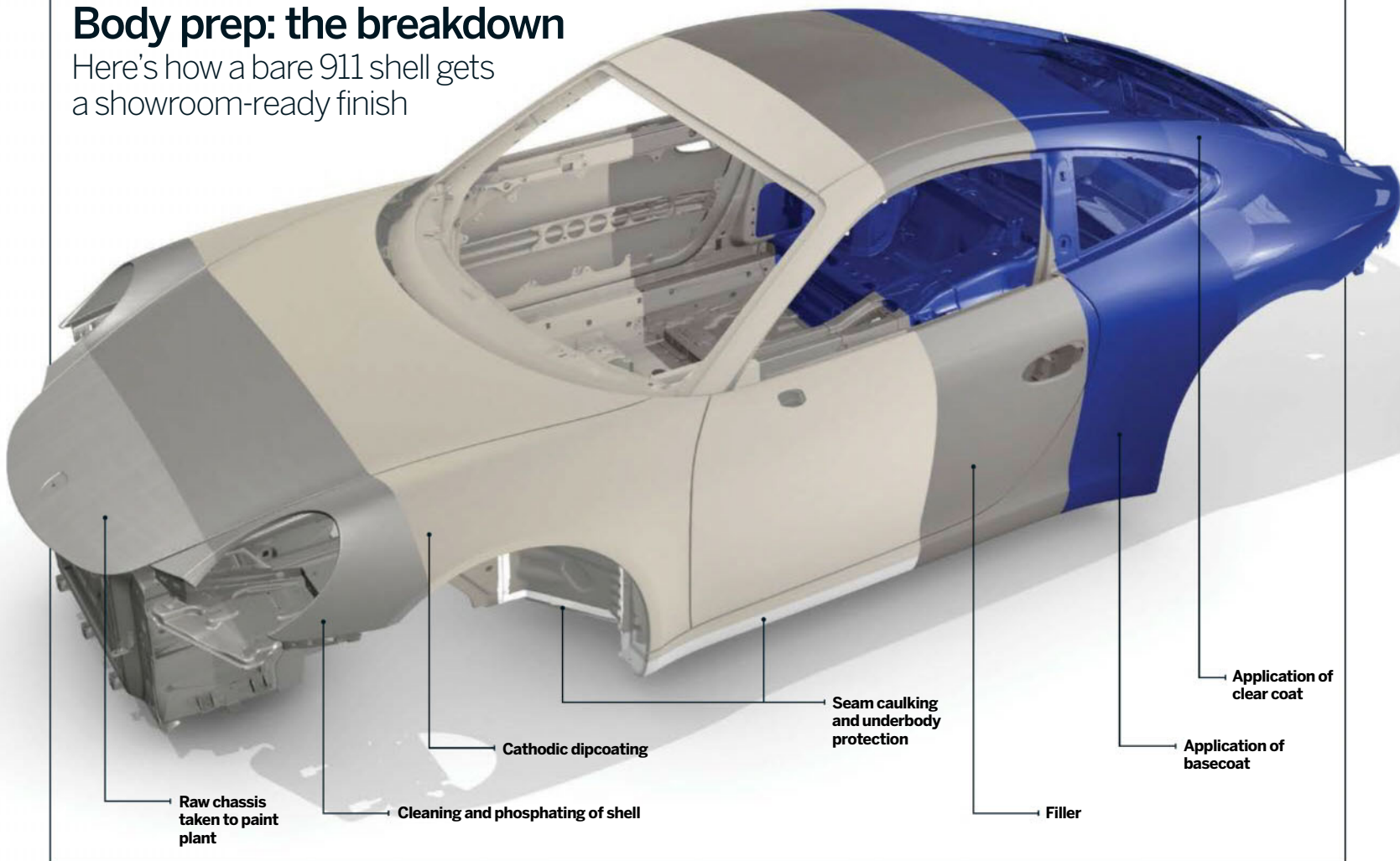
Written by **Kieron Fennelly**  
Photography by **Porsche AG**





## Body prep: the breakdown

Here's how a bare 911 shell gets a showroom-ready finish



Naturally enough, we associate Porsche with the technical and design advances that underpin dynamic improvements. Paint on the other hand, is something that tends to be taken for granted. But, as we will show, there is more to the finish than just applying colour.

Porsche has always been a premium brand and disappointment at the way the early 911 could corrode after only a few winters' exposure to road salt prompted the company to begin galvanizing in 1971 – zinc-coating the arches and underside – and from model year 1976 this was extended to the entire shell. Porsche was the first manufacturer to offer such protection: it was a decade before Audi followed suit and Porsche reacted by extending its corrosion guarantee from seven to ten years. Earlier, the company had experimented with stainless steel bodies, but the production costs proved too high. One of Helmut Bott's more radical ideas was that a 911 body could even last several decades, undergoing regular mechanical upgrades similar to aviation practice. There is no doubt that his marketing colleagues were very quick to point out that a 747 and a 911 were hardly destined to reach the same buyers!

The next major development was the move, dictated by German environmental legislation as a usual precursor of wider EU regulation, to change from solvent-based to water-based paints. Initially seen as a retrograde step in terms of quality, advances by companies such as Glasurit, a 25-year partner of Porsche, eventually raised standards well beyond those of the solvent-based types. As a matter of fact, Glasurit paints have just been homologated worldwide for Porsche repair shops.

To coincide with the introduction of the 991, in 2009 Porsche started building a new paint plant at Zuffenhausen. The company is understandably proud of this state-of-the-art facility, which obtains most of its heat requirements from biomass and prevents waste in a process that, historically, has always been extravagant in its use of resources. Typical is the precision monitoring of spraying control that previous amounts of paint required are reduced by largely eliminating over spraying. Porsche says the Macan paint shop at Leipzig, opened in 2013, is the only other plant anywhere ➔

**Above Right:** Manual inspection of the paint surface is still done today

**Right:** Sanding work being undertaken on a classic 911







High-rotation atomisers are used for painting the exterior and interior of 911s at the paint shop (left) before being passed through infra red quick dryers (right)



using this level of technology or automation (robotics account for almost 90 per cent of operations – personnel intervene only at the end for final inspection and any additional finishing). The Zuffenhausen facility turning out 991s and 981s works two shifts, producing 200 painted shells per day. It is a three-stage process: first, intensive cleaning of the shell to remove impurities such as solvents or lubricants is done, followed by a coating in zinc phosphate that provides adhesion for the subsequent galvanising layer. As with paint spraying, a jig turns the shell through 360 degrees to ensure even coverage. Next comes undercoating. Here the body is dipped in a bath filled with electrophoretic paint and dionised water – the body effectively becomes a cathode. Electric current is then applied to the bath and the paint settles evenly on the shell because it is electrically charged and the result is a smooth, uniform coating. After drying for 50 minutes at 175 degrees celsius, the seams of the shell and exposed underbody are then sealed with a Triplex-developed PVC. This is a soft, waxy material designed to absorb the impact of rocks and gravel thrown up by the wheels. Again, distinctive of the way Porsche has improved the whole process, shells pass through the dryers on rollers rather than a conveyor belt which would require more energy and introduce higher levels of impurities from its mechanism.

At this stage, a filler layer is sprayed over the whole body to create a uniform surface for painting, then after further drying and another thorough clean, the base coat is applied using a fine spray of tiny atomisers. As occurs throughout the process, materials are applied under close control by use of atomisers. As well as achieving consistency of finish, this saves both overspray waste and reduces the volumes of effluent for which Porsche is responsible for neutralising. Eight more minutes in the oven and the shell is ready for the clear coat which gives the body finish its gloss and depth. After the drying process, the shell is inspected in a light tunnel where LED strips show up the smallest imperfections. Porsche says that fewer than 10 per cent of bodies require any localised re-work and

total reject rate, like a respray called for below 3 per cent, for example.

It is very different from the way early 911s were treated. Then, the process took 20-24 hours – twice as long – and for its sheet steel Porsche has been using hot dip zinc galvanised sheets for 40 years to offer the best corrosion protection. What has changed recently is the growth of lightweight design involving ever greater use of aluminium: the 997 had 20 per cent aluminium panels, but the figure for the 991 is 60 per cent. Although this does not mean significant changes in how paint is applied, as a percentage of the cost of the manufacturing process, Porsche says is not possible, for example, to make direct comparisons between in 1965 and 2015. Whereas paint as a commodity is unlikely to be vastly different as a proportion of total vehicle material costs, 50-70 per cent of painting costs relate to energy requirements. Here, Porsche's attention isn't just the overuse of materials but also in recovery of energy and 'clean room' control of heating and ventilation, meaning operational expenditure is far lower. **911**

**Above Right:** '71 911s came with a galvanised body

**Right:** Over the decades, Porsche has significantly reduced waste and the time it takes to paint a shell



## The industry standard: Painting today's vehicles

Essentially, today's automotive paint is a filler-based total coating system with a two-component clear coat. Application is a three-stage process. The first stage is a primer to create a uniform base for the paint. Primer is now thinner than before due to advances in sheet metal stamping, resulting in smoother surfaces. Primer thickness is usually 8-38 microns (thousandths of an inch).

Base colour coat gives the body its colour. This too is thin and the thickness applied varies between 8 and 38 microns. The top layer is clear coat lacquer. Invisible as such, its role is to protect the base colour from oxidation by atmospheric impurities or degradation from ultra violet light.

The application process is critical if the finished quality is to be maintained through the life of the body. Low paint density occurs if the base coat is not allowed sufficient hardening: Porsche's systems are rigorous in the length and temperature of its drying schedules.

Modern water-based paint pigment is not especially hard. On the Moh scale of mineral hardness where talc is 1H, glass 6H and diamond 10H, (and the average pencil H or HB) paint is only slightly hard at 2H. Within this range, OEMs vary in their choice of paint hardness. Mercedes and VW use harder varieties; Porsche prefers paint classed as medium-hard.



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# FIRST TO THE TOP

Want to know what makes for a good hillclimb time? Total 911 visits the inaugural Porsche-only championship event to uncover the secrets...

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











**W**hen it comes to motorsport, hillclimbing is a particularly niche discipline. Essentially a sprint up a hill lasting no more than a few seconds, it is vastly different to the more mainstream recreational motoring events such as track days. Nevertheless hillclimbing is just as suitable for the top-flight competitor as it is for the novice.

Of course, hillclimbing has been around far longer than any of us: the first British motorsport event took place in 1899 and there followed a number of events that have been loosely described since as 'hillclimbs'. But hillclimbing as we know it today had its origins in 1902 with a dash along a public road and up a gentle hill at Bexhill-on-Sea, East Sussex. In 1905 the world's first permanent hillclimb took place at Shelsley Walsh in Worcestershire, making it the oldest motorsport event that's still held on its original course. Shelsley's heritage doesn't end there: in September

1948, the then 19-year-old Stirling Moss began to make a name for himself at Shelsley, having had an earlier application to compete there turned down, and three-time FIA World Touring Car champion Andy Priaulx also used the venue as a springboard to launch his career too. There is perhaps no better venue to attend our first hillclimb event than at this famous old course then, which now forms the first of six rounds of the Porsche Club GB's national hillclimb championships.

Basically, the sport of hillclimbing requires cars to tackle a point-to-point uphill course, one-by-one, with the quickest time dictating the winner. Competitors will be given the opportunity to have a practice go before the real business of timed runs begins, at which point they will get two competitive runs with their best time counting in the final results. Terry Davison, coordinator of the Porsche Club GB's inaugural national hillclimb championships, explains, "It is a relatively inexpensive form of motorsport compared to racing

and there is less chance of sustaining damage to a valuable car. It is great fun as you are always competing against yourself; It doesn't matter where you stand in your class as you are always trying to beat the last time you achieved on that hill."

National sprint and hillclimb events are held under the auspices of the Motor Sports Association (MSA) and in 2013, the last year for which they have compiled records, a total of 330 events were held throughout the UK. Held between March and October, this amounts to around ten events per weekend nationally. Les Buck, Chairman of the Hillclimb and Sprint Association, estimates the number of competitors in the sport to be around 4,500, these numbers having remained fairly static for the four to five years leading up to 2013. "I think up to ten percent of these are women, but my instinct is that the sport as a whole has grown in popularity in the last two years," Buck added.

Walking around the paddock area before the sprints begin, we notice seven Porsches ranging from Jonathan Williamson's 1972 911 to a 997 GT3 Cup car driven by Peter Turnbull, along with road going 911s and even a Cayman S. It is Porsche's rear engined philosophy though that turns the 911 into one of the most successful hillclimb cars with the weight of the engine over the back wheels.

