



**2.8 RSR IN THE ALPS!** '74 LE MANS RACER ON THE ROAD

# Total 911

THE **PORSCHE** MAGAZINE

## TARGA ON TOUR

Does turbocharging improve Porsche's latest 991-generation Targa?



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# — 30 YEARS OF THE — PORSCHE 959

Life and legacy of Porsche's original 911 supercar including 2016 road test

**LEH KEEN**  
NEW COLUMN



## 911 AT LE MANS

Complete history of 50 years of La Sarthe dominance plus in-depth 2016 race report

## 964 V 993 TURBO S

Top spec Turbos influenced by the 959 battle for air-cooled supremacy



**DigitalEdition**  
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## 996 GT3 GUIDE

What to look for when buying the Gen2 996 GT3 made for the circuit



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# Welcome



**W**hat car, past or present, do you admire most? For me, the Holy Grail has always been the 959. I've long been enchanted by Porsche's 1980s spaceship creation and, after nearly four years at Total 911, the 30th anniversary of Zuffenhausen's first true supercar finally gave me a chance to establish what influence the car has in today's modern world.

However, for all but the final 90 minutes of my day with the 959, I thought I would never find out. Despite well-sourced weather forecasts suggesting a day of sunshine, I arrived at Longcross Proving Ground, the venue of my test, in overcast yet amicable conditions for a stint at the wheel of a car now approaching £1 million in value. Almost as soon as I'd set eyes on the 959's glistening silver coachwork though, the heavens opened; it rained. Hard.

For nearly the entire day I could but take refuge in a small Portakabin, looking out to a thoroughly sodden concourse area

where the 959 was patiently waiting for its time in front of the lens and – most importantly for me – under my guidance. The wait was painstaking; despite several abortive attempts (see above!) it looked highly likely that we were going to have to cancel the test, with no agreeable return date between editor, owner and venue. So close, yet so far?

As it happens, substantial praying (or was it cursing?) seemed to do the trick. Miraculously, in the very late afternoon those tempestuous clouds parted, sunshine emerged and, to the delight of all who were present, we finally had a test on our hands. Cue elation!

Why am I telling you this? Our test is an apt reminder that the 959's significance remains huge, epitomised by the fact many technologies first piloted by the 959 are still found on sports cars today. And so, if you drive a 911 built after 1989, there's very likely some evidence of 959-derived technology still utilised on your own pride and joy. Not bad for a car that never got to race in the series it was produced for in the first place...

**“Technologies piloted by the 959 are still found on sports cars today”**



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# 911 Opening Shot

The new 991 R wows the Goodwood crowd as Total 911's Features Editor, Josh, attacks the 1.16-mile hillclimb around the grounds of Lord March's estate with this scintillating Neunelfer. The full onboard video can be viewed and enjoyed on Total 911's YouTube channel.

Photograph by **Louis Ruff**







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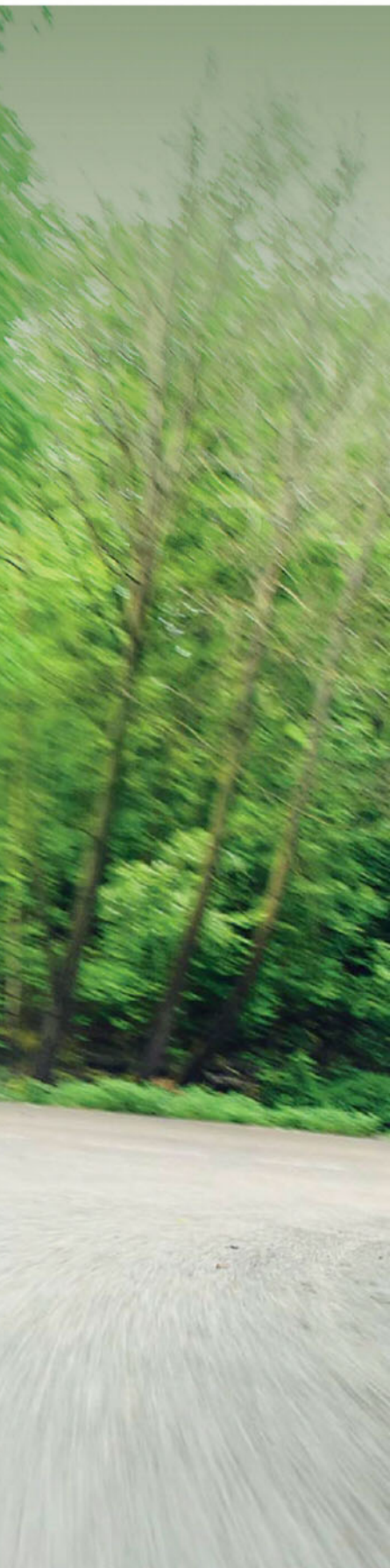
“Endowed with truly effortless performance and elegantly styled, it’s the original Porsche supercar”





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# Update

LATEST NEWS, KEY DATES, STAR PRODUCTS & RACE RESULTS FROM THE WORLD OF PORSCHE



## Le Mans debut for 911 Endurance Racing Edition by Exclusive

*New special edition Neunelfer takes cues from Porsche's recent motorsport success*

Porsche Exclusive's latest limited edition Porsche 911 project was unveiled on the Friday before this year's 24 Hours of Le Mans. The Porsche 911 Endurance Racing Edition has been built to celebrate Stuttgart's various successes in long distance sports car racing, successes in which the 911 has played an integral role.

Based on the second-generation Porsche 991 Carrera S, the Endurance Racing Edition 911 has been loaded as standard with Porsche's most sporting options, including Porsche Dynamic Chassis Control (PDCC), helping to preload the anti-roll bars front and rear. The system works together with Porsche Active Suspension Management (PASM) and the Sports chassis – the latter lowering the car by 20mm from standard – to provide a driving characteristic suitable

for the motorsport moniker. The Sport Chrono package, complete with 918-style Mode switch on the steering wheel, and rear-wheel steering (as seen on the GT3 and GT3 RS) are also included as standard.

Disappointingly, the 911 Endurance Racing Edition doesn't mark the debut of the 991.2-generation Powerkit, the car instead sticking with the Carrera S's standard 420hp flat six. Porsche is quick to point out, however, that the turbocharged, downsized philosophy of the new 3.0-litre 9A2 unit was bred on track though, shown by the success of the turbocharged 2.0-litre engine in the back of the double Le Mans-winning 919 Hybrid.

Aesthetically, the limited edition 991 takes its overall styling cues from Weissach's current 'Porsche Intelligent Performance' livery (sporting by 919 Hybrids

and factory 911 RSRs in international endurance events). Mimicking last year's three 919 Hybrids, the Endurance Racing Edition is available in three base colours: White, Guards red and Black. Porsche claims the high-gloss black wheels, wing mirror housings and rear badging "provide further sporting cues", although we are yet to be convinced.

Inside, the PIP logo is embossed on the centre armrest (a hallmark of recent Porsche Exclusive projects) while the 360mm GT sport steering wheel features a red leather 12 o'clock marker, complimenting the red seat belts and carbon fibre interior trim (including carbon fibre floor mats). The price for all this customisation totals a heady £107,216 (\$157,447), with orders currently being taken by Porsche Centres immediately.

### Classics at the Castle goes biennial

After celebrating its tenth anniversary last year, the Classics at the Castle Porsche show, hosted at Hedingham Castle, has become a must-visit event on the classic 911 calendar. However, organisers of the event (normally held in September) have announced that it will switch to a biennial show and will therefore not run this year.

Explaining the decision, CatC organisers said, "Throughout the decade the small organising team has remained constant



and their enthusiasm has never waned, but like the event, the workload has grown considerably year-by-year." The event will return to Hedingham in Essex in 2017.

### Genuine ST for Salon Privé Concours

Salon Privé has announced the first entrants to its Chubb Concours d'Elegance on 1 September, and the lightest Porsche 911 ever built by the factory is among the many exotic cars on the entry list. Currently undergoing an extensive restoration by classic Porsche specialists, Historika, the 1970 Porsche 911 ST – chassis no. 030-1127 – will be judged in the 'Porsche Racing Pedigree' at the Concours competition (part of the three day Salon Privé show, running 1-3 September at



Blenheim Palace). Built for Gérard Larrousse by Porsche, the 911 ST was claimed to weigh in at under 800kg and took the Frenchman to third place at the 1970 Tour de France Auto.





## What's on in 2016

- **Ennstal Classic 27-30 July**  
The three-day rally through Austria will see Porsche icons in action once again
- **PCGB Goodwood trackday 4 August**  
A chance to test your 911 out on one of the fastest and oldest circuits in the UK
- **Monterey Car Week 15-21 August**  
Prepare for another week of sun, sea and supercars on the US west coast
- **Werks Reunion 2016 19 August**  
Up to 1,000 Porsches will be in attendance in Carmel, California
- **Porsche Alpine Tour 26-28 August**  
A three-day tour through the Swiss Alps organised by Porsche themselves

# Turbocharged TechArt tune-up for 991.2s

German tuning specialist launches in-house Powerkit for latest 911 models

TechArt, the Leonberg-based Porsche tuning specialist, has announced its latest range of Techtronic Powerkits, improving the performance of the new Porsche 991.2 Carrera S and Turbo S models.

While Porsche still fails to offer an official Powerkit for the latest generation of Neunelfers, TechArt has stepped into the void, offering two kits for the new turbocharged 911s. Each new Powerkit costs €3,900 (£2,999), plus VAT and the installation costs.

Using its proven Techtronic engine management system, TechArt's 991.2 Turbo S kit provides an extra 60hp, giving the top-

of-the-range forced induction 911 an almost ridiculous 640hp in total. The 3.8-litre 9A1's maximum torque sees an even more dramatic increase, rocketing to 880Nm (from the standard 750Nm).

The gains are no less significant on the new 911 Carrera S, the 3.0-litre 9A2 engine turning out 480hp and 580Nm after being fettled by the Techtronic package (increases of 60hp and 80Nm respectively).

While boosting turbocharged engines beyond their factory outputs can be a risky game, TechArt is keen to stress the level of R&D it puts into designing each new Powerkit,

testing its packages on a dynamometer, on road and on track. "During the development of the individual engine map, we can predict the maximum power output that will still maintain long-term operation without over-stressing the engine and drivetrain," explains TechArt engineer, Moritz Renner. "This procedure and a power increase rating in absolute numbers is a basic requirement for an EC type approval."

For further peace of mind, TechArt also offers a Techtronic warranty on each package, covering damage to relevant engine and drivetrain components up to a value of €75,000 (£57,672).



## Total 911 launches new YouTube channel

Online video channel allows us to share our 911 experiences with you

We get access to some of the rarest, most valuable and most exciting Porsche 911s ever built and we know that you love reading about them in the pages of *Total 911* every month.

However, as driving enthusiasts, like us, we know that words on a page can't always convey exactly what makes a 911 so special from behind the wheel.

That's why we have recently launched our own YouTube channel where you can watch and listen to some of the greatest Neunelfers (old and new) in action.

Our channel is already stocked with over 30 videos, ranging from our head-to-head test of the 964 Carrera RS and Carrera 4 Lightweight (as seen in issue 131 of the magazine) to our drive of the stunning new 991 R in the Scottish countryside from last issue.

So far, over 2,000 of you have subscribed but we want to share our Porsche 911 experiences with more of you, so head to [youtube.com/total911](https://www.youtube.com/total911) to subscribe and make sure that you never miss any of our videos again.



## 911 market shows further signs of slowing

Entry-level auction house sale struggles to make lower estimates

Auction results last month provided further evidence that the Porsche 911 market is continuing to slow down, as only one Porsche 911 at Classic Car Auctions' latest sale managed to exceed its upper estimate.

While the likes of RM Sotheby's and Gooding concentrate on blue chip collectors' cars, CCA – a sister sales concern to Silverstone Auctions – focuses primarily on more affordable offerings, and its June sale showed that the 911 market is at its most affordable for a number of years. Of the six Porsche 911s on offer at the CCA

sale, only the 997.1 Turbo exceeded its upper estimate, selling for £33,880 (\$50,000). Bucking the recent trend for inflated Turbo prices though, a 1978 Porsche 930 3.3 with a price estimate of £40,000-£45,000 failed to make its minimum target, achieving just £38,720 (\$57,000) on the day.

There was a further shock when a rare 1989 911 Carrera SSE Cabriolet only realised £35,750 (\$52,750), nearly £10,000 (\$14,700) below its lower estimate. A 40th Anniversary Edition 996 was due to go under the hammer but was withdrawn at the last minute.

# Motorsport

THE LATEST NEWS AND RESULTS FROM RACING SERIES AROUND THE GLOBE



## Porsche's greatest upset produces 18th Le Mans triumph

*Toyota's pain is Porsche's gain as 919 Hybrid takes last gasp victory no. 18*

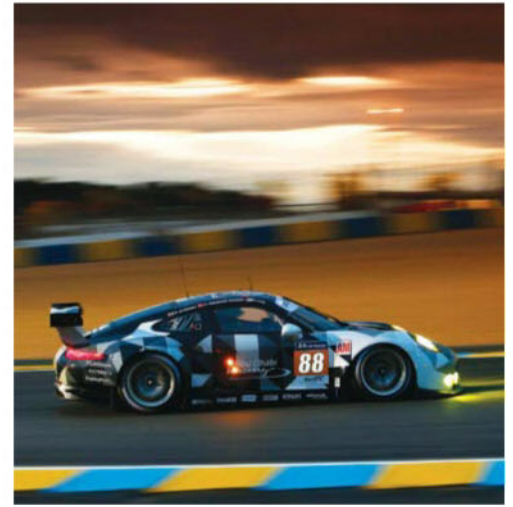
**The statistics will say that this wasn't one of the closest finishes in 24 Hours of Le Mans history. However, Porsche's 18th overall triumph at the world's most prestigious endurance race was unexpected heading into the final minutes.**

Victory for the no. 2 919 Hybrid of Neel Jani, Marc Lieb and Romain Dumas was only secured starting the final lap of the race, the no. 5 Toyota TS050 (the erstwhile leader) grinding to a halt at the finish line having lost power halfway around the penultimate lap. It was perhaps the cruellest finish in Le Mans history, the no. 5 Toyota having asserted its authority on the race around Sunday lunchtime, keeping the no. 2 919 at bay by 30 seconds in the closing hours.

Having started from pole position, Jani led the opening 52 minutes for Porsche, albeit behind the safety car for all of that time. A heavy downpour had necessitated such a start with the Circuit de la Sarthe almost flooded in places. When racing got underway in earnest, Jani led teammate, Timo Bernhard (in the no. 1 entry) before the German took the lead. Porsche's place at the head of the field wasn't to last though, as the Toyotas revelled in the damp-but-drying conditions to take the lead on lap nine.

While Audi briefly got involved, the no. 7 was put out of contention early on with a turbocharger issue. Instead, the race was Porsche versus Toyota, with Bernhard, Brendon Hartley and Mark Webber leading the way for Porsche from the no. 6 Toyota, while the no. 2 919 had to settle in initially behind the no. 5 car. Into the evening, the quartet were still on the same lap. Porsche blinked first however, the no. 1 car forced to stop for over an hour to fix its overheating engine.

Having moved past the no. 5 Toyota, Jani, Lieb and Dumas were left to fight for Weissach's honour and, at times, led the race as darkness crept over La Sarthe. However, during the night, the Toyotas pace improved and, with the cars able to stretch their stints to 14 laps (Porsche could only manage 13 laps to a tank of fuel), the no. 2 919 eventually fell behind. Throughout the morning, the gap ebbed and flowed as various slow zones affected both cars but Porsche looked to have no answer for Toyota, with defeat almost inevitable when Jani had to pit with 15 minutes to go to replace a punctured tyre. But the no. 5's problem with six minutes to go, while heartbreaking, allowed Porsche to take a record 18th victory, giving Jani and Lieb their first outright Le Mans triumph and Dumas his second.



## Proton spares Porsche's blushes in GTE battle

*Abu Dhabi-Proton take GTE-Am podium as GTE-Pro Porsches falter at Le Mans*

**The no. 88 Abu Dhabi-Proton Porsche 911 RSR of David Heinemeier Hansson, Khaled Al Qubaisi and works driver Patrick Long secured third place in the GTE-Am class, preventing Porsche's GTE armada from being completely whitewashed at the 2016 24 Hours of Le Mans.**

The trio were one of the stars of the 'Am' division in their 2015-spec 911 RSR, taking the lead on Saturday afternoon before settling into second place during the night at La Sarthe. Heinemeier Hansson was especially impressive, lapping almost as fast as Long on Sunday morning as the no. 88 cemented a podium place, despite being overhauled for second place by the no. 83 Ferrari 458 with just a few hours to go. The Gulf Racing entry of Michael Wainwright, Adam Carroll and **Total 911** columnist Ben Barker also enjoyed a trouble-free run to fifth in class on the team's Le Mans debut, as Porsche's GTE-Am performance spared its GTE-Pro blushes.

In the 'Pro' category, the three 911 RSRs (two of which were entered by the factory) all struggled against the new cars from Ford and Ferrari thanks to questionable Balance of Performance changes made after the official test day. Despite lacking pace, Porsche's biggest issue was its reliability though; both the no. 91 and no. 92 entries – leaders during the race's wet opening stages – retired with mechanical issues during the night. The no. 77 Dempsey-Proton entry of Richard Lietz, Michael Christensen and Philipp Eng struggled through to finish eighth in class.

### Motor racing in July 2016

July

WeatherTech USCC Lime Rock Park  
22-23 July

FIA WEC Six Hours of Nürburgring  
22-24 July

Porsche Mobil 1 Supercup Hungary  
22-24 July

24 Hours of Spa  
28-31 July

Pirelli World Challenge Mid-Ohio  
29-30 July



# MAXTED - PAGE

FINE HISTORIC PORSCHE



## 1969 Porsche 2.0 911S Coupe | Chassis # 119 300 783 | Engine # 639 1117

A fully-restored, matching-numbers example of the 1969 Porsche 2.0 911S Coupe.

Between 2010-2012, the car was the subject of a bare-metal restoration and comprehensive mechanical overhaul in California, all completed to a very high standard at substantial cost by respected Porsche specialists. The interior has been finished to Sports Purpose specification and is fitted with a pair of lovely, period Recaro bucket seats with Repa harnesses, a 380mm steering wheel, lightweight door trims, rear roll-hoop and a Perlon lightweight carpet set.

The car comes complete with extensive service records and bills dating back to 1972. Imported to the UK and registered here during 2013, when we supplied it to the last owner, the car has recently been extensively serviced here in our own workshop and we are delighted to be able to offer for sale once again, this beautifully preserved example.



## 2003 Porsche 911 (996) GT2 RHD | 21,000 miles

Supplied by Porsche Centre Reading on 29th July 2003, we are delighted to offer this immaculate and unmodified (C16) UK car, complete with original books, full service history and all previous MOTs on file.

### Specification includes:

Polar Silver Metallic • Black Leather Trim with Electric Sports Seats • 3.6 Litre Twin-Turbocharged (460 bhp) • 6-speed manual gearbox  
Limited Slip Differential • 18" GT2 Wheels • Porsche Ceramic Composite Brakes • Sports Exhaust • Air Conditioning • Large Carbon Interior Pack  
Carbon Centre Air Vent • Carbon Dashboard Tripe Strip • Carbon Instrument Surround • Carbon Gear Lever Knob • Carbon Handbrake Lever • Carbon Door Entry  
Guards with Logo Alu-look Instrument Faces • Porsche CDR-23 CD Radio • Porsche Crest Embossed in Headrests • Leather Covered Ignition Lock Surround

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# Leh Keen

THE IMSA USCC RACER AND PORSCHE SUPER FAN SHARES HIS 911 STORIES FROM STATESIDE



## 24 Hours of Le Mans as a racer and a fan

*New Total 911 columnist Leh Keen introduces himself and tells the tale from his recent Le Mans trip*



Hello **Total 911!** I'm Leh Keen, a professional racing driver, the owner/creator of The Keen Project, and this fine magazine's latest racing columnist. My Porsche story starts pretty early when my dad bought his first 911, a 1977 Turbo. I was three years old, so I like to say, "I grew up in a 911." After helping my dad with his own PCA and club races, I started driving and racing Porsches at 18. It's kept going from there really. Eventually I was able to turn professional, winning a couple of titles and numerous races, all while driving a Porsche. I currently race full time for Alex Job Racing (an ex-factory Porsche team) in the IMSA WeatherTech series driving the WeatherTech Racing Porsche 911 GT3 R.

I own three 911s: my 2008 GT3 RS (known as "Frog,0") is my ultimate 911, featuring a 4.0-litre engine producing over 500hp and all the suspension and chassis upgrades I learned when racing a 997 for eight years. I also own the "Safari" (you may have seen it on social media) and a backdated 964. The latter pair are cars I really wanted to build but they also act as development platforms for The Keen Project, a design and management company where I take an air-cooled 911 and do a complete turn key build using our specially selected partners (each specialising in a specific department). We only deal with Porsches – of course – and have designs

like the "Safari" and the "RSR", all inspired by the factory's past glories.

On top of my IMSA campaign, I was lucky enough to compete at the 24 Hours of Le Mans this year. The event really began at the IMSA race in Detroit at the start of June. It was an average weekend racing the GT3 R on the Saturday but, immediately after the chequered flag, we flew direct to Le Mans for the test day on Sunday, arriving with barely any sleep an hour before the track went green! Waiting for us there was a 991 RSR, prepped by Proton. This would be the first time I drove a modern Porsche at Le Mans, something I'd been wanting to check off the list for a while. The day went well. We all got our required laps in and did some minor adjustments to the car. We were tired too, so it was perfect practice for the race!

The next day, instead of flying home, I decided to go to the Nürburgring. I was by myself so the plan was to see some of my favourite places in Germany and get some good rest before I had to be back at Le Mans for race week. The 'Ring is one of my favourite places on earth and it also happens to be the place where I proposed to my fiancé. Germany, Porsches, Beer. It's the centre of the world as far as I am concerned. After some laps in my Golf hire car, I hit the Pistenklaus for a steak and beer before heading to the homeland: Stuttgart. The Museum was as good as always and I did the obligatory exploring behind the factory, where I saw some fresh-off-the-

assembly-line PTS RSs. One of the biggest treats though, was the white 964 RS and white Carrera GT parked behind the dealership. The green 997.1 RS (like mine) in the Museum put the cherry on the day.

We had scrutineering and interviews Monday, seat fitting and general cockpit setup on Tuesday and then were finally on track Wednesday, back in the RSR, flying down the Mulsanne – and this time well rested! Right when the weekend was looking good for us, things took a turn for the worse. Cooper MacNeil, my co-driver, got a 102-degree fever on Friday night and was deemed ineligible to race by the FIA. This meant my other co-driver, Marc Miller, and I would have to run the entire race ourselves.

We didn't find this out until about two hours before the race. Starting the race, I did a triple stint and then handed the car over to Miller. He had been in for an hour when he hit fluid from another car and went into the wall at the Dunlop Curve, ending our race. After all that effort, that is about as bad as it gets, but once the dust settled I went into fan mode, grabbing a beer and heading out to watch the rest of the race.

During my stint, the 919 Hybrid came by in P1 with the Toyota and Audi right behind. I remember thinking, "What a great race they've got going", so it was nice to have no stress and check out the action on the circuit. I don't think I've had so much drama in a race weekend before. Of course, it all had to unfold at the biggest sports car race in the world.



# Lifestyle

**TOTAL 911 BRINGS YOU THE VERY BEST RETRO TRACKDAY ESSENTIALS FOR YOUR DAYS OUT ON CIRCUIT THIS SUMMER**

## Numero41 T-shirt £35.95

1 Named after the famous canyon road in the Hollywood Hills in California, there are few fashion brands with a greater passion for Porsche's racing heritage than Mulholland Racer. And its range of 'Classics' T-shirts is a case in point. From the 'Pink Pig' 917 to the Kremer Brothers design, each shirt pays homage to a Weissach icon and features the original artwork. This particular design, named Numero41, celebrates the no. 41 Kremer 935's famous victory at the 1979 24 Hours of Le Mans.

[www.mulhollandracer.com](http://www.mulhollandracer.com)

## Bell 500-TX Classic helmet From €400

2 Full-face helmets may now be ubiquitous in the paddock but, before 1968, open-face was the only option available, with Bell's iconic 500-TX the most popular choice. As part of their Classic range, Bell has remanufactured the 500 helmet using modern techniques and a lightweight carbon-Kevlar composite shell, to ensure that its appealingly retro looks are combined with 21st century protection. Snell SA2010 approved, the 500-TX Classic is available with or without HANS posts.

[www.bellhelmets.eu](http://www.bellhelmets.eu)

## Piloti Mille driving boots £285

3 Choosing the right shoes for a trackday is a difficult task: full race boots offer the best driving experience but you risk looking a little too 'try hard' outside the car. Thankfully, Piloti's beautifully made Mille boots are the perfect answer. Crafted in Italy from leather and suede, the shoes take their inspiration from race boots but with a subtle, premium aesthetic. They're functional too though, thanks to their lightweight design and rubber sole with Piloti's trademark 'Roll Control' heel.

[www.piloti.uk.com](http://www.piloti.uk.com)

## Delaney leather driving gloves £69.95

4 Classic driving gloves are a bit of an anachronism in modern motoring. Mulholland Racer's 'Delaney' design hopes to revitalise them though, with a tongue-in-cheek nod to Steve McQueen's character from seminal motorsport film, *The Man And Le Mans*. The predominantly black gloves feature red backs on the right index and second fingers, allowing you to recreate that famous scene. Handmade in the UK, the capeskin leather is water repellent and beautifully soft while the elasticated wrist straps ensure a snug fit.

[www.mulhollandracer.com](http://www.mulhollandracer.com)





# Ben Barker

THE FIA WEC NEWCOMER SHARES ALL ABOUT HIS MAIDEN WORLD CHAMPIONSHIP CAMPAIGN



## The highs and further highs of Le Mans

*Ben still hasn't come down from his first 24 Hours of Le Mans. He takes us through his La Sarthe debut*



It seems crazy that I've just done the 24 Hours of Le Mans. Writing this column, the race ended just a few days ago. I got back to the UK on the Monday night and I'm pretty much recovered from the event already.

It was actually pretty easy; well, it was less physical than I thought, at least. The whole experience – it's so surreal that I've even done the race, let alone finished it – is still sinking in, if I'm to be honest with you all.

We did a great job at Le Mans: I'm really happy with both my performance and the whole team's effort out in France. The whole event was faultless. We had no issues with the car and no problems in the pit lane. Considering we're just a private team with minimal help from the factory, it's bloody incredible. We're just left to our own devices and our performance was a testament to the quality of Gulf Racing really. Most of the team isn't even full-time! I didn't tell you that at the start of the season, did I? We've only got three full-time members in the workshop: Mikey (our head mechanic), Junior and Josh. Sarah works full-time on the admin side of things but Matt, the team manager, splits his time between Gulf and the Position One simulator side of things.

Mikey is really switched on though and, with years of experience in the industry, he knows exactly who

he wants to work with. He's absolutely on it and everything is immaculate. Everyone's got a job and they know exactly what to do. That gives me, Adam Carroll and Mike Wainwright the confidence to just jump in and do the job, something that was made incredibly easy at Le Mans. I can work all day long with a team like that.

The race is the main act in a huge week of festivities at Le Mans. When you haven't done the race before, the preamble is kind of annoying because you just want to get on with it but I'm sure if I went back next year, knowing what I now know, I'd probably enjoy all the festivities more. The drivers' parade is incredible as we're all treated like superstars even though no one really knows who we are. If you're in a race suit you're a hero to the crowd, even more so as our Gulf livery put a lot of attention on the car and the team, which was awesome.

Despite it being my first time in the 24 Hour race, I was so relaxed during the race (as you may have seen on the TV feed). A three-hour stint? No problem. It was super chilled and I was really happy with the way the car was working. I was as quick as anyone in terms of ultimate lap time: my fastest lap was five hundredths off of Pat Long's time and my averages were really good [*You were actually the fastest GTE-Am 911 driver on average – Ed*]. I like to think that this

race has really proven what I can do in endurance racing; that's kind of the aim for the whole year. Having no problems with the car really helped me feel super comfortable too, during the day and the night.

Speaking of which, the night was awesome. The track is cooler and grip is higher at night so that's when I was able to go out and set my fastest time. In fact, getting a fast, clear lap during the race was one of my highlights as it can sometimes be frustrating with all the traffic. During the night you just get in this zone, like when you're cruising along the highway late at night listening to music. It feels like you're the only one out there (until a 919 Hybrid comes blasting past you with their huge, bright white headlights!)

The team let me take the car to the finish, which was amazing. As I crossed the line, the whole team was hanging over the wall, you could see the crowd cheering and all the marshals were on the track waving flags. The crew were in tears afterwards and I'd be lying if I said I didn't have a few either.

Everyone at Gulf Racing put their sweat and blood into Le Mans, and our fifth place (out of 13 GTE-Am entrants) was even more special as we knew we couldn't have done a better job. We achieved everything we could. All we needed was for problems for someone ahead to put us right onto the battle for the podium. There's always next year though.





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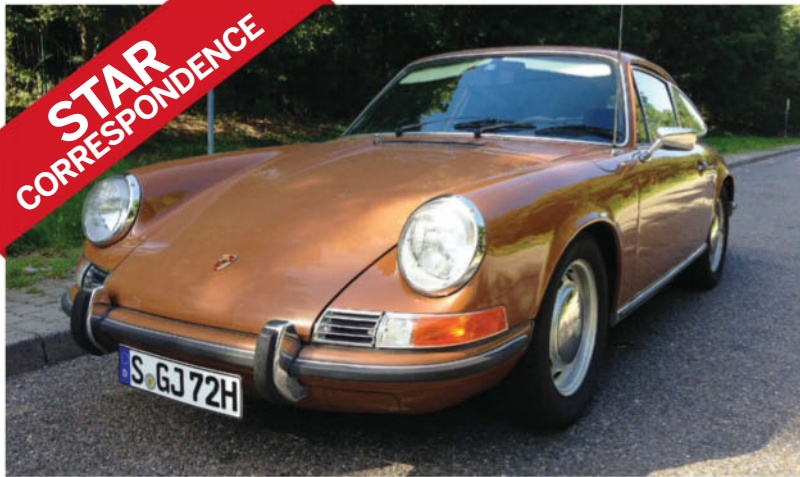
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## Two continents, one passion

Dear Sir,

First of all, congratulations to Lee for the purchase of his first Porsche 911; hopefully it's not your last. I always wanted to write a short passage on my yearning to have a 911 and thought, why not?

My story and dream starts off somewhere in 1984 in a small town called Umtata on the east coast of South Africa. A good friend of my parents popped by for a quick visit to present his newly purchased red 930. I was around 12 years old then. The closest to a Porsche I had ever been was via the posters on my bedroom wall. After he took me for a spin, I knew that one day a Porsche would adorn my driveway.

Fast forward to 2007 (two countries later and a different continent) I was working for another well-known automotive brand in Stuttgart, Germany, although my passion was still for Porsche. I knew that I wanted to own a 911 but was not sure what version was really the car for me and which suited my budget. It was not long after that I was introduced to

Armin Knüpfing who runs an independent Porsche specialist. He also happens to possess a nice collection of historic Porsches. After a long afternoon we finally came to the consensus that the early 1970s was my target area for a project car.

It took nearly two years to finally find something that was decent and not a bucket of rust. It was a 911T from July 1972 in Sepia brown, the so-called 'Öelklappe' model. The advert showed up one evening and I immediately gave the owner a call. Not to lose any valuable time, I set a viewing date for the next day and by morning I was in the car, having picked up Mr Knüpfing, on my way to view it and possibly buy it. Roughly 500km later we found the 911 parked under a tree in the front yard. It had been standing there for over a year with no car cover, so you can imagine what it looked like. The photos he had sent me were taken before he parked the car under the tree.

During a quick test drive, my specialist told me that cylinder numbers three, five and six seemed to have

compression problems. How he knew (or felt this) I have no clue, but I knew right there and then that I had the right person with me for the job. We inspected the undercarriage and body and, surprisingly, it had very little rust.

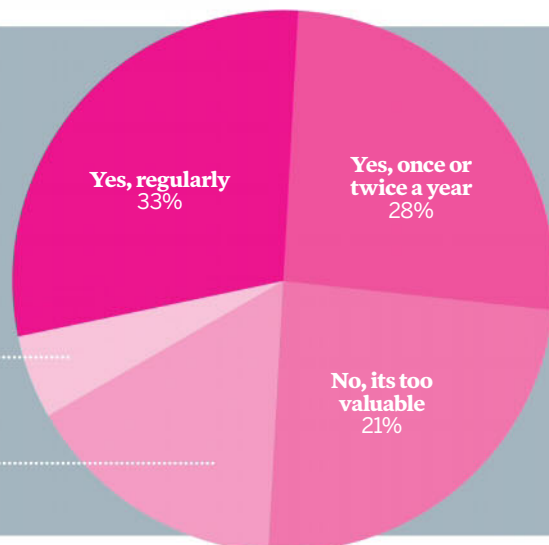
A price was agreed and the deal was done. The car was then transported to the workshop and a few days later I was sent photos of cylinders three, five and six. He was right! The engine was then completely overhauled and the rest of the car fully checked and serviced. We also had the front seats fully refurbished as they were completely shot.

Above are photos taken during a long weekend trip to Lake Garda in Italy. The car has a lot of patina and that is the way it will stay before I finally make up my mind whether to undertake a complete restoration. I have set myself another goal and this time it is a 3.2-litre G-model Coupe. Let's see what the future brings, either a restoration or a G-Series. What to pick?

Jan Grobicki

### Total911.com Poll Do you use your Porsche 911 on the racetrack?

We wanted to find out more about your track record. Here are the results:



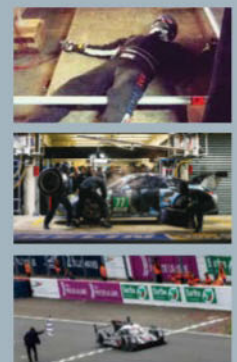
### @Total911

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

@BenBarkerMsport That #LeMans24 8am look. All going swiftly, I am back in for 3 hours very soon @Gulf\_Racing

@ProtonRacing Thanks to pit crews of the four @ProtonRacing #911RSR at #LeMans24. You did a tremendous job!

@Porsche\_Team Heartbreaking finish after breathtaking race: @neeljani @RomainDumas @LiebMarc score last minute #LeMans24 victory





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



## Extra rare 964

Dear Sir,

Issue 139 of **Total 911** was great. I happen to have a 1974 RoW MFI Carrera and that might have had something to do with it. But I also love the 964 cars, and there were many other great features in the issue such as the 997.2 GT3, and the interview with Nick 'The Quick' Faure.

I also have a 1992 964 Turbo S2 (one of just 20) and wondered why that car wasn't mentioned as a 'Rare 964'? The Certificate of Authenticity has the "S2" as an option even though, to avoid DOT issues, Porsche had the parts installed at Andial. It is, therefore, still a Porsche-certified model. They had to homologate 20 cars in order to race in the IMSA series, which they won two years in a row. And the S2 and the IMSA win inspired the production of the 3.3-litre Turbo S Lightweight.

As an aside, I wanted to buy a 991 R so I went to my local Porsche dealer and was told that the reason I couldn't get one was because all the 918 owners had got first rights to purchase one from their VIP status. Because of the 918, we are going to see this time and time again now.

I hope that Porsche don't make limited models so that once the new models are spoken for from the 918 buyers, the rest of us can have a chance to get one (for example, with the 960 that is due to come out in the next few years).

Dan Katz



## Exhaust embellishment

Dear Sir,

It was a great article on preparing your 911 for the summer in the last issue.

As a daily driver of a 997.1 Carrera 4, I noticed that the chrome exhaust pipes had become quite badly covered in grime. The solution was a fairly vigorous rub over with a wet, soap-filled Brillo pad and dry off, before finishing with a good rub over with Brasso and a final polish with a paper towel.

In an ideal world, my advice would be start with Brasso, as there can be some light scratching with the Brillo pad use, but if really stubborn grime is present, it's a price worth paying to get the chrome shine back.

These pictures were taken after a tour around Wales and after rewashing

the car. The exhaust pipes have never looked so good and make the car look a lot younger.

David Spencer

## M003 mystery solved

Dear Sir,

In May 1994, Porsche AG, together with the Porsche Club of Hong Kong and the Jebesen Porsche Centre, ran a Porsche driving course at the Shah Alam track in Selangor, Malaysia (which has since been demolished).

They brought along a yellow 964 RS M003 to the track. After the driving course, Jebesen mailed a letter and a photograph to participants who were interested. Please find enclosed a copy of the letter.

Gan



It's fantastic to be sent a genuine, physical letter (rather than today's more typical emails), especially when it sheds some fascinating light on the 'Racing Package' 964 RS N/GTs, as driven by Lee in issue 139. Thank you for your correspondence.

## 911 2.7 restoration

Dear Sir,

I've been reading the Ultimate Guide in issue 140 about the 911 2.7 as an entry-level car and have a few issues with it. First off, try finding one, I've looked and none seem to be available. Second, why do an article like this and use a car that has cost well over £70,000 to restore, and then in the price guide list Concours cars as £40,000-£50,000?

I have such a car, a 1976 911, and am nearing the end of a very costly (to me) restoration. It seems a shame to call it an entry-level car. A Porsche

### Join the debate

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@AdamTowler Many thanks to @Autofarm for the help with no prior notice. Brilliant customer service as usual from Mikey and the team.

@Gulf\_Racing We have under 6 hours to go of @24heuresdumans. @BenBarkerMsport is in control.

@Kyle\_Fortune Turbo S shoot today for @Total911 #porsche #911 #supercar



### Total911.com:

## What you've been reading

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

### How should Porsche stop cars going to speculators?

Our latest online sales debate takes a look at the issue of limited edition 911s being flipped, with two experts suggesting how the practice can be stopped.

### Why time is the Porsche 911's greatest friend

Certain generations of Porsche 911 may not have proved popular during their heyday but Josh argues that time very often wins fans around in the end.