Jonathan Williamson has been hillclimbing for the past three decades and in the process

**“It's extremely intense, 30 to 60 seconds of absolute concentration without any room for error on each run”**





The cheapest modification to make is to strip out all unnecessary weight from your 911. How far you go depends on how serious you take the competition



has amassed three South West Hillclimb Championships, these being in 1984, 1986 and 1987. Although he had a five-year layoff in the mid-1990s due to ill health, Williamson estimates that he has competed in around 350 hillclimbs since he started in the sport. So what's behind the addiction to the sport? "It's extremely intense, with 30 to 60 seconds of absolute concentration without any room for error on each run," he tells us. "The combination of preparing the car to perform at its best and having the right mindset to do it is all-consuming on the day. It's incredibly satisfying! The people involved are the other part of the enjoyment. I don't think there's a more friendly and competitive bunch anywhere else in motorsport."

Williamson initially autocrossed his VW Beetle back in 1979, but as the car was near the end of its life a Porsche 914 was acquired for £500. The 914 proved to be too good a car to autocross, so he soon turned to hillclimbing as it was a non-contact sport and was hooked right from the first event. A 2.0-litre 911S followed but the car had to be scrapped after a collision with a wall, and this was replaced by a 2.4S Targa that came with some sponsorship from Parkes Porsche Centre, Exeter. The car came with a lady driver, who just happened to be the receptionist at Parkes, and who showed in no uncertain terms that she really knew how to pedal a 911 quickly.

The 2.4-litre engine in the Targa was replaced with a 2.7-litre engine that had been specially prepared for racing, but sadly this was demolished in 1983 in an over-exuberant demonstration on the track. Now without an engine, the old 2.0-litre unit from the first 911S was put into service in the Targa, but as Jonathan found it had a narrow rev range from 5,000-7,000rpm and next to no torque. In their spare time, Williamson and a friend built another 2.7-litre engine in 1984, helping him to the first of his three south west Hillclimb Championship titles. The following season the search for another 911 of their own resumed and before long an ex-autocross 2.4S came their way, with the 2.7-litre engine duly planted into the 'new' car.

The 911 purchased in 1985 is still the same car Williamson hillclimbs today and over the ensuing 30 years it has undergone a programme of continuous improvement. A useful modification was the close ratio gearbox and limited slip diff, but after burning out a couple of clutches half way through the season it was decided to splash out the not inconsiderable sum of £1,500 on a Fichtel and Sachs triple-plate clutch and flywheel. This clutch set-up lasted from 1985 until the early 2000s when it had to be rebuilt.

In 1987 Williamson located a rather special 3.0-litre Carrera engine with mechanical injection. This engine was a factory built unit that was

Model	911S
Year	1972 E Series
Engine	
Capacity	3.2-litres
Compression ratio	10:1
Maximum power	249bhp @ 6600rpm
Maximum torque	225ft.lb @ 4850rpm
Transmission	5-speed manual (Type 915)
Any engine modifications	Enlarged 3.0-litre Carrera unit
Suspension	
Front	Standard, with harder bushings and uprated Bilsteins
Rear	Standard with Turbo torsion bars, harder bushings, heavier anti-roll bar and uprated Bilsteins
Wheels & tyres	
Front	8x15-inch Compomotive split rims; 8.7/21.5 Avon racing tyres
Rear	9x15-inch Compomotive split rims; 10.00/21.5 Avon racing tyres
Dimensions	
Length	4,147mm
Width	1,610mm
Weight	Approx. 900kg
Performance	
0-64 feet	2 secs
Top speed	130mph





**Jonathan Williamson is a serial hillclimb winner in his E-series 911S. He says an early 911 is ideal for the quick turn of pace needed for a quick time on a climb**



increased to 3.2-litres prior to his ownership, but its reliability is quite extraordinary as the heads have not been off since it was acquired all those years ago. When a leak-down test was conducted on the engine recently, it passed with flying colours and so all that remained was to set the tappets!

Williamson's car's gearing is not very different from the standard 915 ratios, but the first gear is higher, being good for about 45 miles per hour. "A couple of months ago the third gear was changed back to the standard ratio because with the slightly lower one, I was hitting the rev limiter just before the finish line at Shelsley and there is not enough time to change gear," Williamson explains. "By putting the standard one back in, I have gone from hitting the limiter at about 91 or 92 miles per hour, to about 94 or 95 miles per hour. The gear is just one tooth different, but if you can save a gear change on a hillclimb, that is half a second saved which makes quite a difference."

Williamson says a competitive hillclimb car needs superb traction, confidence-inspiring brakes and the ability to change direction quickly and precisely. The suspension on this car has been kept fairly soft and compliant because of the various twists and turns, along with the different surfaces it must deal with. "The early 911 has these virtues as standard which can then be tweaked and improved as the hillclimb bug bites," Williamson adds.

A measure of a car's accelerative power when hillclimbing is down to a number of factors. Firstly, excessive wheelspin is to be rebuffed because it's simply robbing you of time, yet you need just enough power transferred to the wheels to balance the engine and prevent the car from dying at the start. Your timed run is split into two parts, the first

split being the first 64 feet from the start line and the second being your overall time. Williamson explains, "The 64-foot measurement is a way of calculating what traction you have off the start. Because the force of gravity is 32 feet per second that means if you are accelerating at 1G you are gaining at 32 feet per second. So within the bounds of calculation, if you do 64 feet in two seconds then you have accelerated off the line at 1G. I usually drop the clutch at between 3,500 to 4,000 revs and just floor it!"

So, is a special driving style needed in hillclimbing? Williamson again has the answer: "The best description I have heard of the ideal driving technique is 'controlled aggression.' If you are not aggressive enough, you will be too slow and if you over-drive it and get ragged, then you often lose even more time." To be successful in hillclimbing, you need to study the class structure for the events you want to enter, find a car which is the most competitive in its class and then simply out-drive all of the others in that class.

Mel Spear, who drives a 3.6-litre 964 Carrera Cup, says, "To get started, anybody can take a road legal car along to the hillclimb school to get a flavour for it. I borrowed my wife's Mercedes SLK for the school and even entered it in one event when my Cup was broken." With five years of hillclimbing under his belt, Spear adds, "If I don't fall out of the car shaking after a run, I haven't been trying hard enough!"

As we've seen, the aim is to get from the start to the finish as fast as you can, but your main adversary is the clock. There is one person on the track at a time and most competitors will help one another out – until the start light turns green! **911**

## Six top hillclimbing tips

**So you've bought a 911 and want to go hillclimbing. Here's your checklist of things to consider before hitting the hill:**

### 1) Attend driving school

Attend a driving school at Prescott or Shelsley. For UK 911 owners, join the Porsche Club GB and contact members already hillclimbing. Get a Speed National B competition licence and familiarise yourself with the relevant regulations for your chosen class. After six events, you can upgrade to a National A licence.

### 2) Shed weight

Whether hillclimbing seriously or for fun, you will want to strip all unnecessary equipment from your 911 such as passenger seats, carpet, sound deadening, radio etc. You can compete in a standard road car, but it is still best to remove as much weight as possible because being lightweight will pay dividends.

### 3) Safety equipment

Safety equipment such as a Clubsport-spec fire extinguisher and roll cage is preferred. You'll be thankful for them if the worst happens!

### 4) Perfect mechanicals

Make sure the whole car is in good order mechanically. Get someone to check over the engine to see that it is running optimally and ensure your 911 is ready to perform consistently.

### 5) Tyre regulations

Remember sticky road legal tyres are not good in the wet and will not last long when used on the road. A modified car will still have to comply with the MSA tyre regulations for your class, too.

### 6) Personal expectations

Don't expect to be quick first time out. You're only competing against yourself, so aim to improve your own time each time. Take advice from those seasoned drivers on how to drive your 911 – you can learn from their previous mistakes.





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# Living the Legend

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



## 2006 997.1 Carrera 4S



**Maxie Islam**  
Riyadh, Saudi Arabia

**Date acquired:**  
August 2010

**R**emember me? It's been a long time! I'm the regular who used to write about my 997 C4S in the LTL section for T911 before my move to the Gulf region last year. Until then, I had been associated with this magazine since 2010 – when I bought my second Porsche, a 997.1 Carrera 4S. When I left the UK for a new job, I also left behind a part of me in storage in London. On a recent visit back to see family and friends, I pulled the old girl out of storage and it was like re-acquainting myself with an old friend – how I had missed this car!

Before leaving last winter, I disconnected the battery so as to prevent current drainage. On re-connecting, the car started the first time; I was pretty surprised thinking that the battery would have died or drained away anyway. However, just before setting off, I had to tax her; thank God for the convenience of taxing a car online – it's just a pity that you cannot do it for less than six months at a time for ex-pats like myself.

I had not driven a car in six months and within minutes of stepping foot inside, I almost caused an accident! You see, I had gotten used to being ferried around in taxis in the Gulf which is a left-hand drive region.

Duly, I had become accustomed to travelling on the right-hand side of the road. How embarrassing is that for a prestige sports car driver? Quickly correcting myself, I carried on and just as quickly familiarised myself with the wonderful roads we have in the UK. In the Gulf, much like in the US, roads are all straight, at right angles to one another and are also very flat – this translates to being boring to drive.

All told, I covered around 1,400 miles in two weeks, traversing up, down and across the country. Roads in the UK are so beautiful and smooth compared to those in the Gulf. For two glorious weeks I exchanged views of the concrete jungle and desert for some greenery. According to the trip computer, I averaged 26mpg over those 1,400 miles with a best of 29mpg and a worst of 21mpg, thanks to a trip that required me to drive through central London. Still, as I have said before, it's great economy for a car of this nature. It's nice to see petrol prices had come down in the few months I've been away; I paid between £1.23 and £1.26 per litre each time I topped up. Not having a car in the Middle East means not enjoying 9p/litre fuel prices! This is something I plan to fix soon, though.

On the maintenance side of the Porsche, some items needed attention: the tread on both rear tyres were down to their markers. A quick search on eBay showed a number of sellers offering part-worn in the make and size I was after. I booked an appointment in north London and had both my rear Bridgestone 305/30/19 tyres changed for £120, including fitting and balancing. These replacements had no puncture repairs and had treads of five millimetres on one tyre and six millimetres remaining on the other. A bargain over new and considering I was only going to use the car for two weeks before it went back in storage again. The tyre fitting service also offered me a tracking service, which I felt was unwarranted, but at £25 I decided to give it a go anyway. Subsequently, I noticed an increase in grip driving around on the newer tyres (£120 well spent) but I couldn't notice any difference at all in the handling (£25 well wasted).

Having had my Porsche fun, it was a sad moment when I returned the car to storage and disconnected the battery once again. I hope to be back later this summer and this time get involved with a few Porsche events.

Before I wrap up, I thought it may be of interest to tell you about the Porsche scene



### 1994 993 Carrera 2



**Kyle Fortune**  
Warwickshire, UK

**Date acquired:**  
December 2014



**S**o the 991 GT3 RS is mighty, but you knew that. Thing is, I had just as much fun driving the 993 back from the airport as I did driving the new RS around Bilster Berg on the launch. The 993's more useable and enjoyable at the sort of speeds we're allowed on the road.

It's been out and about a fair bit as well – it could use a scrub. I must remember to take more shots of it, too, rather than my parked-in-the-garage-after-a-drive shot that joins most posts I make about it on social media (@Kyle\_Fortune if Twitter's your thing).

It shares garage space with a 205 GTI which I've had forever. Somewhat

perversely, the French car is getting used more since I bought the 993, the Porsche underlining the joy of ownership to me. I'm lucky enough to drive nearly everything as part of my job, but when the latest hot hatch has more than 300bhp on tap, then everything's getting a bit too quick to enjoy.

All of which means I may have to revise my 3,000-mile insurance policy limit on the 993. I've only covered 1,000 of those, mostly in the last six to eight weeks. That said, the cap might be worthwhile.

The list of jobs for it hasn't got any shorter either, but for now, I'll just keep driving it and forgetting to take any pics when I'm out...



over in the Gulf: it isn't like the Porsche scene in the UK for starters! Depreciation is interesting over there. I have been keeping a watch for 997 GT3 models. A 997.1 GT3 can be had for £43,000 (the same price as an early Lamborghini Gallardo), however, I much prefer the 997.2 GT3 – there's a lovely basalt black 2010 example with 20,000 miles going for £55,000 in a neighbouring city to me – great if you can accept LHD cars. Talk of Mezger engines and the last of the manual gearboxes are seemingly lost on folk over there. In the Gulf, everything is about newness and convenience, so a manual gearbox is too much hard work, while DFI engines are more powerful and better than what went before!