### Video: Porsche 991R driven - the verdict

Lee gets behind the wheel of the new Porsche 911 R and commits his verdict to video for you all to watch and enjoy.

### The 12 rarest Exclusive-built Porsche 911s ever

Celebrating 30 years of personalised Porsches, we've counted down the 12 rarest Exclusive-built Neunelfers of all time.

### Suspension: A Porsche 911 history

A brief history of the Porsche 911's various suspension developments and changes has captured your attention this month.

Want to read the most popular articles on Total911.com? Simply type each title into our search bar.







Popular Plus it is not. It would seem it's not worthy, mainly because it's not fast enough, but I'd say the build quality and materials used are the same as its contemporaries.

I've yet to see how fast it is, as I've not had the pleasure of driving the car since I bought it. Like the example in your feature, it was a Sportomatic that I've now converted to a manual 915 gearbox so as to enjoy what power there is. It's a genuine RHD car, 99 per cent rust free, that is awaiting interior fitting and then the engine and gearbox are to be fitted at Redtek.

It's only needed two wings, a front inner wing and an impact bumper panel. All the rest is perfect and genuine. It's had a bare metal respray,

new oil lines and a new tank. It was the car you have there that spurred me on to rebuild mine, not for financial gain, but because it is a Porsche. I was unaware of its title as an entry-level car.

Let's hope people can look at this car as part of the evolution of the Porsche brand.

**Ron Richman**

**Some context is needed here. Any Porsche is no Popular Plus but a desirable car that takes considerable financial backing to purchase and run. To my mind, our readers are fully in tune with this ideology. Porsche has never really made a bad 911 (my 996 included!) and, as market values will tell you, any air-cooled classic**

**presents a worthy 911 ownership experience. However, at the same time, the top-of-the-range 2.7 Carrera with RS MFI engine of the time will cost more to return to an as-new condition, and, of course, the 2.7 911 was the entry-level 911 in showrooms of the time, much like the 991.2 Carrera is today.**

**A Porsche Centre for a national restoration project restored the car that inspired you to restore yours; you could say it was a 'money is no object' project. The finish is outstanding (we've seen it in the metal) but one person spending that sort of money on such a project is unrealistic, hence our lower 'Concours' estimate for enthusiasts buying a car of their own.**

**WIN!**

## Win a Paragon minor service



Whether keeping your 911 clean thanks to our tie-ups with Britemax in issue 136 and Meguiar's in issue 140, or giving it a new pair of Falken 'shoes' in issue 130, over the last 12 months we've made sure that some lucky **Total 911** readers have been able to pamper their Porsches. However, to really ensure your Neunelfer is perfectly prepared, you need to make sure it is regularly serviced. This is why we've teamed up with the **Total 911** Awards-winning independent specialist, Paragon, for our latest competition.

The East Sussex-based specialist is offering one reader a free minor service for their Porsche 911. Depending on

your model, that's a prize worth between £220 and £330 plus VAT! Paragon's minor service includes an oil change, lights and levels checks, and a 74-point inspection of your pride and joy, all ensuring that your car is kept in first class condition for another year of motoring.

Obviously, the prize doesn't cover any other work that may need doing on your car but, if all goes well, the lucky winner will only need to pay for the petrol to Paragon and back. So, if your 911 is due a minor service and you want to be in with a chance of winning this amazing prize and keep your Porsche 911 in fine fettle, all you have to do is answer this simple question:

**In what year did Paragon build their first Porsche 911 race car?**

Once you have found the answer at [paragongb.com](http://paragongb.com), email your answer to [competitions@total911.com](mailto:competitions@total911.com) with 'Paragon' in the subject line. The Editor's decision is final and the full terms and conditions can be found on the **Total 911** website. The closing date is 9 August 2016. Good luck!

**Total 911**  
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# HYPHER 911

It's the seminal Porsche superstar that has influenced more than three decades of the 911's evolution, but can the 959 still cut it at 30?

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









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

Although there is conjecture to the contrary, the 959 is a close relation of the 911 at the very least. With a flat-six engine positioned past the rear axle, its layout is, crucially, the same, and even a quick look around the car will uncover various styling cues from Neunelfers of the time and thereafter. Consider it a Porsche 911 on steroids, then; a relative heavyweight champion of international box office appeal, with only Ferrari's F40 able to share ring space with Weissach's seminal creation. The 959 has, like its uncompromising counterpart from Maranello, gone on to define the entire automotive generation of which it hails from, yet for Porsche enthusiasts the story of the car's beginning is just as captivating.

Originally displayed as a 'Gruppe B' concept on its stand at the Frankfurt Motor Show in 1983, Porsche's new creation was conceived with racing intentions in mind for the 1984 season. However, CEO Peter Schutz and head of Research and Development, Professor Helmuth Bott, had one eye on the future of the company's sports cars too. Gruppe B rules stipulated at least 200 examples had to be produced for homologation purposes (though interestingly, the car could be raced prior to series production) and Bott was of the principle that if 200 cars had to be made, why not make a



thousand? Thus, development of the recently-saved Neunelfer was thrust into the limelight.

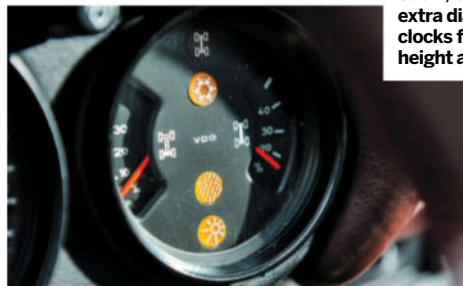
One of the first new aspects of development was all-wheel-drive. Schutz had watched the Audi Quattro, brainchild of one-time Porsche supremo Ferdinand Piëch, dominate rallies at international level, and early testing of prototypes in the desert encouraged Bott and his team of engineers to explore this further. A competition concept was duly trialled in the 1984 Paris-Dakar rally, the car running under the internal designation code Type 953. Some trial it was, too: the 953 finished the 12,000-kilometre race in first place, piloted by René Metge and Dominique Lemoyne.

However, ever-evolving technologies meant the car was not ready for production, as hoped, by late 1984, or even 1985. The car was clearly becoming quite complex: Bott wanted to create a Porsche for the next ten years, and development of the 959 could never stay in-house. As Randy Leffingwell outlines in *The Complete Book Of Porsche 911*, Dunlop needed time to create a special tyre capable of prolonged travel at 200mph but which could also run flat for up to 50 miles. WABCO's





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



ABS system had to be perfected for all-wheel-drive, and Bosch revised its DME to monitor acceleration, braking, steering, traction and suspension loading up to 200 times per second. Bilstein, too, were called upon to develop active shocks that lowered the ride height at high speeds, a first for the automotive industry.

Meanwhile, the appeal of Gruppe B was wavering due to issues over safety; suddenly Porsche's disposition over the 959 seemed far removed from its initial remit. As Schutz himself said in 2013: "We thought we were going to build a super 911 that could compete in Gruppe B, but the amount of resources we committed got totally out of hand." The company persevered and the finished article, designed as a high performance car for the road and christened '959', was unveiled at the 1985 Frankfurt Motor Show, two short years after the original, flowing concept. Two variants were offered: the Komfort model was the 959 in its most lavish expression, while the rare Sport came without height adjustable suspension but had a fixed roll cage for additional stiffness. Cloth seats also replaced the standard leather-covered thrones.

In all, 337 units were built, including prototypes, making the 959 one of the rarest road-going production cars Porsche has ever built. However, it took years for any of these cars to reach the United States, ever a key region for the Zuffenhausen manufacturer. It is said that from the outset, Schutz and Bott had decided not to build the car for the US market, owing to the additional costs involved with bringing the car to market. Ultimately, Porsche needed to hand over four examples to US regulators to crash test and, with the company already making a heavy loss on every single unit of this low-production special, the gesture would be impractical at the very least.

Nevertheless, the thesis of the 959 was mesmerising: this luxury supercar achieved a top speed of 196mph, making it the fastest production car of 1986 and a staggering 35mph quicker than the enchanting 3.3-litre 930. And top speed was just the start of it: this 'super 911', as Schutz puts it, featured ABS, active all-wheel-drive with adjustable torque split, active suspension with variable ride height and damping, sequential turbocharging, and a super lightweight construction. In 1986! Read

through the press material of any new Porsche release and you'll still find glowing references to such technologies today.

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

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





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

However, clever use of an assortment of materials including lightweight aluminium (as opposed to steel) for all doors and lids, Kevlar for the rear wing and quarter panels, and magnesium for the wheels, means the 959 weighs a wholly respectable 1,450 kilograms. To put that figure in context, it's just over 100 kilograms more than the 930 of the time and, more impressively, some 30

kilograms lighter than the current 991-generation Carrera 4, itself a twin-turbocharged, all-wheel-drive Porsche with active suspension and ABS as standard. The 959 is squat too, though its wide body means it is not overawed by oversized modern Porsche machinery.

Opening and closing the driver's door (all 959's are left-hand drive, don't forget) brings with it the

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

same 'click' and 'clink' recognisable from entry to 911s of the period and, taking a seat behind the wheel, you'd be forgiven for thinking you're inside a 3.2 Carrera-come-964 hybrid 911. Sure, there are no upright fenders immediately visible out the steeply raked windscreen, but the narrow dashboard housing those broadly-spread five dials is taken from a 3.2 Carrera, as is the thin, double-

spoked steering wheel protruding from it. Glancing around, there's a transmission tunnel recognisable from the 964, and Sport seats from the 3.2 Carrera provide a familiar hold at the sides. Door cards are identical to the 3.2 Carrera, too.

It's eerily similar to a period 911 inside, but look harder and some 959 trickery begins to register. Ahead of the stubby 964-era shifter there are

two raised rotational faces, which see to the 959's adjustable suspension: to the left is damping tuning and to the right is ride height. Then, behind the stalk modulating windscreen wipers to

the right of the wheel, there's a thicker column that sees to management of the all-wheel-drive Porsche 'Control Coupling'. This now legendary technology is displayed via the far right VDO dial on the dashboard, which distributes torque to the front and rear axles according to driving conditions (regular driving sees up to 80 per cent power going to the back wheels while a 50/50 split is permissible





in adverse circumstances). Torque is distributed via a multi-plate wet clutch mounted alongside the front differential. Other gizmos including tyre pressure monitoring do little to distract from the fact the 959 could be some lavish backdate of an otherwise modern supercar.

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

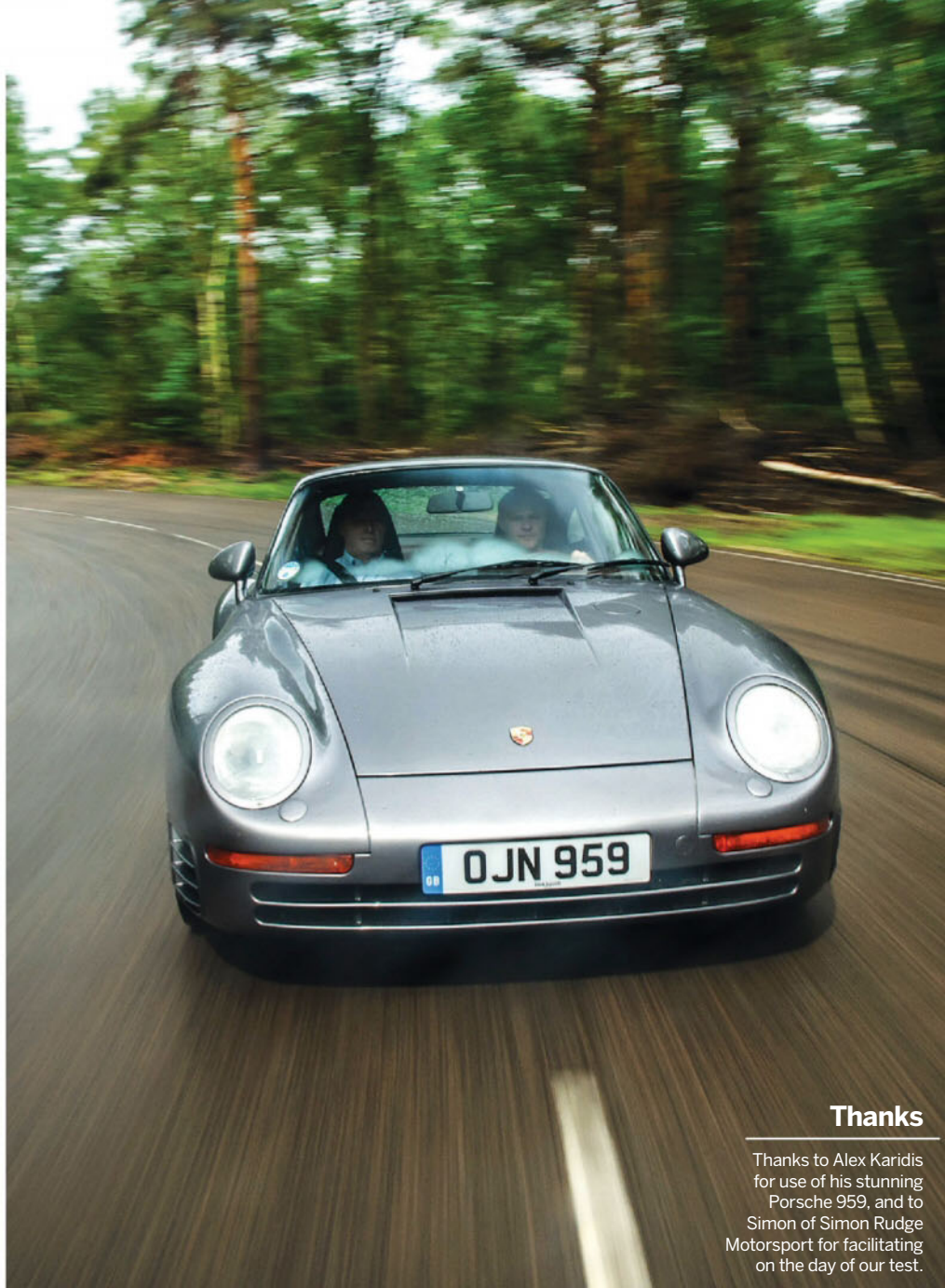
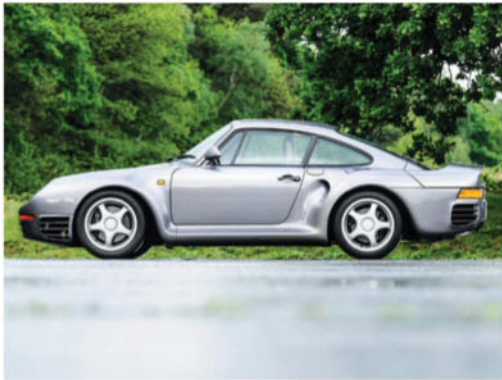
The Type 959/50 engine itself is a work of art. Aside from the twin turbochargers mounted sequentially, it features titanium connecting rods and, of course, four-valve water-cooled heads (the rest of the engine is, true to a classic 911, cooled by air). The resultant 450bhp at 6,500rpm stands up to a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

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

The 959 is an able cruiser, retaining a civility about its ride at low speeds. However, with a prod of the accelerator, the 959 demonstrates why it is the fastest car of 1986. There's no such lag as found in its little 930 brother, the sensation of rapid momentum available instantly. There's a real surge in velocity as the first turbocharger is called into play from around 1,700rpm, this rush sending the rev needle winding hastily around the tacho. Then, at 4,000rpm, the dormant second turbocharger spools into life, providing car and driver with another hasty kick forward. You can really feel the entry point of both turbochargers on that journey around the tachometer, elevating your pulse rate accordingly as each one kicks in. The sound, too, is something to savour, that gruff note rising into a rich mechanical bark akin to rapid gunfire and utterly consuming the cockpit past 4,000rpm, all the time among a faint backdrop of whirring ➔

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





### Thanks

Thanks to Alex Karidis for use of his stunning Porsche 959, and to Simon Rudge Motorsport for facilitating on the day of our test.

turbos. The sound and sensation of speed in the 959 is mesmerising, and I feel my eyes widen and my mouth open as I grip the wheel with one hand and quickly shift up with the other.

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

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

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

There's a beautifully translucent manner about the steering too, it being power assisted yet perfectly weighted, and grip through turns is constant and plentiful - while pace on exiting a corner is plainly astonishing. The brakes are

too much to find out the point at which this is likely to be jeopardised.

My overriding thought as I finally climb out of the original hyper 911's cockpit? It's so endearing as a usable high-performance machine! Far removed from the edgy spirit of Porsche's other turbo'd cars of the time, the 959 is positively more explosive, yet its limits seem boundless.

Bizarrely, and in contrast to the supercars of today, the 959 utilises its technological superiority in the right way, thrilling rather than overbearing the driver. I put this down to the fact this technology

## “This luxury supercar achieved a top speed of 196mph, making it the fastest production car of 1986”

confidence inspiring, too, allowing me to brake much later into a corner than I would otherwise do. There's healthy pedal travel to be had and though the bite of those pads isn't as razor sharp as a car of today, speed is scrubbed with an impressive rate with a firm press of the pedal. The sensation is indicative of the 959 as a whole: it just seems unshakeable, though I'll admit I don't push my luck

is largely mechanical, rather than digital. The 959 is certainly no aging slouch, its drive still comparable to the current crop of supercar superstars, some of which still utilise its technological concepts. The Porsche 959 is a true pioneer of the automotive world: little wonder, then, that its spirit is evident in the majority of 911s still rolling out of Zuffenhausen today. **911**



## Porsche 918 Spyder: the future of 911 technology?

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

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

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

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





LEGACY OF 959

# 964 TURBO V 993 TURBO S

The 959 has a long-lasting footprint in the history of the 911 Turbo, as our test drive in these two scintillating air-cooled examples testifies

Written by **Kyle Fortune**  
Photography by **Daniel Pullen**







**T**he financial cost to Porsche with the 959 might have been punishing, but the legacy it created would permeate through the company for many decades. Technologically, the 959 created a seismic shift in the sports and supercar marketplace that would see rivals take years to catch up. Its resonance is obvious today, and the 959's legacy would be immediate too, the 964-generation being the first 911 to benefit from the advances it introduced.

Four-wheel drive offered on the standard Carrera line-up, along with power steering and ABS, was offered in 1989. All 964s would benefit from the suspension revisions that the Carrera 4's four-wheel drive necessitated, with the front and rear torsion bar setup from the previous 3.2 binned in favour of MacPherson struts at the front, with concentric coil springs and cast aluminium lower arms. The rear

would benefit from suspension derived from the Turbo, with cast aluminium trailing arms with coil springs, the suspension front and rear allowing for improvements in the geometry, and ABS braking contributing to the wheel stability, too, to the benefit of control.