That said, the 991 GT3 is holding its price very well; £90,000 for an Agate Grey 2014 car with just over 3,000 miles (this seller is hoping to make a £10,000 profit to anyone wishing to jump the waiting list for a brand new GT3). Mileages are low on these sorts of cars; unlike in the UK where a Porsche is probably a second car, Porsches in the Gulf region serve as fourth or even fifth cars, as roads are not conducive to cars with sports type suspensions. Either way, it's mouth-watering, isn't it?

### 1982 SC & 1989 964 Carrera 4



**Gina Purcell**  
Oxford, UK

**Date acquired:**  
September 2004 &  
April 2014



**W**ith a trick of the tail, my 'Porsche clock' has been wound back 20 years. Steffi the SC is now identical to the spoiler-less non-Sport SC I bought in 1996 and fell in love with. I still love Wolffi the 964 C4, but Steffi has been illuminated by a lithe purity of line that would have got Butzi Porsche's approval.

Robin Dalwood and his team at Westcott Coachworks did a fabulous job of blending the new paint with the old. They also sorted out the corrosion deep in the lower corners of the rear window aperture and inside the rearmost tips of the rear wings/fenders inside the engine compartment. The crowning glory that is the new 911SC badge had its mounting lugs removed and has been attached with double-sided automotive tape, avoiding unnecessary hole drilling.

Change has been wrought elsewhere, as Steffi now sports a stainless Dansk backbox, courtesy of B.S. Motorsport, to replace the current and abrasive-sounding unit. Rowdy exhausts have their place, but my newly flat-backed SC begged for something more restrained, so a slinky purr has replaced it.

Steffi has also received a new set of Porsche-Classic-recommended Continental ContiSportContact tyres, which seemed prudent before her upcoming day in the sun at suspension gurus, Center Gravity. Then to totally spoil her, she's had the wheelarch liners fitted that we obtained last year.

Even though I've only had the car for a week-or-so sans spoiler, I've noticed much less hostility from other road users. It's an easy glory for me to bask in, but Steffi the SC survivor deserves it all.



**1967 912**



**Sean Parr**  
Harpenden, UK

**Date acquired:**  
May 2015

**S**omeone via Instagram asked me for three reasons why I love my 912 so much. I really had to think, not because I couldn't think of three, but because I had to whittle it down! Eventually I came up with its looks, engineering integrity, and the simple fact it is wonderful to drive.

But like I say, it could have been 300 things as all Porsches are amazing, beautiful cars with great engineering – but the old cars, well they have soul, and you can generally have a crack at fixing things on them yourself. I don't know if that will always be the case when the values of the older cars are skyrocketing, but I love it. I've mentioned in this column about some of the crazy things I've done since I've had the car, stripping out the bonnet area, rebuilding the windows and so on, but the most satisfying and straightforward (to a point) was refreshing all the gearshift components, not the gearbox itself but the shift linkages and bushings. The difference was like night and day. However, once I had made it feel perfect, there was one problem. I couldn't get more than two gears at a time. It all turned out to be the final linkage in the shift column right at the back, covered by a very cool louvred cover which you remove to find a universal joint, with a splined column coming out of the actual gearbox which feeds into this UJ. It had been mentioned that it was important to get it absolutely right and to mark it up before you pull it apart to change the bushing, which I did. But, one



millimetre either way, or even on the lateral position makes the gearshift!

I must have spent about three hours in total finding exactly the right place for it to sit, but when I did I had the most enormous satisfaction that 'I did that'. It was a fantastic feeling; these cars were designed by engineers, not accountants, and everything goes together absolutely brilliantly and with millimetric precision, and this was proof positive. Having said that, the first to second gearchange is rather moody, especially when cold, but 50 years of ham-fisted drivers will do that – synchromesh in old cars likes a gentle hand and a full administration of clutch, something which many people

(especially drivers of modern cars) never do. But the rest of the shifts are perfect and add to the driving pleasure, and the fact that you need to consider how you drive and make sure you are matching revs to gearchanges, makes you know you are driving something special in my book!

I guess what I'm saying is, don't be frightened to pull things apart on a Porsche if you fancy having a go – they go together easily. Make sure you take a few photos, write a few notes, read the miles of information on the internet, read any of the millions of 'How To' books and HAVE A GO! It's great fun, incredibly satisfying and it gives you a bond with the car you would otherwise never have.

**1979 930 3.3**



**Richard Klevenhusen**  
Rio de Janeiro, Brazil

**Date acquired:**  
May 2012

**T**hrough Porsche I had the opportunity to meet several people who I could never imagine knowing. In this spirit of fraternisation, the technical centre that serves the Porsche brand in Rio de Janeiro organised a beautiful breakfast on 30 May for all Porsche clients and members of the Rio de Janeiro Porsche Club.

I think the location is different from all I know. The fact that we have a rainforest in the middle of the city facilitates the integration of nature with the city. The site is surrounded by greenery and is extremely welcoming. As usual, we had a sunny day in Rio. We arrived early and were greeted by the local team where a beautiful table awaited us. Gradually several owners of Porsches arrived, which gave a lot of lively and entertaining conversation – not to mention the opportunity to visit the place and enjoy the maintenance and restoration of several cars. The Rio de Janeiro Porsche Club achieved 50 members in only one year and due to all the events that we have been organising in



the last few months, we are increasing and enjoying the 'Porsche Experience'.

The next big event will be our annual Porsche Exhibition that will be held on 19 September. Our goal is to overpass 100

members by the end of the year and have at least one event per month. By the way, Porsche just took over the distribution of the brand in Brazil. We are anxious for news. Enjoy the photos of our cars.



## 1978 911 SC



**Wilhelm Lutjeharms**  
Cape Town,  
South Africa

**Date acquired:**  
January 2015



**F**ollowing Porsche's detailed report last month on the state of my SC, I decided to purchase some parts online through Pelcan Parts and start with this rolling restoration.

After two days of travelling and four flights, a kind colleague returned from the USA with my new sway bar, trailing arm and control arm bushes as well as drop links. I also ordered two books: Adrian Streater's *Porsche 911SC: The Essential Companion* and the Haynes manual for 911s from 1965 to 1989. I've only had time to quickly page through both books but there is no doubt they will be of invaluable use in the future.

By the time you read this, the SC would have been at a specialist where the new bushes would have been fitted. I'm quite excited about the difference it will make to the driving and handling characteristics of the car.

The gearbox that scratches from first to second and sometimes from second to third are really bothering me – I cringe everytime it happens. Fortunately it only happens when the gearbox is cold. Having covered 160,000 miles, it is in need of an overhaul, but then I might as well overhaul the engine and transmission at the same time... which will be a rather expensive job!

## 2003 996 Turbo



**Joel Newman**  
London, UK

**Date acquired:**  
April 2014



**T**his month it was time for my long overdue full geometry set-up, an essential step once you have replaced any major components of your suspension, or like me, quite a few.

I have previous experience of geometry set-ups – my 996 C4 had its handling vastly improved a couple of years back in just a couple of hours. At the time I was amazed by what a difference these subtle changes to the caster, camber and toe made to the feel of the car and its behaviour on the limit. Considering the cost, it was absolutely one of the best enhancements I made to that vehicle. Sometimes instead of making things go faster, you need to make the best possible use of what you already have!

Back to RPM Technik I went with the Turbo, the specialist who had done the work to my old 911, but with a cup of coffee in hand

and camera poised, I soon learnt not much was going to be happening. It turned out my lower suspension arm bushes had eroded to the point of virtual invisibility – they would need to be replaced before any meaningful and accurate improvements could be made. Shame, but the parts are now ordered and the return date is booked in the calendar.

While I was there I also had a chat with RPM's chief buyer, who made me feel rather good about the prospects for my Turbo in terms of resale value. Give it another year and I could be looking at a car worth north of £35,000, maybe more! Not bad considering I spent £25,000 less than a year ago. Lets just forget the £10,000 (at least) I've spent in the past 12 months on a clutch, exhaust, brakes, wheels, and tyres. This actually means I may get my money back for once, if nothing else goes wrong! A first for this man!



## 1999 996 Carrera 4

**Rob Clarke**  
Bristol, UK

**Date acquired:**  
February 2014

**My highlight this month was experiencing a Nine Excellence 996, owned by a fellow TIPEC member. His car has had the 9e32 package with lightened flywheel and Turbo blankets. This car is unbelievable.**

Apparently 9e don't quote bhp, but the owner reckoned the Turbo's 420bhp had been upgraded to 600-630 – resulting in great acceleration from any speed and in any gear.

We were in the dry and the car was struggling to put the power down with a brief slip before power was transferred to the front diff. The claimed performance increase is circa a 1/3rd quicker. The exhaust note was fantastic and I would prefer to have a sporty exhaust with a few extra BHP, rather than that amount of power increase. But the 9e exhaust comes with a remote keyfob so you can close some flaps that route the exhaust gases via the main silencer and reduce the noise levels.

It's not often I get to use the car at weekends, but this weekend was different. One of the mechanics who works on my car is into motorsports and he was in a rallycross event in Pembrey, so having not ever been to a live rallycross event, I decided to go. This was an early start at 7am to get to the track ready for the practice session, so we hit the M4 and headed over to Wales. The Severn Bridge was an indicator for something interesting on our journey: the Brynglas tunnels. This was my first 'Tunnel' run and at 370 metres the Brynglas tunnel is quite short, but long enough to drop a few cogs, open the window and hit the throttle. However, on the way to Pembrey the tunnel had a 50 miles per hour speed limit, but the return journey was a better affair, so we did the same procedure and hit the throttle. Hopefully we will go back to Pembrey so we can do another tunnel run!



Journey Time hh:mm	1:13
Distance mils	29.9
Average Speed mph	26
Fuel Mileage mpg (UK)	20.4



**2003 996 Turbo**  
**Ray Chandler**  
Surrey, UK  
**Date acquired:**  
August 2011

**A**s the owner of a new CAT 6 diesel-engined S Class Mercedes, I've been listening to the accusations towards diesel engine emissions with interest. As someone who has taught Computer Science, I know that allegations of embedded software routines buried in the engine management system, which recognise when emissions tests are performed and then adapt the engine parameters to conform to the published data, are readily achievable.

Whether that is the case is not for me to say. But thinking about the current emissions furore made me consider the parallel data – fuel consumption figures for my 996TT. To be precise, I wondered how much routing would affect my consumption figures. My GPS defaults to using motorways and it's reasonable that motorways would give the best figures. But how much of a difference would it make? I planned two routes from my home in Surrey to Cliveden in West Berkshire.

The outward run would take me along 'A' roads or lower, whilst the return journey would use the motorways. The 'A' road outward leg, observing all the speed limits which ranged from 20 to 70 miles per hour, took an hour and a distance of 29.1 miles. On leaving Cliveden we got straight on to the M4 and journeyed back on that and the M25 which, for once, was not the usual giant car park. That took 49 minutes but was a bit further at 37 miles. And the results? On the outward track we achieved just 20.4 mpg whilst on the motorway we achieved 30.7. And the conclusion? Quantitatively it's clear – use motorways for fuel efficiency, and not much else. Qualitatively – if you enjoy a driving experience, use the rural routes.

**2011 997.2 GT3 RS & 2015 991 GT3**



**Tony McGuinness**  
San Diego, USA

**Dates acquired:**  
February 2011 & December 2014



**I** can finally announce that I hit the magical 2,000-mile mark on my 991 GT3. I say "magical" because that is the number of miles Porsche Cars North America recommends you drive before you take the car up to 9,000rpm. I did mention in a previous issue that not everyone agrees with the need to wait until 2,000 miles. However, I followed the recommendations of the owner's manual and I was not disappointed.

With the break-in complete, I took the GT3 up into the back hills in San Diego County, where I let the car climb some twisty mountain roads to safely push it on some long, smooth straights. So how does it sound when you take it up to 9,000 rpm? My God, the sound is better than I imagined.

I realise intoxicating is a word that gets thrown around when discussing a 911, but that is exactly what this 991 GT3 is. Does it sound better than my GT3 RS? That is a debatable question. I wouldn't say it sounds better, it just sounds fantastic in its own way. The problem is, once you hit 9,000 rpms, you want to continually hit 9,000 rpms, and that isn't possible as you will be pushing speeds that will raise the ire of the local Deputy Sheriff.

This was a short trip that let me push the 991 GT3 for the first time, but a longer trip is coming. I will test it on the roads I know so well in my GT3 RS – that upcoming drive is something I am very much looking forward to. A drive that challenges me in my RS will enable me to truly compare both 911s.



**2005 997.1 Carrera S**



**Chris Wallbank**  
Leeds, UK

**Date acquired:**  
November 2012

**U**nfortunately it's been a quiet few weeks for the 997 Cab – in fact it has only made it out of the garage to be washed! This is mainly due to me being so busy with photoshoots for various events, including the Le Mans 24-hour along with a few other Porsches. I've wanted a proper road trip for a while and what better excuse than Le Mans 24-hour?

In other news, while my the 997 C2S was on the ramps for a new brake fitting last month, I noticed that all my tyres were nearly on the limit with the common issue of uneven wear on the inner edges at the rear. So I'm deciding which tyres to go for and with my Porsche being out of warranty, I'm tempted to go for non N-rated Toyo's. I'll explain why next month!



**1984 3.2 Carrera**



**Maurice van den Tillaard**  
The Netherlands

**Date acquired:**  
October 2014

**I**n my last report I wrote that I was preparing for another trip to southern France.

**Unfortunately I had to postpone my driving adventure, but it will happen later this year.**

To make up for this, we drove my 911 to this year's Spa Classic. We enjoyed seeing a few 934's and 935's at the Francorchamps track, but my highlight is always the Group C race which also has several Porsches in it. The sounds are mind blowing. I also told about a possible deal to obtain a low-mile

996 Turbo last time. Unfortunately that didn't work out either, as I was too late. Someone else fetched the car away, even though it wasn't really up for sale. Somehow I still have water-cooled fever and I have several people interested in buying my 1984 car at this moment.



2007  
997.1 GT3



**Ben Przekop**  
Georgia, USA

**Date acquired:**  
July 2012

**M**y son spoke with passionate conviction as he said, "Dad, you absolutely have to go. I mean, how many times in your life will you get an invitation that reads, 'Please meet by the 917 in the lobby.'"

The invitation I received was from my friend Mark Venti, the general manager of Hennessy Porsche, who wanted to treat his key employees, as well as some longtime customers, to an evening at the new headquarters of Porsche Cars North America here in Atlanta, which had just had its Grand Opening the prior week. Although attending the mid-week event was going to require some 'creative business travel', I am very glad I went! The evening started in the lobby with cocktails by the iconic Gulf Blue #20 917 on loan from the Porsche Museum, along with other significant race cars we would soon see in other parts of the stunning 13,000 square foot facility. Mark and Peter Hennessy welcomed us to the event, and then Joe Lawrence, the COO of PCNA, related the story of how PCNA had conceived the new \$100 million facility as not only a company headquarters, but a special place for all of the extended Porsche family.



This meant that the 27-acre facility adjacent to the Atlanta airport would have a 1.6-mile driver development track, with a restoration shop, gift shop, meeting facilities and a world-class restaurant. We were then treated to tours of the Handling Circuit as PCNA Sport Driving School instructors took us for hot laps in Panameras and 911s, followed by dinner in 'Restaurant 356' which overlooks the track. As a memento

of the occasion, guests received a beautiful book called *Porsche in America*, which covers the history of the company in the US, from the early 1950's right up to the opening of the new headquarters on May 7. For Porsche lovers, evenings out don't get much better than this! My heartfelt thanks to Hennessy Porsche and PCNA for hosting this wonderful event, and for inviting me to be part of the family.

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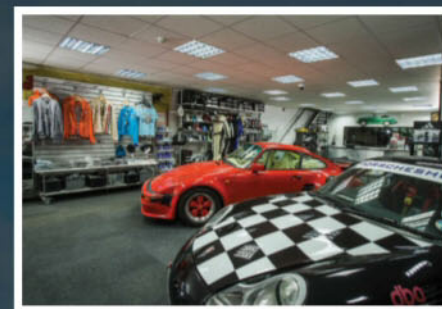


# PREMIER PORSCHE

Everything you need for your 911

## Porscheshop

The world's premier independent parts specialists talk to Total 911



## Data file

Full specs & data of every 911, including all generations of Speedster, can be found beginning on **page 86**



## Plus

94

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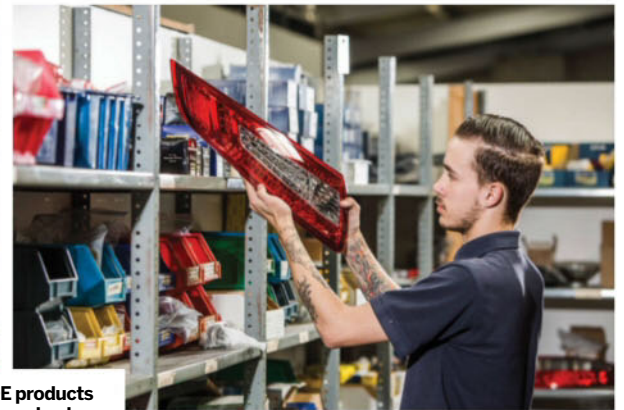
# PORSCHESHOP

The UK-based Porsche parts specialists know what it takes to construct rip-roaring 911s. We investigate further at their Midlands headquarters

Written and photographed by **Ali Cusick**







The list of OE products for sale at Porscheshop is exceptional. If you can think of it, the chances are Porscheshop have got it and can supply parts or fit to your needs



I've not actually been to Porscheshop for a good few years now, but the minute I walk through the door owner Ian Heward is welcoming me like an old friend. Long-term readers may recall the Halesowen based specialist from **Total911**'s earliest editions, and though we've featured a few of their creations over the years, it has been a long while since we've dropped in. It's all change now, as over a good chat we take the opportunity to catch up with their current work and projects.

But first, a little bit of a history lesson to start: Porscheshop was set up in Halesowen on the cusp of 1992/1993 by Ian Heward. They began as a mail order parts company shipping internationally, but a service bay was soon added, with an OPC trained technician, and the company developed into what it is today. In 2015, now in a much larger modern unit with a showroom, parts store and workshops, they cater for everything the 911 owner could want, from 1965 cars right to today's models. "As the name says, we try to be a one stop shop for Porsche fans," Explains Ian. "Whether you fancy a Steve McQueen t-shirt or a keyring, right through to a set

of MAHLE pistons, stainless exhaust or perhaps want to discuss a restoration, we're here and are happy to chat and advise".

Stereotypically, 911s aren't really considered cheap to maintain, but Ian's ethos with Porscheshop has always been in making them open to all. "Our core customer is the owner-enthusiast and we're all about affordability" explains Ian. "We're all enthusiasts ourselves and believe everyone can afford and enjoy owning a 911, and our aim is to always provide OE and quality parts, affordably, so people are able to enjoy their cars". With repeated wins as Parts Supplier of the Year in the 911UK awards, clearly that ethos is working, but it is only one side to their work. Menu priced servicing does its bit to ease running costs, but it isn't just a quick in-and-out. "Some places are all about the basics being covered; fluids and a stamp in the book – that's it," Says Heward. "Here, we'll look at the whole picture, too. We'll look around the car and if we notice something amiss, we'll point it out whilst we've got it in, preventing any escalating bills in the future".

Sales cars come through too, including their current showpiece, a gorgeous one-owner 1986

Flatnose in RHD – lined up for Coys in September, it has just had an appraisal and is available now if you're wise. Its a known car to Ian and nicely original, with a great back story and lots of history.

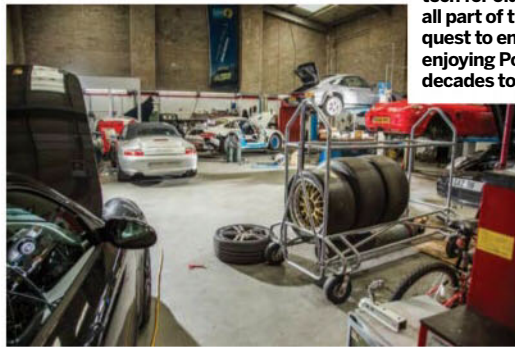
Their open minded projects also have evolved from the early days. Using factory parts, they've done everything from fitting 997 facelifts to 996s for customers, or straight forward 997 Gen1 to Gen2 upgrades and the ever popular GT3 look to 996 and 997. Facelifts may not appeal to all but many project ideas originated from customers realising their cars had depreciated more than they'd realised. To get into another new one meant a large chunk of money but for much less, their current car could be revitalised or have its character altered as the customer wished.

It isn't just cosmetics they dabble with, either; who could forget their 997 EuroCupGT, **Total911**'s car of the year in 2010. Basically a manual 997 Carrera with throttle bodies, remap, EuroCup exhaust and a lightweight flywheel – plus a fully graphical GT3 RS style bodykit, featuring a carbon roof – it was certainly a head turner. Leave aside the love it or hate it bodywork though (it





The servicing bay and workshop has witnessed remarkable growth in recent years. Testing new tech for old vehicles is all part of the company's quest to ensure we're all enjoying Porsches for decades to come



## “We’re all about affordability. We believe everyone can afford and enjoy owning a Porsche 911”

was built for attention, don't forget) and that car demonstrated the smartest money you could spend on an early 997. For less than £5,000, fitted, you suddenly had a car who's character made you want to drive it hard, like you would a GT3 – but for a fraction of the cost.

Then came a Turbo Gen 1 997, a less aggressive version of the EuroCup car, and now onto their current project, the EuroCupGT RST. “Basically, that car is a PlayStation on wheels,” Ian jokes. It is a 997 C4 shell, seam welded, then caged, with a 996 Turbo engine, six-speed sequential ‘box, Motec management, Motec electronic dash and PDM unit, that all talk to each other and collect data. It is the peak of motorsport technology, giving a variable vane turbo feel to the pre-variable vane engine, plus instant data logging. Made for endurance racing or Britcar, the car was about to leave on the day of my visit for its first proper track test. “The aim is to develop the electronic dash and car controls as plug in and play for road cars,” Ian reveals.

Which leads on to another project underway that is hidden in the corner of their workshop. “This will be a clean room, where we’re about to test and develop components that work with the ethanol based fuels” says Ian. “We’re going to look at developing the tech we can offer through the new GT RST car that we can transfer back to the earlier vehicles, like smaller alternators, or even specific catalytic converters and much more besides, so we can all still enjoy getting the most from the cars for as long as possible.”

Porscheshop like to give back to the scene and have been fervent supporters of PCGB motorsport for years. Petrolheads can't help but be aware of Nick Tandy's win at Le Mans and Porscheshop justifiably proudly had a hand in getting Nick there, providing a car and sponsoring him with clothing in the Konrad team in the Carrera Cup for 2010/11. We all know what Nick did since via his columns in **Total911**, of course, but once he moved up the ladder to being a Porsche Works driver, Porscheshop

### Company profile

- **Owner:** Ian Heward
- **First opened:** December 1992
- **Location:** The Porscheshop, Block 2 Unit 4, Shenstone Trading estate, Halesowen, West Midlands, B63 3XB
- **Most popular product sold:** Probably cosmetics such as DRL's/LED kits, but this all heavily depends on the customer
- **Most bizarre product sold:** Pink Pig moneyboxes
- **Interesting fact about the business:** We sponsored Nick Tandy as part of Konrad Team in 2010/11

### Contact

- **Website:** [www.porscheshop.co.uk](http://www.porscheshop.co.uk)
- **Telephone:** +44 (0)121 585 6088



continued involvement with Konrad and the late Sean Edwards.

It is the constant enthusiasm for owners to get their cars out, get them moving and to enjoy them, that is the overriding theme at Porscheshop. Be it a PCGB event, driving tour, hillclimb or competitive Carrera Cup race season, Ian and his team want to be part of it, and you can most definitely be involved in your 911 as well. **911**



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# Data file

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

911s in the data file are organised in rows according to release date, beginning with the very first model in 1964. Many models were available in Coupe, Targa and Cabriolet forms, with the option of automatic transmission. 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 Sept 2015. The last was for June '15.