Visually, the 964's adoption of thermoplastic bumpers and a bonded windscreen would modernise the 911's look, while improving its aerodynamic efficiency. Oddly, the teardrop rear mirrors, which improve both the look and airflow, wouldn't feature on the 964 until 1992. The underbody airflow was managed more effectively, the 959's influence again helping Porsche improve its core model's high speed stability. Significant as the 964's gains are from the 959, they pale when compared to those of the 993. The 993 didn't just borrow technology from the 959, but its front end has a lot of 959 in its DNA. ➔





The lower bumper section in particular, as well as the shape and positioning of the headlamps and indicators, are all very evocative of the 959 (and the 965 missing-link that never reached production). The most obvious link though would be technologically, the 993 Turbo adding another turbocharger into the mix (albeit parallel as opposed to sequential), that additional blower helping to drive the standard four-wheel-drive system that was fitted to the flagship Turbo.

Mighty as the output of the 959's 2.85-litre water and air-cooled flat six was, the 993 Turbo S's output matches it. The 959 delivered 450bhp at 6,500rpm and 500Nm of torque at 5,000rpm, while the 993 Turbo S, a decade after the 959 finished production, offered an identical 450bhp, though at 5,750rpm, and with torque swelling to 585Nm at 4,500rpm. Even so, the 993 Turbo S's 4.1 second 0-62mph time trailed its 959 relation by 0.2 seconds, with the 959 also retaining top speed glory by 10mph. The 993 Turbo S doesn't feel like a poor relation though and is equally as rare as its poster child relation, though for real rarity the 964 Turbo on our test takes the honours here.

The yellow 964 needs some clarification: it's not one of the 81 factory-built lightweight 964 Turbo Ss with the 381bhp, 3.3-litre flat six, but instead a 1994 3.6-litre car with the desirable X88 factory engine

upgrade and X99 Turbo S rear wings with their signature punctured intake fore of the rear wheel. German supplied, it also adds XE2 quad exhausts, Sports suspension and electric Sports seats to the mix, its unusual specification making it one of only three European cars specified with both X88 and X99 options and one of just four in total. Just 51 Turbos would benefit from the X88 option, upping the power to 385bhp, for a 0-62mph time of around 4.5 seconds. It looks sensational in Speed yellow, a Turbo S in all but name, then, even if it does without its 3.3-litre predecessors' RS-like reduction in mass.

Like the Supercar Champion IMSA decals along its lower flanks, this 964 Turbo S is wonderfully reminiscent of the decade it was built. The 964 always looked its best with the flared wheel arches of the Turbo, the punctured rear wings of the X99 option only adding to that, while the lower front lip and additional intakes where the driving lights should be up front give this car a reverential nod to its racing breeding. Driven by Hans-Joachim Stuck, Hurley Haywood and Walter Röhrl, the 964 Turbo S would win the 1992 and 1993 championships (which were achieved with a 3.3 and 3.6-litre S respectively), though unusually the S's defining visual signature – those intakes in front of the rear wheels – were not allowed in the IMSA regulations.

## POWER TO WEIGHT

**262 BHP**  
964 X88 X99 (PER TONNE)

**285 BHP**  
993 TURBO S (PER TONNE)



964 X88 X99: 0.37

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## PRODUCTION NUMBERS



The fact that the 964 Turbo S has race breeding only adds to its special appeal, this car doing without the lightweight interior of the true Turbo S, yet with its X88 upgrade bringing modified cylinder heads and upgraded cams and a turbocharger, it's not struggling with the additional mass. Inside it's typical of a 911, the sports seats grip you tightly, the airbagged steering wheel looking fairly cumbersome – this the early days of airbags – though the yellow instruments, belts and piping around the door trim and floor mats are a not-too-subtle reminder that this is a special 964.

Push the clutch, check it's not in gear, and insert and turn the key, and the 3.6-litre turbocharged engine starts after a brief pause of starter-motor whir, those hallowed six cylinders creating their evocative flat-six timbre. The engine might sound fantastic, but like all the Turbos, it's nothing to look at, the signature wing covering the intercooler with very little of the engine visible beneath. It matters very little though, the sound it makes being fine compensation, and the force that accompanies it similarly addictive.

For a car with such a fearsome reputation, the 964 Turbo isn't quite the monster I'd anticipated. It's civilised as it eases down the country roads, and even with its shapely hips it feels tiny among modern traffic. The view out is familiar, ➔





The 964 was the first Turbo after the 959 to feature ABS, along with power assisted steering and coil springs. The later 3.6-litre car, as here, boosted power



The 993 clearly has styling cues from the 959 at its front, meanwhile adding twin turbos and four-wheel-drive to its technological CV





though there's more wing evident in the rear view mirrors. The clutch is light, the five-speed manual shifting across its gate with speed and precision; it's sad that buyers of the current 991 Turbo are robbed of this simple joy. As ever it's the steering that initially captivates: the wheel is light, its response direct, there is no slack in the system, though it's the feel it delivers that's so impressive. You're left in no doubt as to the surface rolling under those Speedline split-rim alloy wheels, shod here with Michelin Pilot Sport rubber.

It takes a bit of time before the roads are clear and open enough to really explore the 964 Turbo S's full performance. It's merely brisk at under 4,000rpm, the rush above that forceful enough to shock even in a world where the 991 exists. Contemporary tests noted the improvement in the 911 Turbo's off-boost lethargy, though there's still a clear delineation in when that compressor is forcing more air into the engine and improving the output. There's scant opportunity to really explore that, speed limits as restrictive today as when the 964 Turbo was new, that precluding any sustained, repeated opportunity to rev the 3.6-litre to its redline.

When those opportunities do arise in the 964 Turbo they're all too brief, though the 964 rewards with hilarious accelerative ability enhanced by the plentiful sensations coming through its controls, the suspension too riding with surprising civility even on some less than perfect Tarmac. A Turbo S in its natural environment, accelerating up an Autobahn access slip road to unrestricted high-speed nirvana, must be a captivating, thrilling experience indeed.

If the 964 Turbo thrills for its light feeling (surprising in truth for its 1,470kg kerb weight) and sensationally rich drive, the 993 Turbo S is a very different proposition. There's obvious familial links, the interior sharing its basic architecture with the earlier car, even if here we're on the right hand side. Outwardly, the 993 Turbo S is less busy looking, the fit and finish is less obviously old-school, the 993 bringing a modernity that remains fresh to the 911 even today. The tell-tale upright glasshouse is its only nod to its predecessors, and, as mentioned earlier, there's a hint of 959 around its front. The Turbo S wears its greater intent thanks to a neat body kit, with a bigger-intaked front splitter, the driving-light brake ducts and that punctured rear wheel arch feeding cooling air to the engine and brakes (with yellow calipers). It's more cohesive as a whole, its subtlety helped enormously here by its Basalt black paint.

The unique rear wing is an object of beauty, its shape not dissimilar to its whaletail predecessors yet its form betraying years of wind-tunnel evolution and, with it, a greater understanding of airflow manipulation at the rear of a car. There are small, neat intakes along its leading edge, something you could very easily miss at first glance, the rear wing as much as anything else underlining the advancement in aerodynamics between the 993 Turbo S and its 964 predecessor. ➔

<b>Model</b>	<b>993 Turbo S</b>
<b>Year</b>	<b>1998</b>
<b>Engine</b>	
<b>Capacity</b>	3,600cc
<b>Compression ratio</b>	8.0:1
<b>Maximum power</b>	450bhp @ 5,750rpm
<b>Maximum torque</b>	585Nm @ 4,500rpm
<b>Transmission</b>	Six-speed manual, four-wheel drive
<b>Suspension</b>	
<b>Front</b>	MacPherson struts; coil springs; anti-roll bar
<b>Rear</b>	Multi-link; coil springs; anti-roll bar
<b>Wheels &amp; tyres</b>	
<b>Front</b>	8x18-inch; 225/40/ZR18
<b>Rear</b>	10x18-inch; 285/30/ZR18
<b>Dimensions</b>	
<b>Length</b>	4,245mm
<b>Width</b>	1,795mm
<b>Weight</b>	1,583kg
<b>Performance</b>	
<b>0-62mph</b>	4.1secs
<b>Top speed</b>	186mph



<b>Model</b>	<b>964 Turbo 3.6 X88 X99</b>
<b>Year</b>	<b>1994</b>
<b>Engine</b>	
<b>Capacity</b>	3,600cc
<b>Compression ratio</b>	7.5:1
<b>Maximum power</b>	385bhp @ 5,750rpm
<b>Maximum torque</b>	520Nm @ 5,000rpm
<b>Transmission</b>	Five-speed manual, rear-wheel drive
<b>Suspension</b>	
<b>Front</b>	Transverse links; coil spring; anti-roll bar
<b>Rear</b>	Semi-trailing arms; coil spring; anti-roll bar
<b>Wheels &amp; tyres</b>	
<b>Front</b>	8x18-inch; 225/40/ZR18
<b>Rear</b>	10x18-inch; 265/35/ZR18
<b>Dimensions</b>	
<b>Length</b>	4,250mm
<b>Width</b>	1,775mm
<b>Weight</b>	1,470kg
<b>Performance</b>	
<b>0-62mph</b>	4.5secs
<b>Top speed</b>	175mph











Under that engine cover resides the air-cooled 3.6-litre unit with 450bhp thanks to a pair of turbos working in parallel. Lift the Turbo S-badged engine cover and there's still nothing much to see, though the execution of the build quality is clearly a leap forward. That's also true inside, the Turbo S eschewing the lightweight build of its true 964 Turbo S predecessor, instead coming luxuriously appointed, with all 345 examples being built by Porsche's Exclusive department. They would all feature carbon fibre trim, the polished black weave covering any surface that doesn't have leather on it. The steering wheel is also a carbon fibre and leather mix, the modern material of the time contributing to the 993's air of exclusivity and helping to justify the 50 per cent hike in price that adding an 'S' to your Turbo's badge represented.

Otherwise it's familiar 993, and by default largely similar to the 964 with 993 giveaways like the position of the pair of wipers. Hard backed Sports seats feature (electrically powered), the Turbo S's specification lavish enough to see it add nearly

83kg in mass over its regular Turbo relation. The engine's quieter at idle, giving the overall feeling of a car with greater sophistication than the 964. This is immediately obvious when you drive it. There might be just a few years between these two ultimate Turbos, but the differences are sizeable.

Where the 964 feels relatively busy, the 993 better filters the messages it delivers. It's by no means mute as a result, just more considered, a more mature proposition that has an air of grand tourer about it. That's not to say it isn't scintillatingly quick, the 3.6-litre's 450bhp ensuring the transition between its off-boost to full boost state not quite as pronounced, its force more linear and predictable. There's still a definite point in the rev needle's sweep where those turbochargers are really working, but with the security of the 993 Turbo's four-wheel-drive system there's less need to be fearful of it, the additional traction allowing it to be exploited and even enjoyed. The fact that it's a quick car is no surprise, just how quick it can be is, however. The ease at which the 993 Turbo S can

carry its pace is deeply impressive; the suspension riding with composure despite its greater focus, the steering still delivering accuracy and the sort of feel you wish a modern, electrically-powered, steering-assisted 991 could. The last of the air-cooled Turbos feels close to its 959 relation in its sophistication, even if we had to wait until the 996 Turbo before experiencing variable suspension, and until the 997 Turbo before seeing a 0-62mph time quoted at under 4.0 seconds. That's genuinely incredible, the 959's legacy clear in every car Porsche built since it stopped production in 1988.

With this pair it added plenty, though both remain very much of their time, the 993 Turbo S firmly a nod to the new-school of thinking, the 964 Turbo feeling more raw and challenging than its four-wheel-drive relation. If I had to pick one, it'd therefore be the yellow car. The technological creep that the 959 introduced was not always necessarily a good thing when it comes to the 911, even if it's impossible to argue with the performance that it brings with it. **911**

## Thanks

The two cars used in this feature are currently for sale at The Octane Collection. For more information visit [theoctanecollection.com](http://theoctanecollection.com) or call 0044 1483 338 901.



“The 964 rewards with hilarious accelerative ability, enhanced by the plentiful sensations coming through its controls”



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PART I  
PORSCHE  
ROAD TRIP  
#Getoutanddrive

# RENNSPORT FOR THE ROAD

RSRs are meant for the racetrack. We take one that's road registered for a drive among the stunning Swiss Alps

Written by **Wilhelm Lutjeharms** Photography by **Charles Russell**

I have driven a Le Mans racer on a public road. Now, there's a sentence I thought I'd never write. Having said that, if there is a manufacturer that has built race cars that can, with some effort, be road registered, it's Porsche. Let's start at the beginning of this incredible story.

This 1973 Porsche 2.8 RSR (chassis number 911 360 0636) has a rather illustrious racing history. Tipping the scales in full race trim at just 917kg, it was built in February 1973 and delivered to Max Moritz Racing a month later. During the following few years the car had a busy racing schedule: in May '73 it qualified tenth for the Targa Florio, but unfortunately it did not finish the event following a crash. In June it was time for the 24 Hours of Le

Mans, but after 103 laps, it crashed early in the morning after more than nine hours of racing.

As was customary for the period, the car was upgraded to 3.0-litre RSR specification in 1974, while the 2.8-litre engine found its way to Australia to be installed in the Porsche EBS Prototype race car. However, the chassis itself continued to be raced from 1974 to 1976, after which the RSR received a specially-built, 3.5-litre, flat-six engine.

In 1987 the car was bought by UK specialist Autofarm for £25,000 but only a year later it was sold to racer Siggí Brunn, who decided to restore it back to its former glory. From 1993 to 1995 and 1997 to 1999, this RSR also took part in the prestigious Tour Auto. The current owner campaigned the car in those latter rallies, ➔











The RSR's authenticity had to be proven and a noise test passed before the car could be registered for Switzerland's roads



as he purchased it in 1995. Since then the car has undergone another restoration. This was more of a refurbishment than a full restoration, but when a friend of the owner began researching the car's history, he found more than 50 pictures that detailed the car's racing life. It was subsequently decided to cover the car in the exact livery and stickers that it had during the 1973 Le Mans race. Incidentally, the EBS Prototype came up for sale, but its owner didn't want to part with the engine. Fortunately, the prototype's new owner agreed to sell the engine, making it possible to have a matching-numbers 1973 RSR, which is rare.

However, the owner of chassis 0636 decided to keep the 3.5-litre engine in the car, partly because it was by now such an integral part of the car's racing history. The characteristics of the engine were also similar to that of the original unit; he's kept the precious 2.8-litre in storage, should he wish to reinstall it one day. The car itself resided in South Africa for a while, but unfortunately the country didn't host the type of events that the RSR could compete in and be appreciated for, so the car was shipped to Switzerland. But there was one problem. No other 2.8 RSR had been road registered in the Alpine country. What followed was a year of "jumping through several hoops."

First of all, the owner had to prove that the car was a genuine RSR before the volume of the otherwise characterful noise emitted by its exhaust system was to be muffled. In Switzerland the decibel test is conducted when the car drives by at 100km/h and the driver who drove the car for that test admits he capped the two main exhaust pipes, allowing the gases – and sound – to exit from the single side exhaust. He also selected fifth gear to keep the revs as low as possible.

To cut a long story short, they succeeded: the RSR was road registered just a few weeks before

the key to this rare Rennsport was handed to me. This is not only appealing in the sense that the car can now be enjoyed on the seemingly endless number of picturesque Alpine roads, but should the owner wish, he can drive the car to selected European events, take part, and drive it back home. You can't do that in many RSRs!

Walking around it, this 911 is pure race car theatre, especially when you look at it from directly behind and see those fat, wide rear tyres – the rear wheel arches were widened to accommodate monstrous 11x15-inch Fuchs wheels. We are used to seeing wide rear arches on 911s, but it is the front arches that show the car's real intent, housing similarly king-sized 9x15-inch Fuchs. The rear houses the well-recognised ducktail from the 2.7 RS, but when you open the door you instantly realise you are dealing with a different Rennsport altogether. The bucket seats, four-point harnesses and half-roll cage stand out first. I peek in the rear to find a fire extinguisher with copper piping running along the roofline (above the B- and A-pillar) to the windscreen.

As I climb inside and place myself in the seat, it grabs me perfectly along my upper legs and hips, though there is little support around my torso and shoulders. The four-spoke steering wheel is similar in design to those of other road-going 911s of the time, but it seems slightly smaller in diameter. The dials are also similar to those of 911 road cars, except the rev counter has been turned anti-clockwise to put the 7,000rpm marker in line with the 12 o'clock position – and it is marked up to a heady 10,000rpm. After all, this is a race car, and a quick glance at the rev counter should show you exactly where in the rev range you are.

I turn the key and the flat six immediately starts with a rough, off-beat rumble, while the sound, unsurprisingly, pierces the confines of

the cabin to a greater extent than in the 911 road cars of the time. I blip the throttle and the engine responds promptly and crisply. As I pull away the rear limited-slip differential (with an 80 per cent slip factor) makes its presence felt, and it is clearly not happy at slow speeds or in very tight turns. We first need to drive through the small village of Les Diablerets and, although the local inhabitants may be used to seeing some special Porsches, I notice that a few pedestrians take longer glances as they gradually realise this is no ordinary, classic 911, but something truly unique.

On part throttle, the engine is not at all noisy, but as the mountain pass beckons, I shift the gearlever of the 915 five-speed gearbox towards me from third into second and squeeze the throttle with vigour. The engine reacts

### History of the 2.8 RSR

The 2.8 RSR (special order code M491) was built as a fully-fledged race car based on the original 2.7-litre RSH. The latter is the abbreviation used for the homologation version, which was the lightest possible model. The RSR in 2.8-litre specification reflects the engineers' real goal for the car. It was developed and fitted with every upgrade allowed under the racing regulations for Group 4.

Following all these updates, the 2.8 RSR achieved notable race victories. These included overall first position at the 1973 24 Hours of Daytona, courtesy of Peter Gregg and Hurley Haywood. A month later the same duo finished again in first place – with the help of driver Dave Helmick – at the 12 Hours of Sebring. In second place was Michael Keyser and Milt Minter – even though their car was engulfed in flames at one stage during the race!