## Ratings: ★★★★★

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

**Sales debate:** How will Porsche's decision to go turbocharged affect 991 prices?



We Porsche 911 fans are notoriously set in our ways. The gradual pervasion of the PDK gearbox through the upper echelons of the current 911 range brought many cries of derision (and a hefty price hike on earlier generations of GT3), while some enthusiasts still haven't come to terms with the switch to water-cooling. So, how will the almost certain move towards turbocharging on the 991.2 affect prices of the first generation cars in the short term?

"As yet it's not having an effect," explains Porsche Bournemouth sales executive Karl Meyer. "I'd say less than 15 per cent of our customers have even asked about it [the new car]."

Meyer points out that, historically, Porsche has always been a master at controlling residual values when a facelift model is released. However, given the huge step-change expected, he wouldn't be surprised if 991 Gen1 depreciation slowed down a little: "A 991 GTS or 991 C2S could be seen as the last of the naturally aspirated cars," he points out.

Greig Daly, Sales Director at independent specialist RPM Technik,

agrees: "In the short term, it will probably shore up prices of the 991s. I don't think they will go up in value though as there's just way too many of them." Volume is also a key factor in Meyer's argument, pointing out that, unlike GT3 values, "the [Carrera] market behaves a bit differently."

"The nearest you can compare it to is the 996. That was the biggest change for the company ever yet 993s continued to fall at the normal rate. People talked but prices didn't follow," explains Meyer. The Porsche Bournemouth expert feels it will take "10, 15, 20 years" until 991 Carreras start appreciating because of the turbocharged effect. "That's when collectors get their teeth into it," he points out.

Again, Daly concurs, explaining that, in the short-term, the 991 will continue to depreciate, especially once the first facelifted models begin to trickle onto the second-hand market. RPM Technik's Sales Director does feel that "Gen1 991s may not depreciate at the savage rates they have been doing" in recent times, though. In this respect, the next few years may well be a good time to think about getting yourself into a nearly new 911.

## (O series) — 911 2.0-litre 1964-67



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

**Production numbers:** 9,250  
**Issue featured:** 123  
**Engine capacity:** 1,991cc  
**Compression ratio:** 9.0:1  
**Maximum power:** 130bhp @ 6,100rpm  
**Maximum torque:** 149Nm @ 5,200rpm  
**0-62mph:** 8.3sec

**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

★★★★★

## (O & A series) — 911S 1967-68



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

**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:** 8.0sec

**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

★★★★★

## (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:** 7.0sec

**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

★★★★★

## (C & D series) — 911S 1969-71



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

**Production numbers:** 4,691  
**Issue featured:** 120  
**Engine capacity:** 2,195cc  
**Compression ratio:** 9.8:1  
**Maximum power:** 180bhp @ 6,500rpm  
**Maximum torque:** 199Nm @ 5,200rpm  
**0-62mph:** 6.6sec

**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:** 5.6sec

**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:** 7.5sec

**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:** 7.0sec

**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

★★★★★

## (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:** 6.3sec

**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

★★★★★



## (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: 8.4sec

**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 &amp; B series)

**911T 1967-69**

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

**Production numbers:** 6,318  
**Issue featured:** 127  
**Engine capacity:** 1,991cc  
**Compression ratio:** 8.6:1  
**Maximum power:** 110bhp @ 5,800rpm  
**Maximum torque:** 156Nm @ 4,200rpm  
0-62mph: 8.8sec (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: 7.6sec

**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: 7.0sec (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

★★★★★

## (C &amp; 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: 7.0sec (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: 7.5sec

**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 carburetors 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: 7.6sec

**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

★★★★★

## (E series)

**911S 1972**

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

**Production numbers:** 5,054 (including 1973)  
**Issue featured:** 120  
**Engine capacity:** 2,341cc  
**Compression ratio:** 8.5:1  
**Maximum power:** 190bhp @ 6,500rpm  
**Maximum torque:** 211Nm @ 5,200rpm  
0-62mph: 6.6sec

**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

★★★★★

## (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: 6.6sec

**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

★★★★★

## (F series)

**911T 1973**

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

**Production numbers:** 16,933 (including E series)  
**Issue featured:** 127  
**Engine capacity:** 2,341cc  
**Compression ratio:** 7.5:1  
**Maximum power:** 130bhp @ 5,600rpm  
**Maximum torque:** 197Nm @ 4,000rpm  
0-62mph: 7.6sec

**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

★★★★★

## (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: 5.3sec

**Top speed:** 152mph  
**Brakes:** Front: 300mm discs; Rear: 300mm 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:** 121  
**Engine capacity:** 2,687cc  
**Compression ratio:** 8.0:1  
**Max power:** 148bhp @ 5,700rpm (165bhp from '76)  
0-62mph: 8.5sec  
**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

★★★★★

## (I &amp; 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:** 125  
**Engine capacity:** 2,994cc  
**Compression ratio:** 8.5:1  
**Maximum power:** 197bhp @ 6,000rpm  
**Maximum torque:** 255Nm @ 4,200rpm  
0-62mph: 6.3sec

**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: 5.5sec

**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)

★★★★★

**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:** 116  
**Engine capacity:** 3,299cc  
**Compression ratio:** 7.0:1  
**Maximum power:** 300bhp @ 5,500rpm  
**Maximum torque:** 412Nm @ 4,000rpm

**0-62mph:** 5.4sec  
**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:** 127  
**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:** 6.5sec  
**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)

★★★★★



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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:** 116  
**Engine capacity:** 3,299cc  
**Compression ratio:** 7.0:1  
**Maximum power:** 300bhp @ 5,500rpm  
**Maximum torque:** 432Nm @ 4,000rpm  
**0-62mph:** 5.4sec  
**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)

★★★★★

## 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:** 5.6sec

**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 updated and LSD standard.

**Production numbers:** 340  
**Issue featured:** 126  
**Engine capacity:** 3,164cc  
**Compression ratio:** 10.3:1  
**Maximum power:** 231bhp @ 5,900rpm  
**Maximum torque:** 284Nm @ 4,800rpm  
**0-60mph:** 5.1sec

**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

★★★★★

## 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:** 5.7sec

**Top speed:** 162mph

**Brakes:**  
Front: 288mm 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

★★★★★

## 964 Turbo S 1992-93



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

**Production numbers:** 81  
**Issue featured:** 108  
**Engine capacity:** 3,299cc  
**Compression ratio:** 7.0:1  
**Maximum power:** 381bhp @ 6,000rpm  
**Maximum torque:** 490Nm @ 4,800rpm  
**0-62mph:** 4.6sec

**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 light weight Turbo bodysell, 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:** 4.9sec

**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:** 5.6sec

**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:** 5.8sec

**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: 4.6sec

**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



## 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: 3.9sec  
**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:** 124  
**Engine capacity:** 3,164cc  
**Compression ratio:** 10.3:1  
**Maximum power:** 231bhp @ 5,900rpm  
**Maximum torque:** 284Nm @ 4,800rpm  
0-60mph: 6.0sec

**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



## 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: 4.6sec

**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:** 119  
**Engine capacity:** 3,600cc  
**Compression ratio:** 11.3:1  
**Maximum power:** 250bhp @ 6,100rpm  
**Maximum torque:** 310Nm @ 4,800rpm  
0-62mph: 5.6sec

**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:** 1,350kg



## 964 Turbo 1991-92



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

**Production numbers:** 3,660  
**Issue featured:** 116  
**Engine capacity:** 3,299cc  
**Compression ratio:** 7.0:1  
**Maximum power:** 320bhp @ 5,750rpm  
**Maximum torque:** 450Nm @ 4,500rpm  
0-62mph: 5.4sec

**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



## 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



## 964 RS 1991-92



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

**Production numbers:** 2,405  
**Issue featured:** 116  
**Engine capacity:** 3,600cc  
**Compression ratio:** 11.3:1  
**Maximum power:** 260bhp @ 6,100rpm  
**Maximum torque:** 310Nm @ 4,800rpm  
0-62mph: 5.4sec

**Top speed:** 162mph  
**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 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: 5.5sec

**Top speed:** 161mph  
**Brakes:** Front: 320mm discs; Rear: 299mm discs  
**Wheels & tyres:** Front: 7x17-inch; 205/50/ZR18  
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:** 120  
**Engine capacity:** 3,600cc  
**Compression ratio:** 7.5:1  
**Maximum power:** 360bhp @ 5,500rpm  
**Maximum torque:** 520Nm @ 4,200rpm  
0-62mph: 4.8sec

**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: 5.7sec

**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 wing and two cloth sports seats, with just four options: air-con, sunroof, 90 per cent locking rear differential and stereo.

**Production numbers:** 701  
**Issue featured:** 102  
**Engine capacity:** 3,600cc  
**Compression ratio:** 11.3:1  
**Maximum power:** 250bhp @ 6,100rpm  
**Maximum torque:** 310Nm @ 4,800rpm  
0-62mph: 5.5sec

**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



## 993 Carrera 4S 1995-96



The 4S was effectively a C4 with a Turbo wide bodyshell, albeit lacking a fixed rear wing. Also boasted Turbo suspension, brakes and Turbo look wheels.

**Production numbers:** 6,948  
**Issue featured:** 109  
**Engine capacity:** 3,600cc  
**Compression ratio:** 11.3:1  
**Maximum power:** 285bhp @ 6,100rpm  
**Maximum torque:** 340Nm @ 5,250rpm  
0-62mph: 5.3sec

**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 300bhp, fed to the rear wheels only.

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

**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 wings and bolt-on arch extensions.

**Production numbers:** 173  
**Issue featured:** 121  
**Engine capacity:** 3,600cc  
**Compression ratio:** 8.0:1  
**Maximum power:** 430bhp @ 5,750rpm  
**Maximum torque:** 540Nm @ 4,500rpm  
0-62mph: 3.9sec

**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: 4.3sec

**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





### 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:** 5.4sec

**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

★★★★★

### 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:** 4.1sec

**Top speed:** 186mph  
**Brakes:** Front: 320mm discs; Rear: 322mm discs  
**Wheels & tyres:** Front: 8x18-inch; 225/40/R18  
 Rear: 10x18-inch; 285/30/R18  
**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:** 5.2sec

**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:** 5.2sec

**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:** 124  
**Engine capacity:** 3,596cc  
**Compression ratio:** 11.3:1  
**Maximum power:** 320bhp @ 6,800rpm  
**Maximum torque:** 370Nm @ 4,250rpm  
**0-62mph:** 5.1sec

**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 updated turbocharged engine and suspension. PCCB was standard. Revised ECU later gave an extra 21bhp.

**Production numbers:** 1,287  
**Issue featured:** 127  
**Engine capacity:** 3,600cc  
**Compression ratio:** 9.4:1  
**Maximum power:** 462bhp @ 5,700rpm  
**Maximum torque:** 620Nm @ 3,500-4,500rpm  
**0-62mph:** 4.1sec

**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:** 5.0sec

**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

★★★★★

### 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:** 5.0sec

**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

★★★★★

### 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:** 4.4sec

**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

★★★★★

### 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:** 4.2sec

**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:** 5.0sec

**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:** 4.8sec

**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

★★★★★

### 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:** 117  
**Engine capacity:** 3,600cc  
**Compression ratio:** 9.8:1  
**Maximum power:** 480bhp @ 6,000rpm  
**Maximum torque:** 620Nm @ 1,950-5,000rpm  
**0-62mph:** 3.9sec

**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:** 117  
**Engine capacity:** 3,600cc  
**Compression ratio:** 12.0:1  
**Maximum power:** 415bhp @ 7,600rpm  
**Maximum torque:** 405Nm @ 5,500rpm  
**0-62mph:** 4.3sec

**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

★★★★★

### 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:** 4.2sec

**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

★★★★★

### 997 GT2 2007-09



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

**Production numbers:** 1,242  
**Issue featured:** 127  
**Engine capacity:** 3,600cc  
**Compression ratio:** 9.0:1  
**Maximum power:** 530bhp @ 6,500rpm  
**Maximum torque:** 680Nm @ 2,200-4,500rpm  
**0-62mph:** 3.7sec

**Top speed:** 204mph  
**Brakes:** Front: 380mm discs; Rear: 350mm discs  
**Wheels & tyres:** Front: 8.5x19-inch; 235/35/ZR19  
 Rear: 12x19-inch; 325/30/ZR19  
**Length:** 4,469mm  
**Width:** 1,852mm  
**Weight:** 1,440kg

★★★★★



**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 upgraded.

**Production numbers:** 1,858  
**Issue featured:** 117  
**Engine capacity:** 3,600cc  
**Compression ratio:** 11.7:1  
**Maximum power:** 360bhp @ 7,200rpm  
**Maximum torque:** 370Nm @ 5,000rpm  
0-62mph: 4.8sec

**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 wing, plus part-fixed, part-retractable rear wing. Different engine to naturally aspirated 3.6-litre 996 unit.