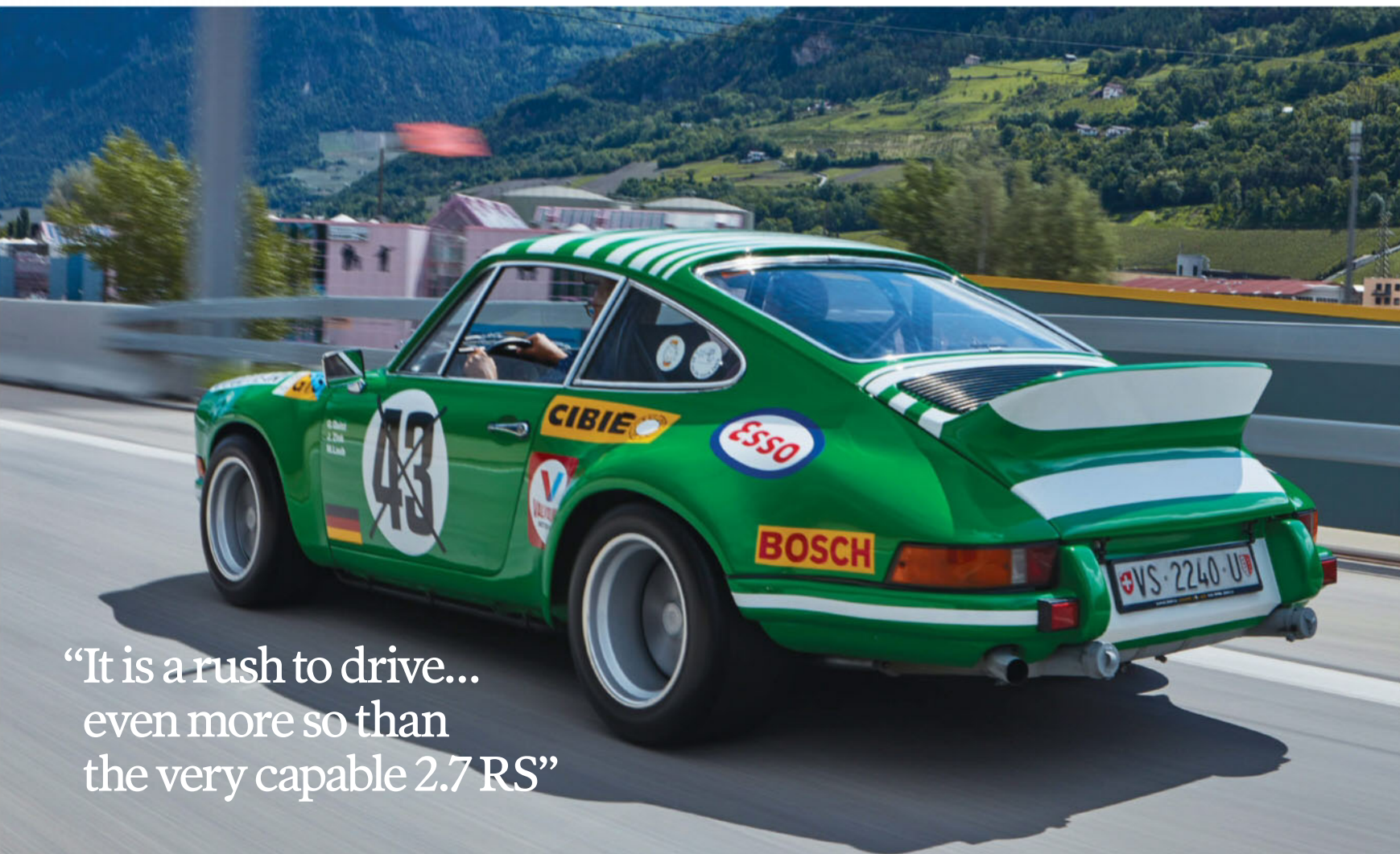
Also in 1973 Herbert Müller and Gijs van Lennep took overall victory at the famous Targa Florio, while at the 24 Hours of Le Mans the same team finished a credible fourth overall.

In 1974, the 2.8 RSR was replaced by Porsche's 3.0 RSR, while the 2.1-litre turbocharged RSR monster also arrived on the racing scene.





There were few options available on a 2.8 RSR, including a 120-litre capacity fuel tank, altered gear ratios and a side script



“It is a rush to drive... even more so than the very capable 2.7 RS”





immediately, catapulting the car towards the first corner. The RSR doesn't weigh much, yet I'm surprised at how quickly and strongly the engine pulls. Through the first few bends it is evident how perfectly the front turns into a corner, partly owing to the wider track, tyres and a strut brace connecting the front suspension towers.

As with any 915 gearbox, you can't rush through the gears, but if you blip the throttle before a gear change the drivetrain responds better and progress is smoother. This car's brake pedal does require a fair amount of downward pressure, but once you are through the initial phase, the stoppers – sourced from Porsche's 917 racer – scrub off speed well. As I gain confidence in the car, I explore the upper echelons of the flat

six's limits. The engine eagerly picks up speed throughout its rev range, but after 4,000rpm it really comes on song and then you can easily keep the throttle pinned all the way past 7,000rpm.

The owner says his RSR will rev cleanly to 8,000rpm (the same point at which the 2.8-litre delivers its peak power), but I change up before this rounded number, only to be surprised, after guiding the gearlever into the next slot, by the sheer eagerness with which the engine continues to push from the rear. It is a rush to drive and, as expected, even more so than the very capable 2.7 RS. As I pull over to have a look below the decklid, it is interesting to see that on the chassis plate, Porsche refers to this car as "Typ 911 SC". Maybe Porsche thought of this car as a "super Carrera", a name they would later use on production 911s from 1978.

Dr Thomas Gruber and Dr Georg Konradshaim's much praised book, *Carrera RS*, contains some fascinating images and details from the entire history and development of the 2.7 and 2.8 RS. Did you know the 2.8 RSR was built on the same production line as the 2.7 RS, but was pulled off and taken to the customer sport department (in Werk 1) where the transmission, suspension and fire extinguisher, to name a

few, were fitted? The 5cm wider front and rear arches were also welded at an early stage on the production line.

Once completed, the car would be transported to Weissach's test circuit where the running-in process would take place. Only a few options were available, including a 120-litre fuel cell, special gearing ratios and chromatic side scripts. As only 49 2.8 RSR customer cars were built in 1973, it is no wonder that they command extremely high prices today; at Gooding & Company's Pebble Beach auction in 2015, a similar Viper green RSR sold for \$935,000. Today their value is even higher!

Further research showed that historic Porsche specialist Maxted-Page offered one for sale as we went to press, also featuring some significant race entries. Needless to say, you'll have to search extensively to get your hands on one of the most important early RS cars! Could there be a better way to celebrate this monumental 911 than have it registered in one of the world's most picturesque countries, and enjoy it on some of its best roads? Lee Maxted-Page sums it up perfectly: "They are simple and effective, and still provide a lucky few with the ultimate early 911 driving experience." As we turn back along the mountain pass and head for home, we can't help but agree. **911**





# 2.7 RS V 2.8 RSR

## MAX TORQUE

**255NM**

2.7 RS @ 5,100RPM

**285NM**

2.8 RSR @ 6,500RPM

## NUMBER BUILT

2.7RS  
1,590

2.8RSR  
55

## ENGINE CAPACITY

2.8 RSR 2,806cc  
2.7 RS 2,687cc

**975 KG**

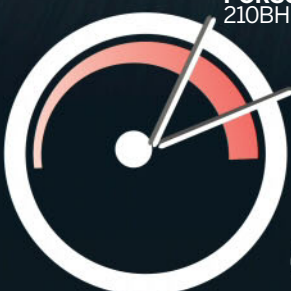
2.7 RS

**917 KG**

2.8 RSR

## WEIGHT

## POWER OUTPUT



PORSCHE 2.7 RS  
210BHP @ 6,300RPM

PORSCHE 2.8 RSR  
285BHP @ 8,000RPM



2.7RS  
152MPH

2.8RSR  
162MPH

## TOP SPEED

<b>Model</b>	<b>Porsche 911 2.8 RSR</b>
<b>Year</b>	<b>1973</b>
<b>Engine Capacity</b>	2,806cc
<b>Compression ratio</b>	10.3:1
<b>Maximum power</b>	285bhp @ 8,000rpm
<b>Maximum torque</b>	285Nm @ 6,500rpm
<b>Transmission</b>	Five-speed 915 manual gearbox
<b>Suspension</b>	
<b>Front</b>	Adjustable anti-roll bars, torsion bar
<b>Rear</b>	Adjustable anti-roll bars, torsion bar
<b>Wheels &amp; tyres</b>	
<b>Front</b>	9x15-inch; 225/50 ZR15
<b>Rear</b>	11x15-inch; 285/40 ZR15
<b>Dimensions</b>	
<b>Length</b>	4,147mm
<b>Width</b>	1,752mm
<b>Weight</b>	917kg
<b>Performance</b>	
<b>0-62mph</b>	Unknown
<b>Top speed</b>	162mph





# TARGA

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





# ON TOUR

Can turbocharging in the new 991.2 Targa 4S finally help shrug off its “boulevard cruiser” image? We drive until we can drive no further in order to find out



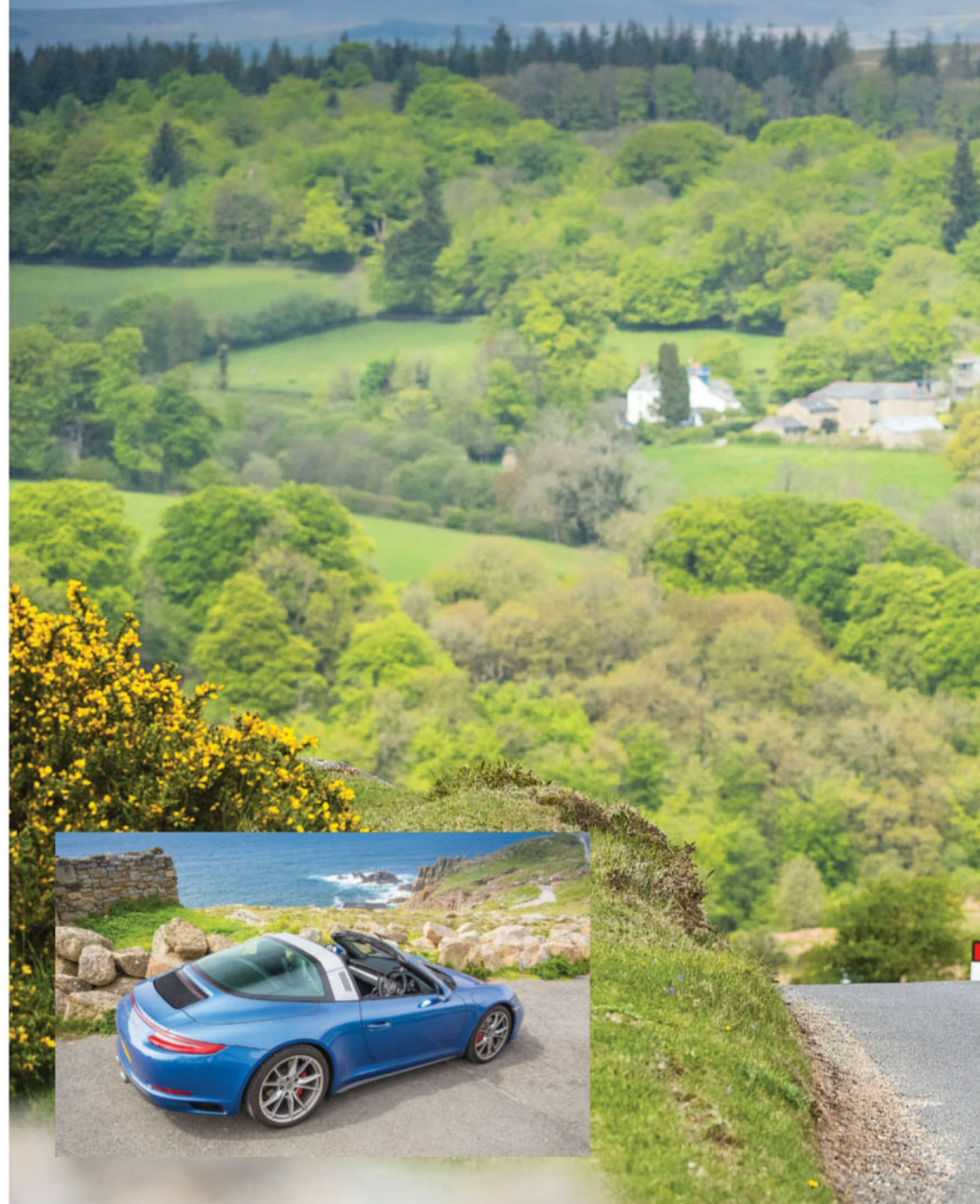
It's 6am on a Friday morning. Despite being late May, the weather forecast for the day ahead doesn't look promising but, with the predicted rain absent for now, there's just enough warmth in the Bournemouth air to warrant calling the 991.2 Targa's electric roof actuators into action. At the touch of a button, the iconic fabric panel is removed in a shade over 30 seconds. The motion may be unchanged since the reintroduction of the classic roll hoop on the Gen1 version but it's still a mechanical marvel to watch.

As my travelling companion and photographer for the day, Mr Daniel Pullen slips into the passenger seat, I engage the Sports exhaust and fire up the heated seats (the two most important options if you've set your heart – and wallet – on a new Targa), ready to embark on our day's adventure. Our plan? Nothing out of the ordinary for the **Total 911** team, just a 500-mile round trip to Land's End and back, the perfect opportunity to see if the Gen2 Targa can thrill out on the open road.

The start of our journey is entirely suburban but, with the roof down, the turbocharged 9A2 flat six sounds even better than the Coupe, the whistles and chirps of each blower accentuated by the al fresco experience. The 3.0-litre engine's extra mid-range torque (500Nm from just 1,700rpm in this 4S example) suits the portly Targa concept down to the ground too. The naturally aspirated Gen1 version felt gutless at the bottom end, even in 4S form, while the new car picks up pretty impressively, despite carrying an extra 25kg over its predecessor. However, as I navigate the increasingly commuter-filled streets of Bournemouth and Poole, what is really eye opening is the number of appreciating glances the Targa draws from passers-by. Resplendent in Sapphire blue, the retro styling seems to strike a chord with onlookers in a way the Coup Carreras just can't match. Roof down, the car suits these sea-bordered environs to a tee and it does add a little extra something when behind the wheel.

Ruining my chic daydream is the need to come to a complete halt to redeploy the Targa top. With faster roads now ahead of us, roof up motoring is still a necessity in the second-generation 991 Targa, Porsche seemingly unable (or unwilling) to fix the awful wind noise generated around the corners of the roll hoop at speeds over 40mph. A few days prior to today's road trip, I was lucky enough to get behind the wheel of some classic Targas from the 1970s and 1980s, all with similar buffeting issues. While expected on early iterations, you'd think that over 40 years of development would have helped Zuffenhausen find a 21st century solution.

With the roof up and some faster, flowing roads as we approach the border of Dorset and Devon, the new Targa 4S starts to do a passable impression of the 991.2 Coupe, dispatching slower traffic with an effortless, whooshing flourish (helped by the combination of PDK and the 'Sport Response' button on the steering wheel's Mode switch). On sweeping corners, the latest Targa never feels



phased either, its 1,600kg weight never factoring into the equation on the gentler radii around the Blackdown Hills on the fringes of Honiton.

From here, our 'A' road route switches from single to dual carriageway, the Targa reverting effortlessly back to its default 'cruiser' mode, ticking off the miles as we divert from the fastest route to Land's End in search of some more challenging parcours. Around 40 miles later we arrive on the edge of Dartmoor National Park, one of the UK's most famous areas of outstanding natural beauty. Turning off the main road, we make a quick stop to top up the tank (in anticipation of some proper testing) and begin carving east through the park. Our chosen tarmac – the B3357 – starts slowly, winding through narrow lanes where the high hedges preclude any sight of upcoming hazards (such as the native ponies). However, beyond Poundsgate we work our way up towards one of the moor's many peaks, blessed with incredible panoramas in all directions. Although the forecast grey skies are beginning to close in as we head further west, there are still glimpses of blue sky and, with the vistas on offer, it's time ➡







<b>Model</b>	<b>991.2 Targa 4S</b>
<b>Year</b>	<b>2016</b>
<b>Engine</b>	
<b>Capacity</b>	2,981cc
<b>Compression ratio</b>	10.0:1
<b>Maximum power</b>	420hp @ 6,500rpm
<b>Maximum torque</b>	500Nm @ 1,700-5,000rpm
<b>Transmission</b>	Seven-speed PDK
<b>Suspension</b>	
<b>Front</b>	Independent; MacPherson strut with coil spring and PASM Sports damper; anti-roll bar
<b>Rear</b>	Independent; multi-link with coilover PASM Sports damper; anti-roll bar
<b>Wheels &amp; tyres</b>	
<b>Front</b>	8.5x20-inch alloys; 245/35/ZR20 tyres
<b>Rear</b>	11.5x20-inch alloys; 305/30/ZR20 tyres
<b>Brakes</b>	
<b>Front</b>	Six-piston 'Big Red' calipers; 350mm ventilated discs
<b>Rear</b>	Four-piston 'Big Red' calipers; 330mm ventilated discs
<b>Dimensions</b>	
<b>Length</b>	4,499mm
<b>Width</b>	1,852mm
<b>Weight</b>	1,600kg
<b>Performance</b>	
<b>0-62mph</b>	4.0 secs (Sport Plus)
<b>Top speed</b>	187mph





to put this 911's party trick to action again. After 100 miles with the Targa top over our heads, it's reinvigorating to remove the roof again.

Jettisoning Pullen on the roadside to take some photos, the next section of blacktop twists its way down the side of the valley towards the village of Dartmeet, the switchbacks providing the perfect Tarmac on which to start building up an idea of the Targa's dynamic ability. Accelerating through the first sweeping right-hander, the four-wheel-drive system's torque vectoring is imperceptible, launching over a tonne-and-a-half of Targa through the countryside with indecent haste. In the verge, Pullen is little more than a blur, the wind rush just beginning to overpower the flat-six growl. On a gradient that hits 1:5 in places, I'm riding the brakes for much of the next left, helping the nose bite the tarmac. With the addition of PDK, I've got both feet working in partnership, blending between the two pedals to adjust the 991's balance, something that, with the passive rear axle, feels entirely natural, despite the extra weight. Rolling off the 'Big Reds' into the following right, helped by the positive

camber, the Targa grips impressively. There's a bit more roll in the chassis than the Coupe but it provides more front-end compliance.

Interestingly, it's not the anti-roll control that feels reduced here, the open-top 911 turning into these smooth curves with the same verve as the Coupe. Instead, where the 991.2 Carrera S crashed its way over uneven surfaces in our head-to-head last issue, the Targa 4S rides more comfortably over Dartmoor's bumps. Even with the dampers in 'Sport' mode, my current steed is much less backbreaking. It's a welcome switch from the Gen I Targa that seemed to control its extra heft with beefier spring rates and harsher bump damping.

West of Dartmeet, the B3357 flattens out and the corners become even more sweeping. It's the ideal terrain for the top-down Targa, the Tarmac never too taxing for its chassis. On the straighter roads, the effects of this Neunerfer's greater mass does begin to show though; on full throttle the 420hp motor feels under greater load than in the Coupe 'S' variants, with the sensation of acceleration dulled as a result. That's not to say the new Targa is slow

(a quick 'Launch Control' attempt on a quiet road proves that), but the Coupe is still the unfiltered Carrera of choice for the dedicated driver.

With a gap in our schedule, we keep within Dartmoor's boundaries for a little longer, heading north at Two Bridges onto the B3212. Taking us back towards civilisation and the A30, it's another classic moor road that boasts unfiltered sightlines and sweeping bends that reward a smooth style. Hard on the throttle, the 9A2 grows from growl to bellow, the mechanical flat-six sound track resonating around the open cabin. Popping it down a gear, the blow-off valve pipes up on the overrun. Roof-off, the Targa concept definitely makes you feel more involved with your journey. All it needs on this particular road is a manual gearbox to keep me entertained on the straight sections.

It's just before 11am when the roof goes back on and we hit the main road again bound for Cornwall. Across the plains of Dartmoor, especially with a few glimpses of sun, the 991.2 Targa 4S was a more than affable partner in crime. The tighter, twistier lanes





around Land's End will be a greater challenge though, a true test of the car's mettle.