**Production numbers:** 20,499  
**Issue featured:** 114  
**Engine capacity:** 3,600cc  
**Compression ratio:** 9.4:1  
**Maximum power:** 420bhp @ 6,000rpm  
**Maximum torque:** 560Nm @ 2,700-4,600rpm  
0-62mph: 4.2sec

**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:** 1,540kg

**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: 4.9sec

**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 wings. Suspension lowered and upgraded, 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: 4.5sec

**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: 5.1sec

**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 accommodate for wider rear wheels and tyres.

**Production numbers:** 30,973  
**Issue featured:** 111  
**Engine capacity:** 3,824cc  
**Compression ratio:** 11.8:1  
**Maximum power:** 355bhp @ 6,600rpm  
**Maximum torque:** 400Nm @ 4,600rpm  
0-62mph: 4.8sec

**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

**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:** 345hp @ 6,500rpm  
**Maximum torque:** 390Nm @ 4,400rpm  
0-62mph: 4.9sec

**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

**Gen2 997 C2 S 2008-12**

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

**Production numbers:** 15,000  
**Issue featured:** 61  
**Engine capacity:** 3,800cc  
**Compression ratio:** 12.5:1  
**Maximum power:** 385hp @ 6,500rpm  
**Maximum torque:** 420Nm @ 4,400rpm  
0-62mph: 4.7sec

**Top speed:** 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:** 345hp @ 6,500rpm  
**Maximum torque:** 390Nm @ 4,400rpm  
**0-62mph:** 5.0sec

**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



## Gen2 997 C4S 2008-12



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

**Production numbers:** 7,910 (Coupe)  
**Issue featured:** 111  
**Engine capacity:** 3,800cc  
**Compression ratio:** 12.5:1  
**Maximum power:** 385hp @ 6,500rpm  
**Maximum torque:** 420Nm @ 4,400rpm  
**0-62mph:** 4.7sec

**Top speed:** 185mph  
**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 wing and large Fuchs wheels.

**Production numbers:** 250  
**Issue featured:** 57  
**Engine capacity:** 3,800cc  
**Compression ratio:** 12.5:1  
**Maximum power:** 408hp @ 7,300rpm  
**Maximum torque:** 420Nm @ 4,200-5,600rpm  
**0-62mph:** 4.6sec

**Top speed:** 187mph  
**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:** 125  
**Engine capacity:** 3,996cc  
**Compression ratio:** 12.6:1  
**Maximum power:** 500hp @ 8,250rpm  
**Maximum torque:** 460Nm @ 5,750rpm  
**0-62mph:** 3.9sec

**Top speed:** 193mph  
**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 with more power and higher level of standard equipment including PCCB, centre-lock wheels, crested sports seats and Sport Chrono Plus.

**Production numbers:** 2,000  
**Issue featured:** 123  
**Engine capacity:** 3,800cc  
**Compression ratio:** 9.8:1  
**Maximum power:** 530hp @ 6,250-6,750rpm  
**Maximum torque:** 700Nm @ 2,100-4,250rpm  
**0-62mph:** 3.3sec  
**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



## 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:** 350hp @ 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 40bhp. 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 and rear wing, revised PASM, centre-lock wheels and better brakes. 2010 MY GT3s recalled to fix rear hubs.

**Production numbers:** 2,200  
**Issue featured:** 117  
**Engine capacity:** 3,800cc  
**Compression ratio:** 12.2:1  
**Maximum power:** 435hp @ 7,900rpm  
**Maximum torque:** 430Nm @ 3,250rpm  
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

★★★★★

## Gen2 997 Turbo 2009-13



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

**Production numbers:** 3,800  
**Issue featured:** 116  
**Engine capacity:** 3,800cc  
**Compression ratio:** 9.8:1  
**Maximum power:** 500hp @ 6,000rpm  
**Maximum torque:** 650Nm @ 1,950-5,000rpm  
0-62mph: 3.4sec

**Top speed:** 194mph  
**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

★★★★★

## Gen2 997 GT3 RS 2009-12



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

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

**Top speed:** 192mph  
**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:** 408hp @ 7,300rpm  
**Maximum torque:** 420Nm @ 4,400-5,600rpm  
0-62mph: 4.4sec

**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

★★★★★

N/A

## 997 918 Edition 2010



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

**Production numbers:** 121  
**Issue featured:** 74  
**Engine capacity:** 3,800cc  
**Compression ratio:** 9.8:1  
**Maximum power:** 530hp @ 6,250-6,750rpm  
**Maximum torque:** 700Nm @ 2,100-4,250rpm  
0-62mph: 3.3sec  
Top speed: 195mph

**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:** 620hp @ 6,500rpm  
**Maximum torque:** 700Nm @ 2,500-5,500rpm  
0-62mph: 3.5sec

**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:** 408hp @ 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

★★★★★

## 997 C4 GTS 2011-12



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

**Production numbers:** Unknown  
**Issue featured:** 125  
**Engine capacity:** 3,800cc  
**Compression ratio:** 12.5:1  
**Maximum power:** 408hp @ 7,300rpm  
**Maximum torque:** 420Nm @ 4,200-5,600rpm  
0-62mph: 4.6sec

**Top speed:** 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: 1,480kg

★★★★★

## 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:** 400hp @ 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

★★★★★

## 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:** 350hp @ 7,400rpm  
**Maximum torque:** 390Nm @ 5,600rpm  
0-62mph: 4.9sec

**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:** 400hp @ 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

★★★★★

## 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:** 124  
**Engine capacity:** 3,800cc  
**Compression ratio:** 12.9:1  
**Maximum power:** 405hp @ 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:** 400hp @ 7,400rpm  
**Maximum torque:** 440Nm @ 5,600rpm  
0-62mph: 4.5sec

**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

★★★★★

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:** 430hp @ 7,500rpm  
**Maximum torque:** 440Nm @ 5,750rpm  
0-62mph: 4.0sec

**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:** 125  
**Engine capacity:** 3,800cc  
**Compression ratio:** 12.5:1  
**Maximum power:** 430hp @ 7,500rpm  
**Maximum torque:** 440Nm @ 5,750rpm  
0-62mph: 4.4sec

**Top speed:** 188mph  
**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-



Uses Turbo's ultra wide body and packs a revised four litre DFI engine over the 991 GT3. Lighter than a GT3 thanks in part to a magnesium roof and front bonnet.

**Production numbers:** 42 (UK)  
**Issue featured:** 128  
**Engine capacity:** 3,996cc  
**Compression ratio:** 12.9:1  
**Maximum power:** 500hp @ 8,250rpm  
**Maximum torque:** 460Nm @ 6,250rpm  
0-62mph: 3.3sec

**Top speed:** 193mph  
**Brakes:**  
Front: 380mm discs;  
Rear: 380mm discs.  
**Wheels & tyres:**  
Front: 9.5x20-inch;  
265/35/ZR20  
Rear: 12.5x21-inch;  
325/30/ZR21  
Length: 4.545mm  
Width: 1,880mm  
Weight: 1,420kg

★★★★★



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## 1989 Porsche Speedster

Matching numbers, with 58,240 miles on the odometer. In its original special order color code #55 linen grey metallic with black interior. Beautiful color combination, desirable wide body turbo look. Equipped with a five-speed G50 transmission and air conditioning. One of only 823 that came to the United States.

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1960 Porsche 356B Roadster  
Factory black with black interior and black canvas soft top. Highly collectible and has had the same elderly owners for many years. ....\$137,500



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White with black interior. This car has had the same owner since 1988. It's an excellent restoration candidate with tons of potential. ....\$59,500



1962 Porsche 356B Coupe  
Slate grey with black interior, a great color combination. This car comes with the spare tire and jack and is mechanically sound. ....\$47,500



1969 Porsche 912  
Long wheelbase in polo red with black interior. Equipped with a five-speed manual transmission. This car had the same owner for many years. ....\$36,500



1986 Porsche 911 Carrera Targa  
Matching numbers black with black interior, this car comes equipped with a five-speed manual transmission and power windows. ....\$32,500



1987 Porsche 911 Cabriolet  
Burgundy with black interior. Equipped with a five-speed manual G50 transmission, power windows, air conditioning and Fuchs wheels. . \$32,500



1989 Porsche 911 Carrera Targa  
Black with black interior. Equipped with a five-speed G50 transmission, power windows, power seats, air conditioning and original window sticker. ....\$32,500



1983 Porsche Carrera Cabriolet  
White with black interior. Equipped with a five-speed manual transmission and power windows. This car is part of the first year of the 911 cabriolets. ....\$29,500



1973.5 Porsche 911T Targa  
Original light yellow with black interior. Equipped with a manual transmission and Fuchs wheels. Excellent candidate for restoration. ....\$29,500



1979 Porsche 911SC Targa  
Red with black interior. Solid floor pan and battery box. Could use some minor cosmetics, same owner for many years, mechanically sound. ....\$22,750



1989 Porsche 911 Carrera Targa  
Matching numbers in silver with black interior. Equipped with a five-speed G50 transmission and air conditioning, and it has a straight body. ....\$21,750



1967 Porsche 912 Coupe  
Polo red with black interior. This car is equipped with a manual transmission, and it comes with the spare tire and is mechanically sound. ....\$16,750

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1995 PORSCHE 993 3.6 TURBO - RHD  
Guards Red. Black full leather interior. 18" Hollow spoke alloys. Electric Sun Roof. Air conditioning. Only 31,300 miles.



1993 PORSCHE 964 3.6 TURBO - RHD  
Midnight Blue. Black full leather interior. Electric Sun Roof. A/C. 18" Speedline for Porsche Alloys. Super Rare. Only 22,300 miles.



1996 PORSCHE 993 3.6 TURBO - RHD  
Primrose Yellow. Black full leather interior. X50 PACK (Dealer Fit). Electric Sun Roof. A/C. Only 31,400 miles.



1992 PORSCHE 964 3.6 CARRERA RS - RHD  
Black. Multicolour leather sports seats. One of only 72 RHD cars built. Alloy wheels. Only 36,850 miles.



1996 PORSCHE 993 3.6 CARRERA VARIORAM - RHD  
Arena Red. Grey full leather interior. Hard Back Seats. Rook S/S Exhaust system. 18" 5 Spoke Alloys. Only 46,800 miles.



1993 PORSCHE 964 3.6 CARRERA RS - LHD  
Black. Tricolour leather sports seats. Alloy wheels. Only 60,700 miles.



1988 PORSCHE 930 3.3 TURBO CABRIOLET - RHD  
Marine Blue. Linen full leather interior. A very rare opportunity - this car has covered a mere 24,200 miles!



1989 PORSCHE 930 3.3 TURBO CABRIOLET - RHD  
Arctic Silver. Burgandy full leather interior. G50 5 speed gear box. Black roof. Only 35,200 miles.



1983 PORSCHE 911 3.0 SC CABRIOLET - RHD  
Metallic Bronze. Linen full leather interior. Totally restored. Only 35,150 miles.