Two hours later and we're back off the A30 – the main route to the western tip of mainland Britain – diverting up towards the famous port town of St Ives. The Targa's final test before reaching Land's End is the B3306, a snaking stretch of road that runs over the north coast of the Cornish peninsula to Sennen before rejoining the A30 for the final stretch to Land's End. On a clear day, the route affords some spectacular views over the North Atlantic at points. Now though, the sea mist has rolled in and spots of rain are appearing on the windscreen, focusing my eyes solely on the asphalt ahead. Turning the Mode switch to 'Sport Plus', the 991.2's throttle response becomes noticeably sharper, the car sensing the challenge ahead.

The only let-ups on the 18-mile route are the various windswept villages punctuating the road, turning the journey to Sennen into myriad sprints from town sign to town sign. Outside the villages, the Tarmac never ceases turning, carving viciously this way and that. It's much more point-and-squirt

than the flowing roads of Dartmoor, favouring a more aggressive 'hustle' behind the wheel.

However, forced to throw itself towards each apex, the Targa's 110kg weight penalty over the Coupe becomes readily evident. Combined with the soft springing and damping, it feels markedly less agile than its hard-topped brother; the chassis is still rolling onto its outside edges when I really need it planted flat, ready to switch direction.

On a road that wants to be attacked with verve, the Targa isn't the tool for the job. It even shows in the brakes. With 1,600kg to slow up at short notice, the Big Reds feel right on the edge of their abilities. In fact, the Coupe's basic four-pots feel sharper and are more confidence inspiring. I'm left, for once, wishing for ceramics out on the road. On the greasy blacktop, the four-wheel-drive system does at least ensure there are no dramas. But, in a way, this only highlights the imprecision of the chassis. With a surplus of grip but no real dynamism in its exploitation, the Targa feels like a blunted knife, capable of cutting through countryside but nowhere near as efficiently as possible.

Approaching Sennen, I have to switch my style, slowing the car up more in a straight line to keep the weight transfer to a minimum, streamlining my own driving to make up for the Neunelfer's flaws. Just as the clouds begin to recede, it begins to reap its rewards, letting the Targa flow more capably over the road, maintaining its momentum from turn to turn. Cruising into the Land's End complex, roof down and sun finally shining, we head straight to the famous signpost for the Targa's final photocall. Outside of the holiday season, the tourist contingent is relatively modest but, like in Bournemouth, the Targa is again garnering a number of admiring glances. Aesthetically, it's beyond compare. No other modern 911 looks as endearing as this car. Dynamically, it reminds me of the 991.1 Coupe. However, so did the 991.1 Targa.

With the Gen2 Coupe moving the goalposts so markedly, the Targa has been left behind on the open road. Despite this, I can often look beyond its (very evident) flaws, which is just as well as, although we've done nearly 300 miles in six hours, Land's End is just the halfway point... **911**



### Driving Info

**DISTANCE:** 490 miles (return)

**TIME:** 11 hrs 37 mins

**AVERAGE SPEED:** 44mph

**CONSUMPTION:** 25.5mpg







## THE 996 GT3 RENSPORT

If you happened to be in the market for a new 996 GT3 but thought it not quite, well, focused enough, then an answer was on its way. Hot on the heels of the Gen2, and launched at the 2003 Paris Motor Show, was the Rennsport version. Fully deserving of the fabled RS badge, the new model might not have boasted any more power or torque, nor was outright performance a great deal different (just 0.1 second was shaved from the 0-60mph time), but it was the way it went about its business that really impressed. Weight was shed thanks to the adoption of a plastic rear screen while some of the panels were fashioned from carbon-fibre, and there were tweaks to the suspension to further sharpen responses. Externally, there was no mistaking the new model, which sported a huge, fixed rear wing, extra vents, and colour-coded GT3 RS body script and wheels.

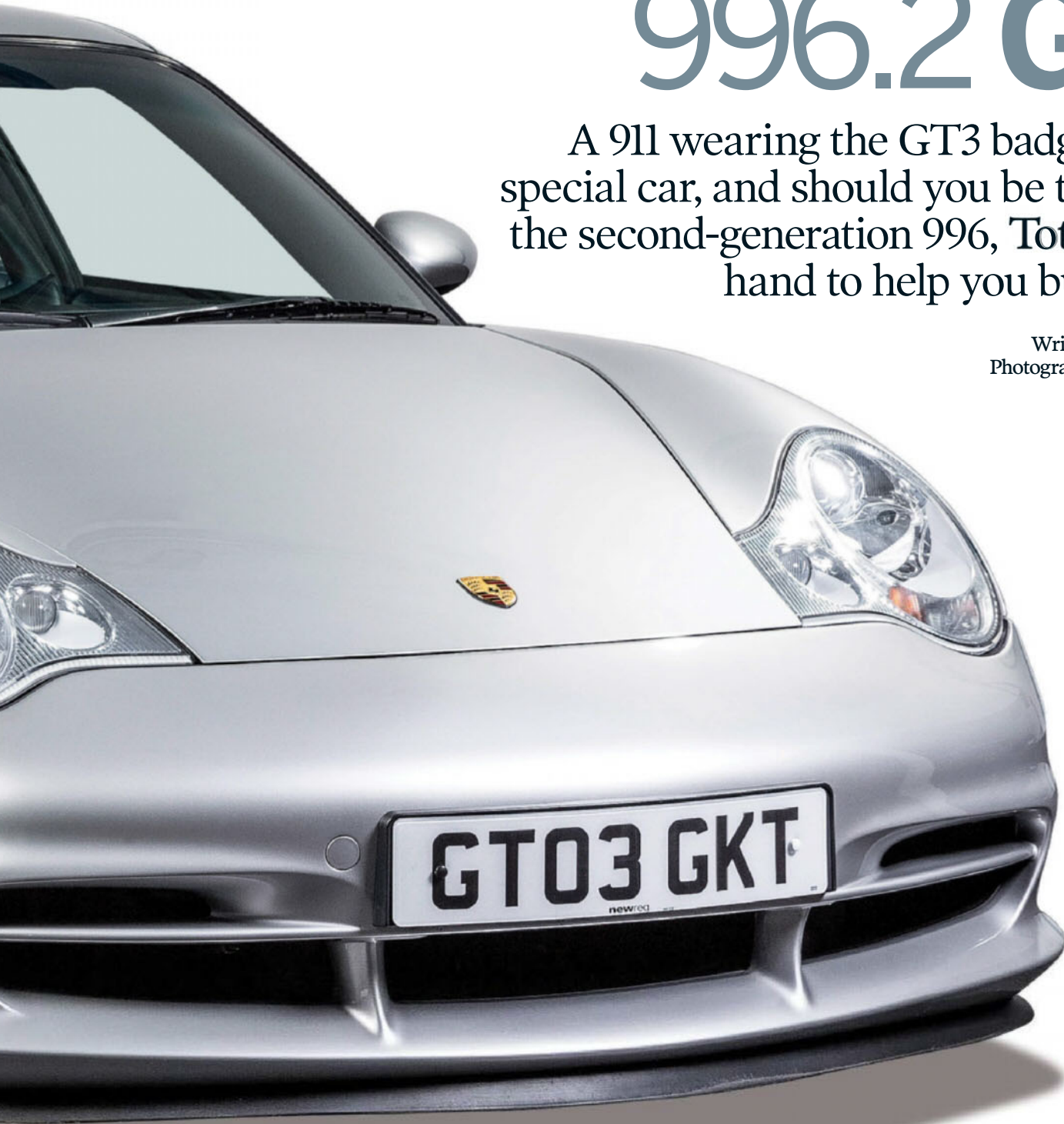




# 996.2 GT3

A 911 wearing the GT3 badge is a very special car, and should you be tempted by the second-generation 996, Total 911 is on hand to help you buy the best

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



## GT3 TIMELINE

**1999**

The first GT3 is introduced at Geneva with the 996. Lighter than the Carrera, there was a choice of Comfort or Clubsport trims. 1,858 produced

**2003**

The Gen2 996 arrives with 381bhp, optional ceramic brakes, and changes to the engine and transmission. 2,313 produced

**2004**

The 996 GT3 gets the RS treatment. Power and torque remain the same, but weight-saving measures include composite panels. 682 produced

**2006**

Again, it's a Geneva launch for the 997 GT3. Power is 415bhp with the addition of VarioCam Plus, and PASM is standard. 2,378 produced

**2009**

The 997.2 GT3's power is raised to 435bhp, with revised rear wing, centre-locking wheels and better brakes. Weight remains the same as Gen1 at 1,395kg. 2,200 produced

**2010**

After Gen1 and Gen2 997 Rennsport GT3s, Porsche introduce a 997 GT3 RS with nigh-on 500bhp from a 4.0-litre engine. 600 produced

**2013**

The 991 gets the GT3 treatment, with power upped to 475bhp from the 3.8-litre engine. It's PDK only though, to the concern of many. Unknown produced



**W**hen Porsche was looking to homologate the Neunelfer for the GT3 endurance racing category, it turned to the first water-cooled generation in the 996. As the first model to carry the now famous badge on its decklid, the first-generation 996 arrived in 1999 sporting a 360bhp, 3.6-litre flat six and a healthy dose of motorsport attitude. What interests us here, though, is the Gen2 model launched in 2003, which boasted a raft of changes, not to mention more power. And, with desirability guaranteed, it's time to find out what you need to know before taking the plunge.

It's worth starting with that gem of an engine: the dry-sump M96/72 'Mezger' unit. Of aluminium construction and with some tasty

internal hardware, including titanium connecting rods and lightweight pistons and crank, it's essentially the same VarioCam-equipped motor found in the Gen1, although featuring some detailed but very useful alterations.

The main changes involved shaving a further few grams from parts, such as the connecting rods and valves and removing the crankshaft damper, but perhaps more importantly, power was raised to 381bhp at 7,400rpm (200rpm higher than before) while torque increased slightly to 385Nm. There was also a new engine management system: Bosch Motronic ME7.8 rather than the Gen1's ME5.2. Despite the new car's 30kg weight gain, the result was a 275bhp/ton power-to-weight ratio, an increase in top speed to 190mph, and 0.3 seconds shaved from the 0-62mph time, which now stood at 4.5 seconds.

According to specialists, it's a motor that has proven bomb-proof even with extended circuit use, although buying one without a meticulous service history would be a risky move. An over-rev check is strongly advised in order to weed out those examples that have attempted Nordschleife lap records, but as long as you avoid anything that seems to be obviously ailing there should be little to worry about, and as an added bonus there are no concerns about leaking rear main seals.

It is, though, worth establishing whether the car you're looking at has been fettled for more power – it's not necessarily a problem if the work has been done well, but bear in mind that there's a general shift towards originality with these cars. Incidentally, don't rule out a car that's seen regular track action – it is, after all, what the GT3 was made for – but scrupulous

“Don't rule out a car that's seen regular track action – it is, after all, what the GT3 was made for – but scrupulous maintenance is important here”

<b>Model</b>	<b>Gen2 996 GT3</b>
<b>Year</b>	2003-2005
<b>Engine</b>	
Capacity	3,600cc
Compression ratio	11.7:1
Maximum power	381bhp @ 7,400rpm
Maximum torque	385Nm @ 5,000rpm
<b>Transmission</b>	Six-speed manual, rear-wheel drive
<b>Suspension</b>	
Front	MacPherson struts with coil springs and anti-roll bar
Rear	Multi-link with telescopic dampers; coil springs; anti-roll bar
<b>Wheels &amp; tyres</b>	
Front	8.5x18-inch; 235/40/R18
Rear	11x18-inch; 295/30/R18
<b>Dimensions</b>	
Length	4,435mm
Width	1,770mm
Weight	1,380kg
<b>Performance</b>	
0-62mph	4.5 secs
Top speed	190mph







The Gen2 996 GT3 received re-profiled bumpers and side skirts and a new fixed rear wing over the first-generation GT3. Brakes were also improved, and buyers could opt for PCCB carbon ceramic discs

## PARTS PRICE CHECK

• Dual-mass flywheel	£1,131.66
• Air-con condenser	£270
• Gearbox	£21,010
• Front lower suspension arm	£327.39
• Shock absorbers (set of four)	£2,006.78
• Front bumper	£2,058.08

Prices are inclusive of VAT and come courtesy of Paragon Porsche

## 996.2 GT3 VALUES

According to Greig Daly at RPM Technik, prices hit their low around 2011 when a 996 GT3 cost £35,000 and they've been steadily rising since. They appear to have now levelled out at around £50,000 for a higher mileage car, and up to £70,000 for a pristine, low mileage example. It's worth noting that Clubsport versions are the rarest and consequently command a higher premium.

• Good	£50,000
• Concours	£70,000







## “An interesting change for the Gen2 996 GT3 was the adoption of a dual-mass flywheel for both Comfort and Clubsport models”

maintenance is what's important here. Reliability-wise, it's a similar story with the six-speed manual transmission, which in this incarnation benefitted from improved cooling, and steel – rather than brass – synchro rings for the third, fourth, and fifth ratios. It can prove a touch notchy when cold so it's sensible to bring it up to temperature to ensure everything's healthy – vital given the stomach-churning £21,000 cost of a replacement – and once warm, check for whines or evidence that the synchromesh has been compromised.

You'll also want to check for judders or excessive noise from the limited-slip differential

– although the odd groan at low speeds isn't a concern – along with any signs that the clutch is past its best, as replacement will result in a £1,200 bill, although it can be changed with the engine in-situ. A further interesting change for the Gen2 was the adoption of a dual-mass flywheel for both Comfort and Clubsport models, an item reserved for Comfort-spec only on the Gen1. Obvious rattles or clutch judder likely points to one on its way out and a new one is around £1,100.

As you might expect, Porsche also took the opportunity to improve upon some other aspects of the Gen1 model, starting with the brakes.

Stopping power was boosted by the fitment of 350mm front discs (up 20mm from before) that were cross-drilled and clamped by six rather than four-piston calipers. 330mm items and four-piston calipers were carried over at the rear, but now buyers could also opt for PCCB carbon ceramic discs, although the eye-watering cost means these are a rare find today. In any case, the standard brakes were more than up to the task and just need checking for excessive scoring or cracks around the edges of the cross-drillings. Not only will you need to budget around £2,000 (including fitting) for a fresh set of discs and pads all round, but finding badly worn items should ring alarm bells over the previous maintenance regime.

The suspension also came in for attention on the Gen2, with slightly suppler damping and a lower ride height, and with handling playing such a crucial part in the GT3's appeal, it's worth spending plenty of time on the checks. First of all, proper wheel alignment is crucial, so if you have any doubts about the setup a specialist check will





**GT3 buyers had an interior spec choice of Comfort or Clubsport. The former had more leather and equipment, as shown here, while the latter boasted Nomex covered Recaro buckets, a fire extinguisher, a half roll cage and Schroth harness. Both had no rear seats**

be worth every penny. Already featuring a degree of adjustability, the Gen2 also came fitted with lower suspension arms that could be shimmed for added adjustment of camber, so it's important to ensure that inexpert tinkering hasn't resulted in less than optimum geometry. Otherwise, problems are likely to be age-related such as perished bushes (listen for creaks from the lower arms), rattling anti-roll bar links, and weeping dampers. Assuming things haven't gone too far the latter can be overhauled, with Parr Motorsport quoting in the region of £300 (including removal and refitting) to have all four serviced with new seals. With new ones costing £399 each at the front and £604 each at the rear, it could be a very cost-effective way of rejuvenating a tired example.

Last of all, it's worth mentioning that Gen2s got bigger wheels, measuring 8.5-inches wide at the front and 11-inches wide at the rear (up from 8-inches and 10-inches respectively). Expect to find quality rubber and rims that aren't scraped or showing signs of corrosion. ➡





## BUYING TIPS

Build quality is impressively robust and the GT3 stands up to track work very well. Even so, the spectre of hard use means care is needed, so if the example you're looking at lacks a meticulous history, then it's time to find another car.

- **Bodywork:** Start on the assumption that a car has had previous bodywork repairs, investigate accordingly and you won't go far wrong. Susceptibility to stone chips probably means fresh paint at some point in the past, too.
- **Gearbox:** Strengthened for the Gen2, any circuit abuse could mean a four-figure re-build. The cost of a new one doesn't bear thinking about...
- **Engines:** Bomb-proof according to specialists, on the proviso that the service regime has been faultless. Get an over-rev check carried out for peace of mind.
- **Suspension:** Uneven tyre wear or odd handling will need investigation as the GT3 is sensitive to proper alignment. Tired bushes could be an issue, while a full set of dampers is pricey; overhauling them is possible and substantially cheaper.
- **Brakes:** Gen2s got beefed-up front discs and calipers. If the discs are scored, or showing cracks around the cross-drillings, then haggle accordingly as new ones will be needed.
- **Interior:** A cherished car shouldn't be showing much more than mild patina. The bigger decision is whether to go for Comfort or Clubsport spec; it's worth trying the latter before you commit.

Mechanically, then, a fat sheaf of bills and a specialist inspection will allay fears of expensive horrors, but what of the exterior? It's another area where the Gen2 came in for attention, receiving re-profiled bumpers and side skirts and a fixed rear wing. Like the regular 996, you shouldn't find any signs of corrosion so attention can instead be focused on checking for accident damage. With plenty of potential for cars to have kissed Armco barriers as well as apexes, you're probably best starting with the assumption that repairs have been made in the past unless you know otherwise.

Start by checking inside the front luggage compartment for evidence of fresh metalwork or welding, while at the back you'll want to be certain that the rear panel isn't showing signs of creasing, or that it hasn't been replaced altogether – it's easier to be sure with the rear bumper removed, but at the very least it should be scrutinised carefully from within the engine bay.

Check the bumpers for scuffs or worse as replacement is pricey, while the GT3 can suffer from stone-chipping to the wings and side skirts, so again it's best to assume that the car has had some paint rectification in the past. Needless to say, any visual examination should be backed up by a full history check. And while on the subject of visuals, the more extrovert colours can boost resale values, something worth considering before opting for the safer choices of black or silver.

Inside, GT3 buyers had a choice of the familiar Comfort or 'M003' Clubsport trim. The former benefitted from more equipment and greater use of leather – although still without rear seats – while the latter boasted a half roll cage, Nomex-covered Recaro bucket seats, a fire extinguisher, and a Schroth harness for the driver.

Deciding which option suits you best will very much depend on the sort of use you have in mind for the car, but as we've pointed out before with such 911s, it's worth thinking about whether the more track-oriented option will prove a hindrance in the long-run.

Either way, a thorough check of the condition is advisable and make sure that everything works, especially the air-conditioning (a no-cost option on Clubsports) as the condensers are prone to corrosion. The Clubsport bucket seats can pick up scuffs on the bolsters, too, so budget for the services of a professional trimmer. But with issues like these aside, a well-cared for example should still be in fine condition. If it isn't then you should think about what else might have been neglected.