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**911 Carrera Speedster (964)**

5-Speed • Polar Silver • Black Leather Sport Seats • 17" Cup Wheels  
3-Spoke Club Sport Steering Wheel  
36,537 miles • 1994 (L)

**£199,995**



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4-Speed • Grand Prix White • Red Leather Sport Seats Piped White  
16" Fuchs Wheels • Air Conditioning  
13,499 miles • 1988 (F)

**£124,995**



**911 Carrera Supersport**

5-Speed • Silver & Black • Cobra Bucket Seats • 16" Fuchs Wheels  
Limited Slip Differential • Road Legal Race Car • 71,579 miles • 1989 (F)

**£74,995**



**911 Carrera 2 S (997 GEN II)**

6-Speed • Basalt Black • Black Leather Seats • 19" Carrera Classic Wheels  
Touchscreen Satellite Navigation  
31,449 miles • 2011 (61)

**£49,995**



**911 SC Sport Targa**

5-Speed • Jet Black • Black Leather Seats • 16" Fuchs Wheels • Stainless Steel Exhaust & Heat Exchangers  
37,495 miles • 1982 (X)

**£49,995**



**911 Carrera 4 (993)**

6-Speed • Midnight Blue • Dark Blue Leather Sport Seats • Blue Power Hood  
18" Turbo Wheels • Air Conditioning  
72,490 miles • 1996 (N)

**£49,995**



**911 Turbo (997)**

Tiptronic S • Arctic Silver • Black Leather Seats • Sport Chrono Pack Plus • Satellite Navigation • 23,635 miles • 2007 (07)

**£48,995**



**911 Carrera 4 S (997 GEN II)**

7-Speed PDK • Guards Red • Black Leather Sport Seats • Touchscreen Satellite Navigation • Switchable Sports Exhaust • 37,869 miles • 2010

**£48,995**



**911 Carrera 2 (997 GEN II)**

6-Speed • GT Silver • Cocoa Leather Seats • Touchscreen Satellite Navigation • 19" Carrera Sport Wheels  
26,356 Miles • 2011(61)

**£45,995**



**Boxster S (981)**

7-Speed PDK • Basalt Black • Black Leather Seats • Touchscreen Satellite Navigation • 20" Carrera Classic III Wheels • 14,757 miles • 2013 (13)

**£44,995**



**911 Carrera 2 (997 GEN II)**

6-Speed • Basalt Black • Flamenco Red Leather Seats • Touchscreen Satellite Navigation • 19" Sport Design Wheels  
33,742 miles • 2008 (58)

**£39,995**



**911 Carrera 2 (997 GEN II)**

7-Speed PDK • Cream White • Cocoa Leather Seats • Touchscreen Satellite Navigation • Sport Chrono Pack with Sport Plus • 53,902 miles • 2008 (58)

**£37,995**



**911 Carrera 2 (997)**

6-Speed • Seal Grey • Black Leather Sport Seats • 18" Carrera III Wheels  
Satellite Navigation • Porsche Sound Pack • 38,133 miles • 2006 (06)

**£29,995**



**911 Carrera 2 S (997)**

6-Speed • Arctic Silver • Dark Blue Leather Seats • Satellite Navigation  
19" Carrera S Wheels • Heated Seats  
58,481 miles • 2004 (54)

**£26,995**



**911 Carrera 2 (996)**

Tiptronic S • Basalt Black • Black Leather Seats • 18" Carrera Wheels  
Switchable Sports Exhaust • Cruise Control • 42,947 miles • 2004 (04)

**£21,995**



**Boxster S (987)**

6-Speed • Basalt Black • Black Leather Seats • 19" Carrera S Wheels • Heated Seats • Full Leather Interior • 39,686 miles • 2005 (05)

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**PORSCHE 997 - GT3, TURBO, C4S, C2S, C2**

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

**2007 - 997 TURBO COUPE MAN (COBALT BLUE) 73,000 Miles**  
Black Leather Interior, PSM, PASM, PCM, Sat Nav, Alcantara Headlining, Xenon Headlights, 19" Turbo Alloy Wheels, Full Porsche Service History.

**2009 - 997 GEN II C2S CAB PDK (WHITE) 30,000 Miles**  
Grey Leather Interior, PSM, PASM, PCM3, Touchscreen Sat Nav, BOSE Sound System, Porsche VTS, Xenon Headlights, 19" GEN II Alloy Wheels, Full Porsche Service History.

**2009 - 997 C4S CAB PDK (GEN II) (BASALT BLACK) 36,000 Miles**  
Full Black Leather Interior, 7 Speed Double Clutch Transmission, PSM, PCM, Sat Nav, BOSE Sound System, Sport Seats, 19" Porsche Sport Design Alloy Wheels, Xenon Headlights, LED Daylights, Full Official Porsche Centre Service History.

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

**2007 - 997 C2S COUPE MAN (BASALT BLACK) 20,000 Miles**  
Black Leather Interior, PSM, PCM, Sat Nav, CD Changer, Sports Exhaust, Top Tinted Windscreens, Porsche VTS, 19" Carrera Sport Wheels, Full Porsche Service History.

**2006 - 997 C4S CAB MAN (ARCTIC SILVER) 37,000 Miles**  
Black Leather Interior, PSM, PASM, PCM, Sat Nav, BOSE-CD Changer, 19" Sport Design Alloy Wheels, Full Main Dealer Service History.

**2006 - 997 C4S CAB MAN (BLACK METALLIC) 62,000 Miles**  
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**2005 - 997 C2 COUPE TIP (ARCTIC SILVER) 62,000 Miles**  
Black Leather Interior, PSM, PCM, Sat Nav, BOSE Headlining, Climate Control, 19" Carrera Alloy Wheels, Full Service History.

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**2002 - 996 GT2 CLUBSPORT (POLAR SILVER) 55,000 Miles**  
White Dials, PCCB Brakes, Radio/CD Player, Central Locking, Porsche Crested Sports Seats, Correct Carbon Fibre Interior, Full Porsche Main Dealer Service History With Recent Service, One Owner Only.

**2004 - 996 TURBO COUPE TIP (BLACK METALLIC) 37,000 Miles**  
Black Leather Interior, PSM, PCM, Sat Nav, BOSE/CD Changer, 19" GEN II Turbo Alloy Wheels, Full Main Dealer Service History.

**2004 - 996 TURBO CAB TIP (BASALT BLACK) 70,000 Miles**  
Black Leather Interior, PSM, PCM, Sat Nav, BOSE Sound System, 18" Turbo Alloy Wheels, Full Porsche Service History, Detailed Invoices Showing High Level Of Maintenance, Extremely Well-Kept Example.

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**1998 - 993 TURBO "S" COUPE MAN (SPEED YELLOW) 60,000 Miles**  
Black Leather/Carbon Fibre Interior, Litronic Lights, Yellow Dials, 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 TURBO COUPE MAN (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) 71,000 Miles**  
Varioam, Metropole Blue Leather Interior, White Dials, Factory Fitted Alarm System, 18" Turbo Alloy Wheels, Fully Documented Service History.

**1995 - 993 C4 CAB MAN (IRIS BLUE) 108,000 Miles**  
Marble Grey Leather Interior, Semi-Electric Sports Seats, Electric Windows And Mirrors, 18" Turbo Alloy Wheels, Full Porsche Service History.

**1995 - 993 C2 COUPE MAN (SLATE GREY) 74,000 Miles**  
Grey Leather Interior, Alpine Radio/CD Player, Factory Fitted Alarm System, 17" Alloy Wheels, Full Service History.

**1994 - 993 C2 COUPE MAN (FOREST GREEN) 104,000 Miles**  
Marble Grey Leather Interior, Right Hand Drive, Alpine Radio Player, 17" Alloy Wheels, Full Service History.

**1994 - 993 C2 CAB (CARRERA WHITE) 103,000 Miles**  
Metropole Blue Leather Interior, Manual, Climate Control, Blue Hood, 17" Alloy Wheels, One Lady Owner Only, Full Service History.

**1994 - 993 C2 COUPE TIP (BLACK) 94,000 Miles**  
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**1990 - 964 C2 CAB MAN (MIDNIGHT BLUE) 108,000 Miles**  
Marble Grey Leather Interior, Sports Seats, Fully Electric Seats, Sony CD Player, 17" Alloy Wheels, Full Service History.

**1992 - 964 C4 CAB MAN (BLACK) 94,000 Miles**  
Marble Grey Leather Interior, Semi Electric Seats, Kenwood CD Player And Radio, Electric Windows And Mirror, 17" Alloy Wheels, Full Service History, Tonne Cover Available.

**1989 - CARRERA CAB SUPERSPORT 98,000 Miles**  
Grey Leather Interior, Semi Electric Sports Seats, Climate Control, Pioneer CD Changer And Radio, 16" Fuchs Alloy Wheels, Full Service History.

**1992 - 964 CARRERA COUPE TIP (POLAR SILVER) 138,000 Miles**  
Black Leather Interior, SONY CD/Radio Player, 17" Alloy Wheels, Full Service History.

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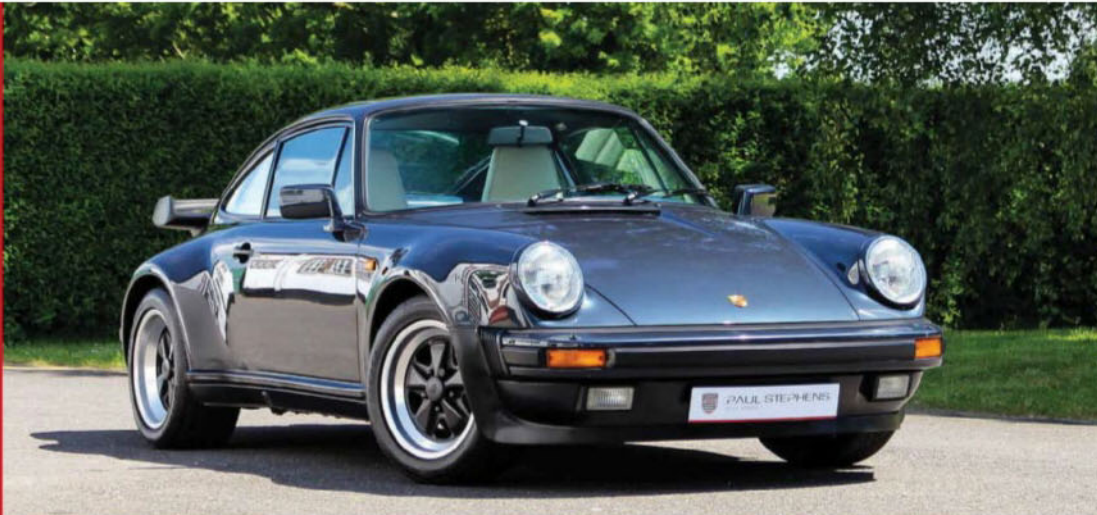
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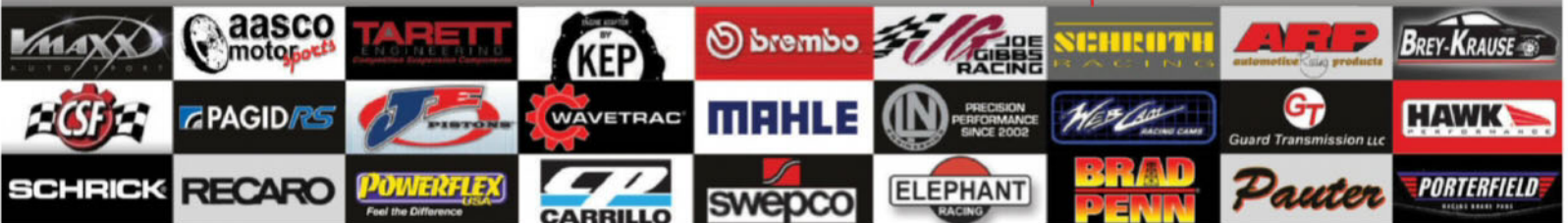
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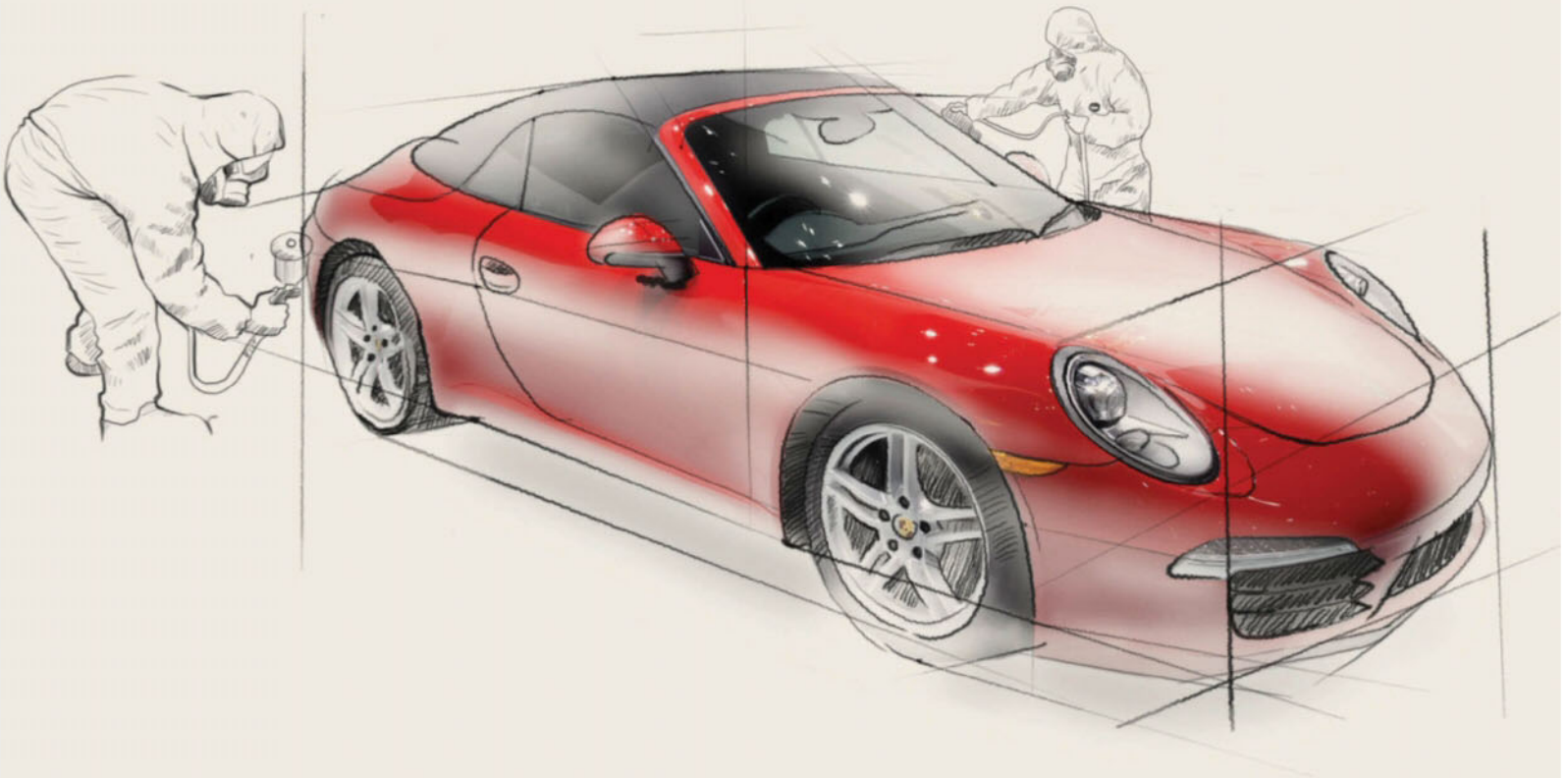
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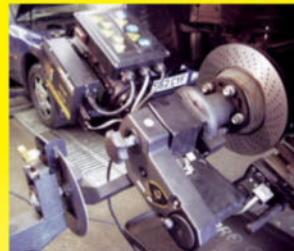
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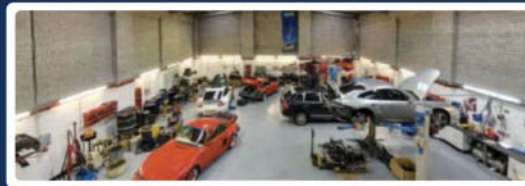
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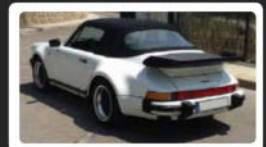


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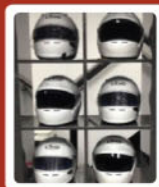
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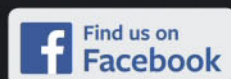
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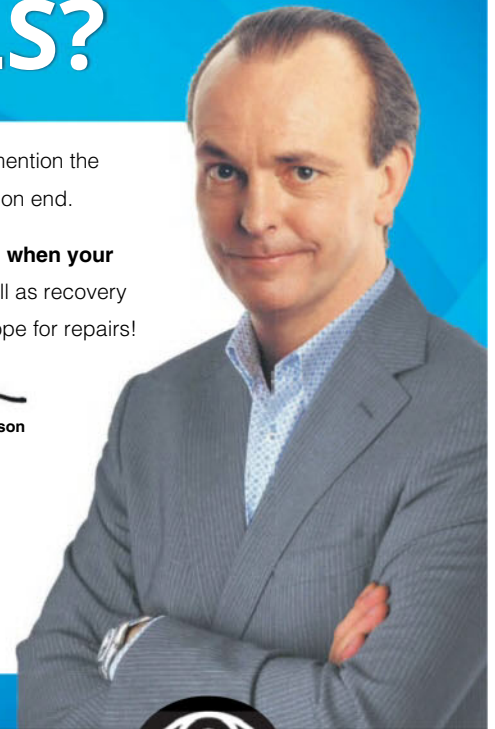


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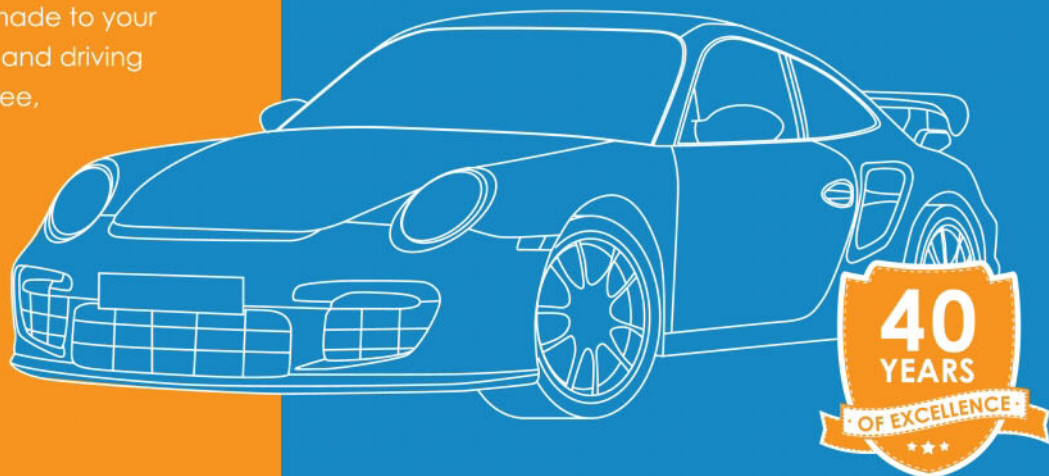
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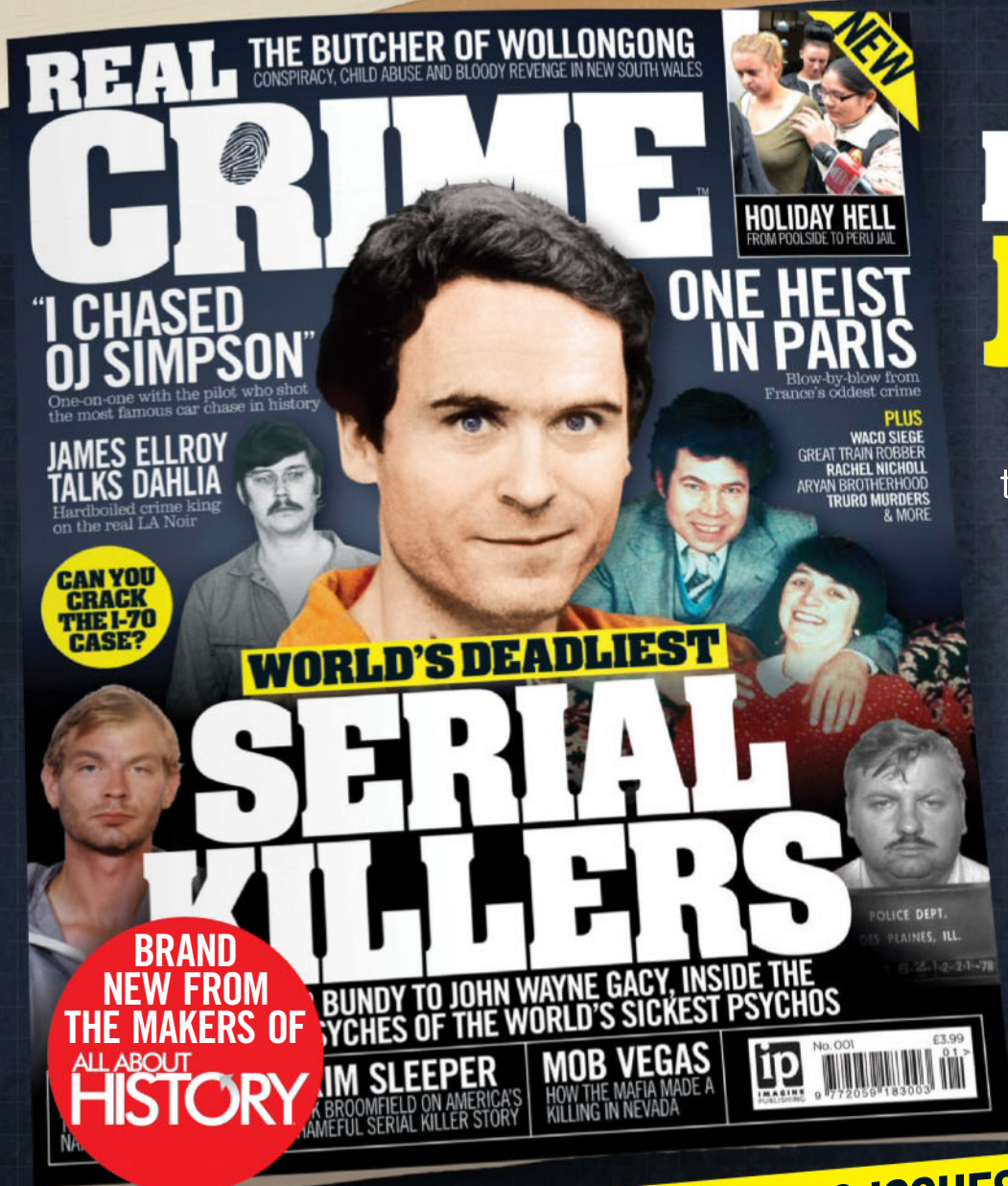


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Everything you need to know about the third instalment of 964 Turbo



Issue 130 in shops and available for download from **12th August**

Contents may be subject to change



# N59, County Galway, Ireland

Written and photographed by **Lee Sibley**

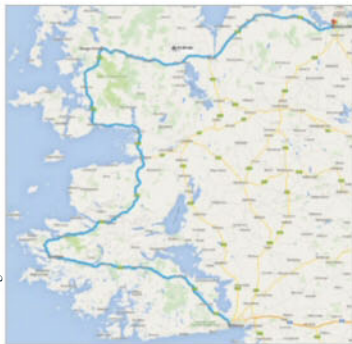


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## Essential info

**LOCATION:** Galway City, County Galway  
**COORDINATES:** 53.280973, -9.070960



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**LENGTH OF DRIVE:**  
183 miles

**POINTS OF INTEREST:**  
Lough Corrib; '12 Pins' mountains;  
Minaun Cliffs

**FOOD AND ACCOMMODATION:**  
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The gateway to the Wild Atlantic Way through Ireland's north-west is as scintillating a route as its more illustriously-named compeer

**W**e've previously looked at the Wild Atlantic Way, offering 2,500 kilometres of stunning blacktop traversing the entire west coast of the Emerald Isle. However, you and your Porsche need to get there first, and opting for the equally scenic N59 means the driving merriment can start early.

Set a little further inland than the fervently twisting and slower-paced Wild Atlantic Way, the N59 is no acolyte to its better-known neighbour. Beginning in Galway as an unassuming dual carriageway, the road quickly leans northwest and reduces to one lane each way, while the urban mise-en-scène is replaced by countryside.

The N59 is a wonderfully flowing road with fast sections that continually coax you to keep a good pace. You've no need to break speeding laws to have fun either, as the limits are generously apportioned throughout. Safely keep up to the set maximum pace and we guarantee your drive will be thrilling at the wheel, a feat almost unheard of for public roads in entertaining modern sports cars.

Take your eyes off the recurrently swivelling asphalt and you'll be greeted by idyllic topography, with numerous lochs (there are at least 20 on the stretch from Galway to Clifden alone) sitting level with the road and quickly giving way to striking mountains reaching high into the clouds above. You're likely to want to stop and take in

some of the scenery and there's plenty of places for you to stop and do so.

Back on the road, the route is very well sighted and there are little obstacles in the way of traffic – we came across only a handful of cyclists and bikers – though the surface itself can become heinously undulating at times (modern cars may choose to switch PASM off here).

On reaching Clifden, the road heads north and offers another 130 miles of spirited driving euphoria all the way up to Ballysadare, just outside the town of Sligo. We said the Wild Atlantic Way is a hidden gem, and the N59 is purely an added treasure to the haul – the hardest decision we now face is choosing which car to unleash on the route next time... **911**



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