Ultimately, the second-generation 996 GT3 is an incredibly sharp driver's tool that entertains like few other sports cars, whether on road or track, but there is also little to fear if you buy with care. Find one that has been cherished and maintained regardless of cost, and you will have bagged yourself a very special 911 indeed. **911**

## SPECIALIST VIEW

"Lately, 996 GT3s have been a really popular choice with buyers, and due to their previously undervalued status they looked to be very good value for money. Plenty have seen some tough lives on track, which is ultimately what they were designed and built for, but a few have seen big accidents so it is worth ensuring the car is fully inspected prior to purchase. Their values will likely steadily go up in coming years as the buyer's desire for more 'analogue' machines increases, so they are a pretty safe place to put your money. But most importantly they are a stunning car to drive and can be ran on a sensible budget, providing maintenance is kept on top of."

**Greig Daly,**  
RPM Technik







## OWNING A GEN2 996 GT3

- **UK Price:** £72,750
- **Total numbers sold:** 2,313
- **Service intervals:** One year/12,000 miles
- **Service costs minor:** £282.38
- **Service costs major:** £721.50  
(Figures are courtesy of RPM Technik)



## Thanks

The Gen2 996 GT3 pictured here is currently available for purchase at RPM Technik. For more information call (+44) 1296 663 824 or visit [www.rpmtechnik.co.uk](http://www.rpmtechnik.co.uk).



# Wolf Henzler

The long-time Porsche works driver has considerable experience peddling the 911 at tracks all over the planet. Here, the German sits down with **Total 911** at Le Mans to discuss his glittering career

Written by **Johnny Tipler**



Wolf Henzler, 41, from Nürtingen, southwest Germany, has raced Porsche 911s for the past 16 years, starting with the Supercup in 2000. With a grounding in karts and German single-seater series, ranging from Formula BMW to F3 and F3000, he's driven for several big-name teams, including Manthey Racing, Jürgen Alzen Motorsport, Kadach Racing, Farnbacher, Flying Lizard and Team Felbermayr in 996 and 997 GT3 Cup cars and RSRs, joining the Falken squad in 2010.

As well as a number of outright and class victories to his credit, Henzler's most significant results to date are winning the 2004 Porsche Supercup series in a 996 GT3 with nine wins from 12 races; topping the charts in the 2008 American Le Mans Series with a 997 GT3 RSR; and taking the GT2 Class win at Le Mans in 2010 in a GT3 RSR.

In the United States, Henzler has driven the Team Falken Tyre 997 GT3 Cup in Grand Am and the ALMS series, and since 2015 he's been closely associated with the factory supported Manthey and KCMG operations in the World Endurance Championship, including this year's Le Mans 24-Hours. He's also specialised in the German VLN and stand-alone Nürburgring 24-Hours races, in which he placed fourth in 2014 and third in 2015 – and the Nordschleife holds a special place in Henzler's heart, as **Total 911** found out...

## ESSENTIAL FACTS

- Henzler's racing career started in karting in 1990, moving on to Formula BMW in 1993.
- In 1999 Henzler drove the Durango Lola B99/50 Zytec in the FIA F3000 series, moving on to German Porsche Supercup the following year.
- Henzler splits his time between the FIA World Endurance Championship, the VLN series, the European Le Mans Series, and the North American IMSA Championship.
- Since 2000, Henzler has raced nothing but Porsches, ranging from the 996 GT3 Cup and 997 GT3 RSR to the 991 GT3-R and 991 RSR.
- As well as the Falken and KCMG teams, Henzler has driven for other top racing teams including Manthey Racing, Kadach, Felbermayr, Flying Lizards and Jürgen Alzen Racing.
- In 2015 Henzler was in the Falken 997 GT3-R that placed third in the Nürburgring 24-hour race.

### So, Wolf, how did you get into motorsport in the first place?

Like many race car drivers I started in karts, but a little bit late – I was 14 by then, and after that I went through different open-wheel classes, and then since 2000 I've been driving Porsches. I started in Supercup and then Carrera Cup in Germany, and since then I haven't driven for any other manufacturer.

### Your name has become more and more associated with the factory cars...

Yes, since 2008 I have been a driver for Porsche factory-supported teams like Falken Tyres on the Nordschleife and Nürburgring VLN races, and also in the US with technical support and with me as a driver. So in recent years I was mostly driving the ALMS and doing some testing and a few races for the factory at Le Mans, for example. That has been my main programme over the last few years.

### So what is it that you like so much about Porsches, rather than Audi or Mercedes-Benz, for example, which are equally quick around the Nürburgring?

Porsche is something special for everybody. When you are a kid, everybody likes Porsche, for sure, and I don't know any kid who doesn't like the name. When I was a kid I had toy 911s and model Porsches, and it was something special. I live close to Stuttgart so I'm near the Porsche factory, so it's like a little relationship, and also being at Porsche it's like home for me; I have grown up there.

### Do you have a favourite race circuit?

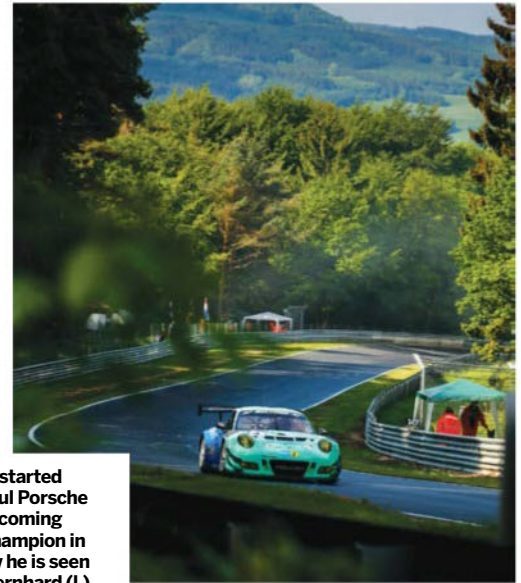
I don't have a favourite track. I like many tracks; most of my racing was in the US during the last few years, and the US tracks are a little bit different to the tracks in Europe. The US tracks are more old fashioned, like Sebring, Lime Rock and Laguna Seca, while European circuits are more Formula One style – like the Ring's Grand Prix track – where you have huge run offs, whereas in the US it's more like it was 20 years ago, and it's a little bit more











Henzler kickstarted his successful Porsche career by becoming Supercup champion in 2004. Below he is seen with Timo Bernhard (L), who would also go on to become a mainstay Porsche factory driver



challenging; you have more bumps. But recently I did a race in Imola in Italy with the European Le Mans Series and I must say it's similar to Formula One style with huge asphalt run offs, but I really liked it because it is still safe when you spin. You don't end up in the gravel or the grass, you end up on asphalt and you can continue the race. So Imola is one of the nicer racetracks here in Europe.

**When you were presented with the latest car, the Porsche 991 RSR, did you forget everything about the 997 GT3 that you've been racing up until now?**

That's gone out of my mind, yes. Of course, when you go out and do a lap in the new car, and you compare how it was last year in the 997, and then you look at the times through the turns, I couldn't find any disadvantage with the new 991. However, the 991s are slower down the straights than last year's car because they have less horsepower due

to the regulation restrictor plates, which we didn't have last year. But we've gained a lot in the turns, with more downforce, better chassis balance. So, yes, you think how nice it was to go a little bit faster on the straight, but you also think it's better now because we are better on braking and getting out of the turns. Usually when it's a new car you forget the old car and you concentrate on the new car, and we don't try to reproduce the setup we had last year. We can forget all this data and just concentrate on setting up the new car now.

**Do you bring your experience with the factory cars into customer cars, such as Falken for the Nürburgring 24-hour race?**

That's difficult because it's a different tyre – they run Michelin tyres, we run Falkens, and when I test these cars for Porsche it is always a little bit different because the setup of springs and dampers are different, so, no, it's not the same. With the old car we had it all sorted with the tyres. Then we get this car and it develops a lot more traction, and the tyres we had on the other car aren't strong enough for it, so we had to develop stronger tyres for this car. Now we can do a full stint with one set of tyres.

**My obvious question then is which is the quicker car, the factory car or the Falken car, and whether the factory car noticeably handles better in any way?**

That's difficult to judge, because I would need both cars at the same time at the same track, and I would

need to drive one and then get out and immediately drive the other one. When I drive factory cars it's a completely different day, a completely different track, so it's hard to judge which is better. But if one car has a little bit of an advantage there, the other car probably has a bit of an advantage somewhere else, but it is very small, so I would say they are pretty similar.

**How do you compare your job with the Falken team with Manthey, say, or the KCMG team? Is it taken just as seriously?**

Yes, absolutely! You can see that Falken is also a factory supported team, and the team engineering is also professional, very strict and I don't feel like it's a holiday, or that I have to do less or I can relax more. It's the same as the other factory teams; I have to do the same things as I do when I'm driving with the factory, and we have the same long meetings and discussions about car setup and our strategy, so yes, the Falken team are also operating on a very high level.

**But it does help that the factory team is also present?**

Sure, we have support from the Porsche factory engineers, who are also looking after us and helping us if there is a problem. It's a different team and



**Right:** As a seasoned campaigner for Porsche, Wolf Henzler knows his way around a 911, racing for both Falken and KCMG at the Ring and Le Mans this year









they have different people, but if there is a problem with their car, then they know it could also happen to us, and then they would try to advise us for our car.

**Can you relax at the wheel at any point of a 24-hour race anymore?**

If it's dry, yes, you can relax a little bit, but if it is a wet race it's bad; if it's raining it's so much more stressful than any other race. There's no endurance racing anymore, it's a straight 24-hour sprint.

**And at night as well?**

Yes, especially during the night it's very difficult. The track is very dark in some places and when you drive at night in the dark it's very hard to judge how much water is on the track. You can't really tell if it's drying up or not – you have no idea – either you risk a lot and, if you do, you might be very fast but you can easily lose the car, or you can take it a little bit easy. But being safe and not risking anything and being a little bit slower would not happen on a normal racetrack where you can know what to expect on every turn, on every lap.

**You've had a very distinguished racing career so far and have won a lot of prestigious races. What's left on the 'to do' list?**

Yes, there is blocking, sometimes on purpose. Even the professional drivers sometimes do it, and the amateur drivers, for sure – maybe not on purpose because they are busy fighting amongst themselves, especially in the night when it's raining – but that's racing and you have to deal with it.

**What is your ambition? Do you aspire to win Le Mans, let's say? What would be your goal?**

**“If it's raining it's so much more stressful. There's no endurance racing anymore, it's a straight 24-hour sprint”**

I've won the GT class at Le Mans, but I've never won the 'Ring! So I want to win the N-24; this is the one, the Nürburgring 24-Hours, that's what I want to win!

**You were the quickest RSR during first qualifying for Le Mans this year, so you must have been feeling quite confident...**

Yes, it all went very well. We changed the shock absorbers before qualifying. That proved to be the right decision, even though it didn't match perfectly

with the tyres. I still managed at this time to turn the fastest lap. Afterwards I returned to the pits and we tried to tweak the fine-tuning. Final qualifying was a washout; the weather was terrible and it was really difficult. We changed the vehicle setup, but it wasn't enough to turn significantly faster lap times.

**You took the first turn at the wheel; how frustrating was that, given the start under the safety car?**

That was a long stint for me. I was in the car for over three hours. The safety car stayed out for ages, but in fact it would have been possible to start the race a few laps earlier as the track dried up quickly. The tyres held up well and the car ran without any problems. The race balance felt better than in qualifying.

**You finished 41st overall and 10th in the GTE-AM class. The Porsches were at a disadvantage in both the GTE-Pro and AM classes though. Any comments?**

We were leading the class after the first round of pit stops, ahead of three other RSRs, and we shall study our own performance, but most of all I am delighted that Porsche was in a position to win the race. Driving in Le Mans is simply great. **911**







# PORSCHE ACRONYMS EXPLAINED

Confused by Porsche's acronyms and codes? **Total 911** is on hand to explain all

Acronyms. They're confusing at the best of times, but it's even worse if you're a car enthusiast. It used to be enough just to know your OHV from your OHC, but the proliferation of new technologies, governing everything from performance and handling to safety, means we're inundated with new letters and code numbers to decipher.

Porsche certainly likes an acronym or two, one of their earliest being 'MFI', which dates back to 1973 and was used to denote the use of mechanical fuel injection on the iconic 2.7 RS. But the introduction of the water-cooled 996 brought with it a vastly increased use of technology, which showed no signs of slowing down as each successive model became quicker, safer and more dynamically adept. Leaf through the latest 991 brochure and it's clear that this is one of the most advanced 911s yet with an acronym for just about every aspect of operation. We stopped counting after 16! Time, then, for us to clear up some of the confusion about what they all mean. Deep breath; here we go...

**1972**

**915 – Five-speed manual transmission**

Replacing the 911/01 dog-leg gearbox, the 915 transmission gained a reputation for being recalcitrant when cold. Identified by reverse gear located below fifth, it was replaced by the G50 gearbox in 1986.

**1989**

**ABS – Anti-lock Braking System**

Adopted for the 964, sensors measure wheel rotation with an electronically-controlled pump releasing and reapplying the brakes on individual wheels to prevent locking. This enables the driver to retain steering control.

**1995**

**VarioRam – Variable air intake system**

Debuting on the 993 Carrera RS, the system features variable length air intakes. Longer at low engine speeds to improve torque, vacuum-operated sleeves shorten the intakes above 5,000rpm for better high-speed breathing.

1970-79

1980-89

1990-99

**1973**

**M471/M472 – Carrera RS Sport and Touring options**

Featuring thinner metal and glass, the M471 Sport had no insulation, carpets, or rear seats and less interior trim, while the comfort-oriented M472 Touring had a specification similar to the 911S.



**1973/1976**

**MFI and EFI – Mechanical Fuel Injection and Electronic Fuel Injection**

Both were Bosch systems, the former using a complex mechanically operated injection pump (last used on the 2.7 MFI.) The Carrera 3.0 adopted the electronically controlled Bosch K-Jetronic system for more precise fuelling.

**1987**

**G50 – Getrag 50 transmission**

Replacing the '915' transmission, the new gearbox provided a smoother, less balky gearshift. A five-speed manual unit, it's identified by reverse gear being up and to the left of first gear.



**1984**

**M491 – The 'Turbo-look' option**

For those wanting the wider Turbo look for their normally aspirated 911, the M491 option brought wider rear wings and wheel arches and splitters front and rear.

**1998**

**PSE – Porsche Sports Exhaust**

Providing a quieter or sportier sound track depending on preference, a valve opens and closes in the exhaust system to alter the noise. It is operated via a button in the cabin.

**1998**

**PSM – Porsche Stability Management**

Encompassing a range of electronic systems including traction control and anti-lock brakes, the system can counter excessive under or oversteer by braking individual wheels.



**1997/2005**

**M96/M97 – Engines fitted to 996/997 models**

The M96 was a wet-sump, 3.4/3.6-litre engine used in the 996. The 3.6/3.8-litre M97 replaced it, featuring a larger cylinder bore and pistons.



**WHAT HAVE WE MISSED?**  
Let us know the acronyms your 911 has (and what they mean!) by emailing [editorial@total911.com](mailto:editorial@total911.com)



**1998**

**PCM – Porsche Communication Management**

First appearing as PCM1 on the 996, the system encompasses the car's audio, communications and satellite navigation functions. In the 991, these are operated via a touchscreen or using voice control.

**2004**

**PASM – Porsche Active Suspension Management**

Monitoring the bump and rebound, the system continuously adjusts the damping at each wheel. It can be switched between 'Normal' and 'Sport' modes for greater ride comfort or sharper handling.



**2008**

**PDK – Porsche Doppelkupplung**

An electronically controlled dual-clutch gearbox, there are separate clutches and input shafts for the odd and even numbered ratios. Pre-selecting gears, the clutches engage and disengage seamlessly for rapid gearshifts.

**2011**

**EPAS – Electric Power-Assisted Steering**

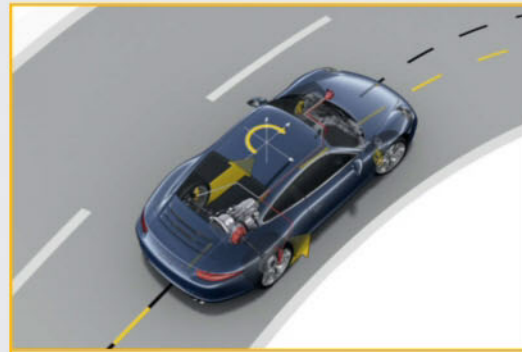
A controversial addition to the 991 generation, EPAS replaced hydraulically-assisted steering with a ZF-developed system providing assistance via a rack-mounted electric motor. The system is simpler and improves engine efficiency.



**2001**

**PCCB – Porsche Ceramic Composite Brakes**

Introduced on the 996 GT2, the discs are constructed from a silicate carbon-fibre compound. Highly resistant to fade, they are around 50 per cent lighter than the steel items, reducing unsprung weight.



**2010**

**PTV – Porsche Torque Vectoring**

Combined with a limited-slip differential, PTV brakes an inside rear wheel, increasing yaw around a central axis. This provides sharper turn-in and agility when cornering.

2000-09

**2002**

**X50/X51 – Optional Powerkit**

The famed 'Powerkit', the X50 option featured larger turbochargers and intercoolers and ECU tweaks. X51 identifies Powerkit for Carreras.

**1999**

**POSIP – Porsche Occupant Side Impact Protection**

Greatly improving occupant safety in an accident, the system combines steel impact beams in the doors with side airbags for maximum protection.

**1998**

**VarioCam – Variable camshaft timing**

Adopted on the 911 for the 996, the inlet camshaft timing is altered by adjusting the tension on the chain connecting the inlet and exhausts camshafts.

**2008**

**DFI – Direct Fuel Injection**

Allowing for very precise control of the fuelling, petrol is injected directly into the combustion chambers, optimising the combustion process. It benefits power, efficiency, and emissions.



**2005**

**VTG – Variable Turbine Geometry**

Electronically controlled guide vanes alter the flow of exhaust gases through the turbocharger, speeding flow to minimise lag at low speeds while allowing better breathing at higher engine speeds.

2010-16

**2010**

**PADM – Porsche Active Drivetrain Mounts**

Electromagnets change the viscosity of magnetorheological fluid flowing within the engine mounts, altering their stiffness. This benefits refinement at low speeds while improving response and stability at higher speeds.



**2011**

**PDCC – Porsche Dynamic Chassis Control**

This active anti-roll system uses electronically-controlled hydraulic actuators to alter the load acting on the anti-roll bars. This suppresses roll, keeping the body flatter during hard cornering.



**2013**

**PAA – Porsche Active Aerodynamics**

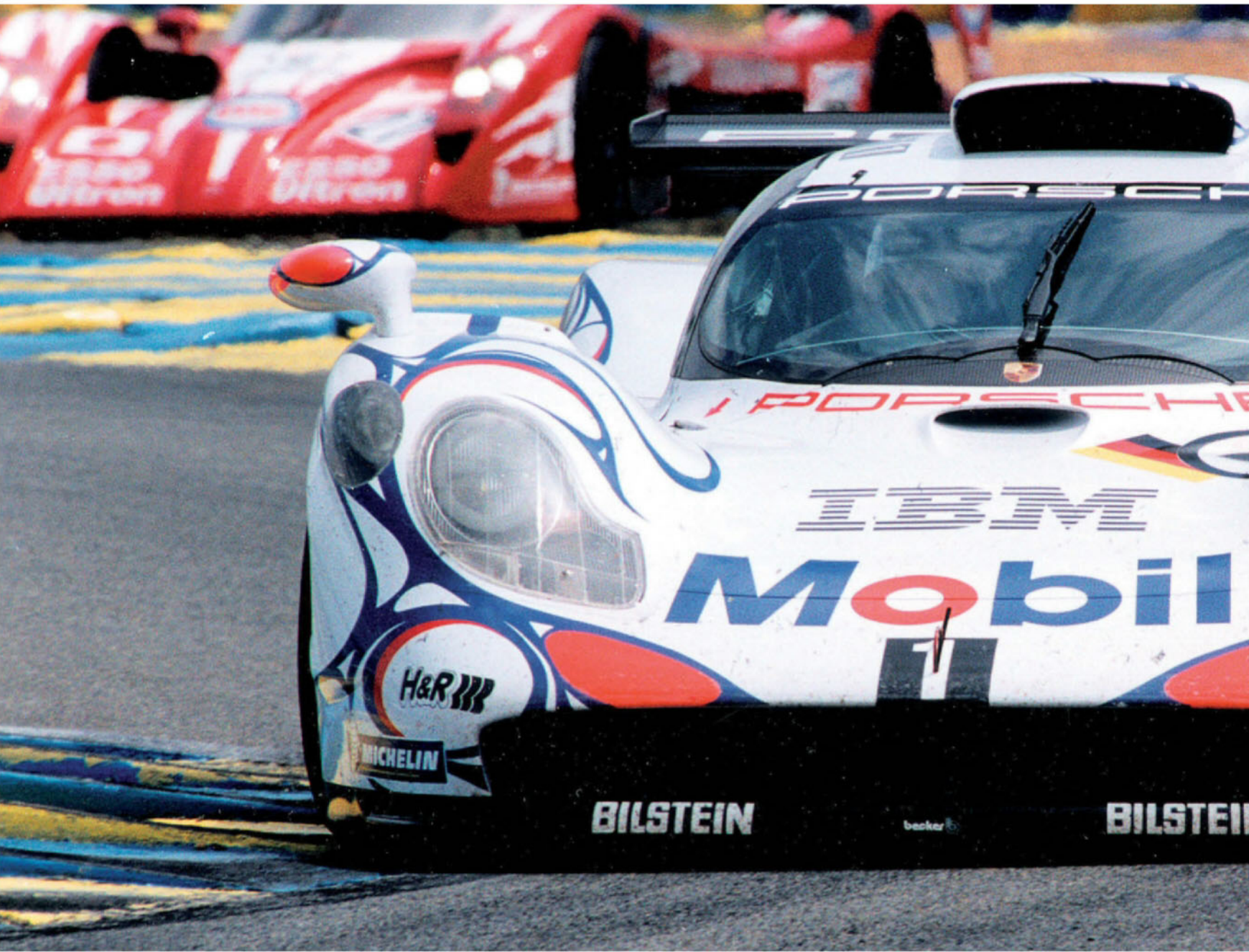
First appearing on the 996 Turbo, PAA balances drag and downforce. Below 75mph in the 991 the front splitter and rear wing are retracted; above 75mph both are extended, the latter by 25mm.

**2011**

**PDLS – Porsche Dynamic Light System**

Adjusting the dipped beam depending on speed, there's also a dynamic cornering function that swivels the lights towards the inside of a bend depending on speed and steering angle.









# 50 YEARS OF THE 911 AT LE MANS

The 2016 24 Hours of Le Mans takes place 50 years to the day after the 911's debut at La Sarthe. We take a look through the Neunelfer's history around the famous French circuit...

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





The 1966 24 Hours of Le Mans is best remembered by motorsport aficionados for Ford's landmark inaugural triumph (the first of four consecutive victories) with its GT40 sports car. While Detroit was grabbing the headlines at the Circuit de la Sarthe on 19 June 1966 though, it was a humble Zuffenhausen-built car that was running in 14th overall come Sunday afternoon that piqued our interest. The Signal red sports car was none other than the first Porsche 911 to compete at Le Mans. Entered under a French licence but bearing a Stuttgart registration ('S-WX 450'), chassis no. 303-076 was one of three early 911S prototypes. Known internally as 'R3', the car was built in December 1965 before the factory entered it in the 1966 Monte Carlo Rally, where Hans-Joachim Walter and Werner Lier took it to 20th overall.

By June 1966 the car had been upgraded with a 906-specification 901/20 engine turning out 210bhp, though to look at it you'd never have guessed. On the Le Mans grid, R3 appeared almost standard with its steel wheels. A pair of SEV Marchal spot lamps, located on the front valance, was one of few competition concessions. Loaned out to Jacques Dewez ('J Franc'), the car ran like clockwork in the hands of Le Mans veteran, Jean Kerguen. Surviving the rain on Sunday morning to chalk up 284 laps of

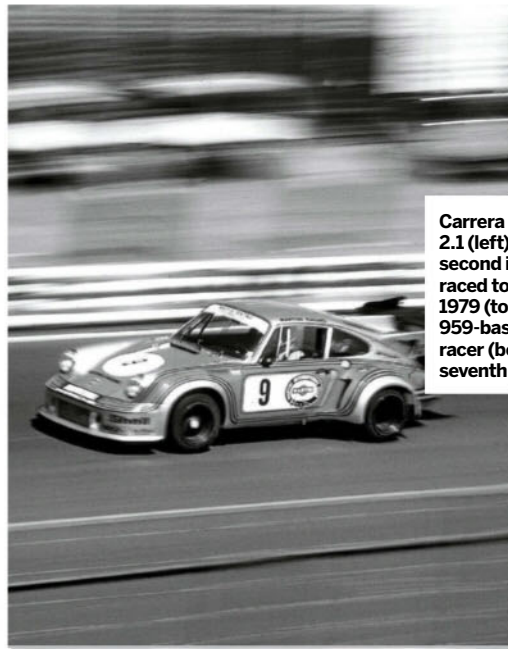
the gruelling circuit, the prototype became the first 911 to not just race at Le Mans, but to win its class for 2.0-litre GT cars. Following Jack Ryan, Lin Coleman and Bill Bencker's triumph in an independent 24 Hours of Daytona entry earlier in the year, Dewez and Kerguen had proved the Porsche's penchant for endurance success. As a result, for 1967 a second Stuttgart-plated car was loaned out for the 24-hour race to SonAuto founder, Auguste Veuillet (who had taken Porsche to Le Mans in 1951 with the 356/4 SL Coupe). Zuffenhausen even provided factory driver, Herbert Linge, to partner Robert Buchet. In a mirror image of the 1966 race, the Signal red Porsche 911S finished in 14th overall and won its class.

Over the next few years, Porsche continued to provide support for teams taking on the 24-hour challenge with their own privately-entered 911s, first with the T/R package and later with the all-conquering 2.3-litre STs and 2.5-litre S-Rs. Competitive enough to give the Neunelfer its first Le Mans top ten in 1969, by 1972 the 911 had been outclassed by Fords and Ferraris. With no 917 programme to focus on, Zuffenhausen decided to act, building a bespoke motorsport 911 and getting involved with the GT ranks on a factory level. In the hands of numerous customers, the new 911 Carrera 2.8 RSR dominated the GT 3.0 class but it was the silver Martini Racing duo that stole the show at the

1973 24 Hours of Le Mans. Running wider arches, magnesium centre-lock wheels from the 917, a larger, wraparound rear wing and experimental 3.0-litre engines, the two cars were required to run in the Sports class alongside the prototype racers from Matra and Ferrari. Despite the upgrades, 'R6' and 'R7' (the former having won the Targa Florio a month before Le Mans) were still running at a disadvantage against the bespoke sports racers. Ernst Fuhrmann, therefore, instructed them to run flat out for the entire 24 hours. The plan worked. While Reinhold Joest and Claude Haldi retired R6 after running out of fuel, R7 ran faultlessly in the hands of Herbert Müller and Gijs van Lennep, finishing fourth overall (despite qualifying in 18th).

The lessons learned in 1973 informed the development of the 1974 911 Carrera 3.0 RSR, but at Le Mans that year, the leading independent 911 could only manage third in the GT class. Thankfully, the factory Martini Racing squad upheld Weissach's honour with a new experimental racer. The bewinged Carrera RSR Turbo 2.1 was nearly as fast as the 3.0-litre prototypes it was classed with, chassis R13 qualifying seventh in the hands of Müller and van Lennep (at an average speed of 131.3mph), while R12 – driven by Manfred Schurti and Helmuth Koinigg – qualified in 11th. Come Sunday morning, R13 was in contention





Carrera RSR Turbo 2.1 (left) came second in 1974; 935 raced to victory in 1979 (top right); 959-based 961 racer (below) took seventh in 1986



for an unlikely victory when the gearbox broke. Stuck in fourth gear, the car was losing 40 seconds a lap to the leading Matra until the French car's transmission also failed. Porsche's hopes were quickly quelled however, as the Matra's gearboxes were supplied by Weissach, leaving the team obliged to help with repairs. Beaten by their own teamwork, the remaining RSR Turbo had to settle for second overall, the 911's best result to date.

The factory took a sabbatical in 1975 to develop new turbocharged 911 racers for the inception of Group 4 and 5 in 1976. This didn't stop the 3.0 RSR from taking GT honours at La Sarthe though. Georg Loos' Gelo Racing outfit was, in reality, a works entry in all but name and, with John Fitzpatrick, van Lennep, Schurti and Toine Hezemans on driving duties, the RSR led home a 911 one-two-three-four in the GT ranks, all four finishing inside the top ten.

Arriving as the 911 marked ten years at Le Mans, the new 935 was expected to challenge for overall victory in the hands of the Martini Racing squad while the 934 was the new weapon of choice for privateers. Both tasted significant success

stateside but the fire-breathing duo had a love-hate relationship with Le Mans; in three consecutive attempts between 1976-78, the factory 935s failed to make the overall podium and, while the 934s often won their class, the older 3.0 RSRs proved more reliable when racing twice around the clock.

With no major European silverware, Porsche cut its losses on the 935, focusing solely on its proven pair of 936s for the 1979 race. Incredibly though, 1979 was finally the 935's year at La Sarthe. Kremer Racing's K3 variant was the new 935 pinnacle and, as the 936s ran into trouble, the no. 41 car picked up the Porsche mantle and dominated. But it nearly wasn't so. Having qualified in third, Klaus Ludwig was due to start the race on Saturday. This didn't sit well with the wealthy Whittington brothers (Bill and Don) who were partnering the German ace. After a quick chat with team boss Erwin Kremer on Saturday morning, the American duo bought the car and took control. However, with Bill at the wheel, the French summer became a washout and the team realised that their only hope was Ludwig. Racing almost single-handedly through the night,

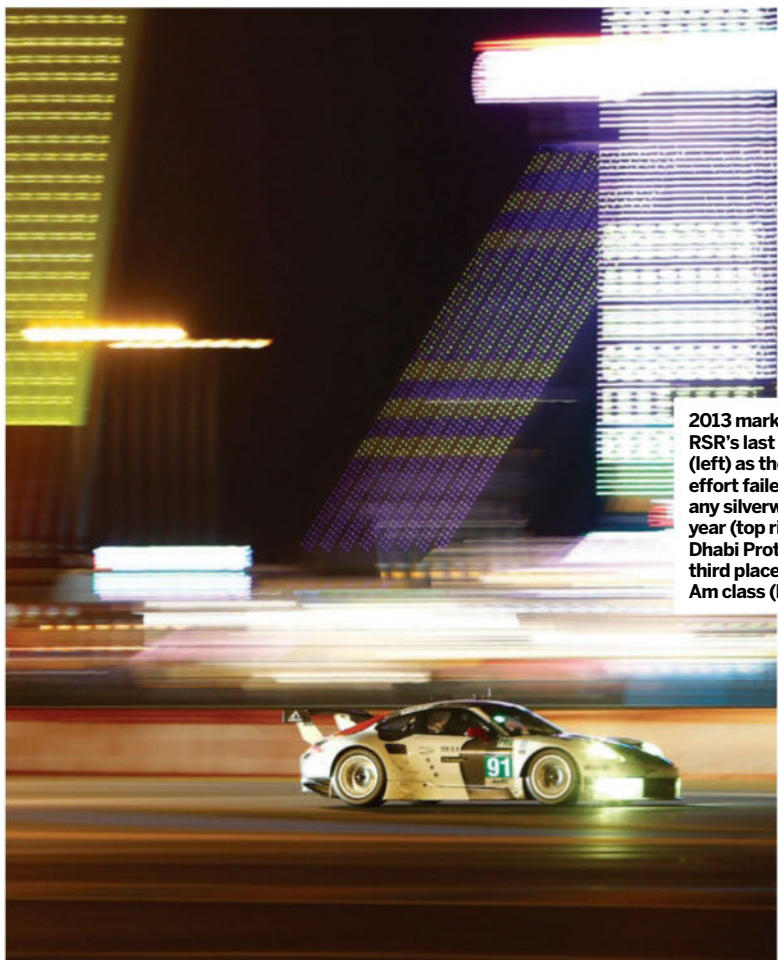
he worked the no. 41 Porsche into an unassailable lead. Even a broken injector belt couldn't stop Ludwig and the Whittingtons winning by seven laps from Dick Barbour's 1977-spec 935. Another Kremer entry completed the podium while Müller helped take a 934 to GT honours and fourth overall. It was the turbocharged 911s finest hour.

Le Mans in the 1980s was more about the new Group C regulations for Porsche – its 956 and 962 designs ruling the roost almost every June – while the 911 contingent comprised of a few independent 934s and, later in the decade, SCs modified for racing. 1986 though was different, Porsche entering the new 959-based 961. Designed for Group B, the 961 had the honour of being the first four-wheel-drive car to race around the Circuit de la Sarthe and, in the hands of René Metge and Claude Ballot-Léna, it finished seventh overall. Returning a year later, the French duo was joined by Canadian, Kees Nierop (whose 962C was destroyed in qualifying). Nierop's bad luck continued in the 961 though, crashing on the run up to Indianapolis when the gearbox in the now-Rothmans-liveried machine

**Highest placed Porsche 911 at Le Mans (class victories highlighted in black):**

1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
14th	14th	12th	10th	7th	6th	13th	4th	2nd	5th	4th	3rd	5th	1st	5th	4th	4th	11th	16th	41st	7th	20th	NS	NS	NS





2013 marked the 911 RSR's last class win (left) as the factory effort failed to yield any silverware this year (top right). Abu Dhabi Proton secured third place in the GTE-Am class (below right)



failed. His attempts to nurse the car back to the pits only ended in a spectacular oil fire. The fiery exit for the 961 would mark the last Neunelfer entry at Le Mans until 1993, the Group C prototypes exclusively filling the grid until GT cars returned, Porsche once again proving its dominance as the new 964 Carrera 3.8 RSR triumphed in the hands of Jürgen Barth, Joël Gouhier and Dominique Dupuy.

In fact, the new RSR (the first for nearly 20 years) locked out the GT podium for two consecutive seasons. Weissach's taste of success convinced it to create a new 911 to challenge for overall glory: the 993 GT2. The twin turbocharged car proved a disappointment on its Le Mans debut though; the 1995 race would be the only time between 1993 and 2006 that a Porsche didn't take a class victory.

Defeat only made Porsche's engineers work harder however, and for 1996, the factory squad was back having exploited a loophole in the GT1 regulations to create the mid-engined 911 GT1. Homologated by 25 road-going examples (which hadn't all been built before Le Mans), the no. 25 and no. 26 machines qualified fourth and second respectively, outclassing McLaren's F1 (the overall victor in 1995). The rule-bending racer should have won too, but poor fuel economy and a few technical issues allowed the Porsche-powered Joest prototype

to triumph by a single lap as Bob Wollek, Thierry Boutsen and Hans-Joachim Stuck finished second ahead of teammates Karl Wendlinger, Yannick Dalmas and Scott Goodyear in the no. 26 entry. A one-two in the GT1 class was scant consolation.

In 1997, Mercedes outplayed Porsche at its own game in GT1, although both manufacturers failed to star at La Sarthe after retiring (a 993 GT2 at least took class honours to give Weissach something to cheer about). However, 1998 saw Porsche go all out, completely redesigning the top class 911 with a carbon fibre monocoque chassis dubbed GT1-98.

Laurent Aiello, Allan McNish and Stéphane Ortelli were the class of the field in the new machine, giving Porsche its 16th overall victory at Le Mans, while teammates Jörg Müller, Uwe Alzen and Wollek wound up second. The 993 GT2 though, had finally met its match, losing out in class to the new Chrysler Viper GTS-Rs. With the GT1 class dead in 1999, water-cooled 911s became the preserve of privateers, this time in the shape of the new 996 GT3-R, competing in the GT class (previously GT2) almost unopposed. The car's debut was a triumphant one, providing Manthey Racing with its first La Sarthe success and starting an unbeaten run for the 996 generation that would last until Seikel Racing was narrowly beaten by Panoz in 2006.

The 997 GT3 RSR began its Le Mans career in 2007, restoring Porsche to the top spot in the GT2 class. However, the last decade has seen the Neunelfers often beaten into second place. That is not to say the RSR has had its day. With more manufacturers than ever competing across fewer GT classes, each victory for the 911 is even more keenly fought, such as the 2013 triumph. Here, Porsche Team Manthey's 991 RSRs secured a famous 'Pro' class one-two, while IMSA Performance took their 997 to victory in the 'Am' division, giving Porsche its 99th and 100th class wins at Le Mans.

Porsche was unable to add to that tally in 2016 though. There was some silverware to celebrate in the GTE-Am class where Abu Dhabi Proton Racing took their no. 88 2015-spec RSR to third, having battled hard for the win throughout the race. However, in the Pro division, hobbled by Ford and Ferrari's favourable Balance of Performance, the 911 RSRs were unable to compete, their problems compounded by mechanical difficulties that forced both factory cars out before the race had even reached half distance. With a new car on the way for 2017 though, Porsche will be hoping to start its next 50 years at Le Mans with a return to winning ways. We're keeping our fingers crossed... **911**

Highest placed Porsche 911 at Le Mans (class victories highlighted in black):

1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
NS	NS	15th	8th	15th	2nd	5th	1st	13th	14th	6th	16th	14th	10th	10th	16th	15th	27th	33rd	11th	16th	21st	15th	17th	22nd	28th



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.....\$59,500



**1976 Porsche 911S Targa**  
Matching numbers in original ice green metallic with black interior. Five-speed manual transmission, power windows and fuchs wheels.  
.....\$32,500



**1957 Porsche 356A**  
White with tan interior. 356B 1600S engine, manual transmission, coachwork by Reutter and includes the spare tire. Mechanically sound.  
.....\$79,500



**1963 Porsche 356C 1600 Cabriolet**  
Matching numbers with a certificate of authenticity in its original Irish green with brown interior and a black vinyl soft top. Manual transmission.  
.....\$125,000



**1988 Porsche Carrera Cabriolet**  
Matching numbers, 69,601 on the odometer, marine blue metallic with tan interior. Five-speed G50 transmission and fuchs wheels.  
.....\$34,750



**1963 Porsche 356B Cabriolet**  
Ivory with burgundy interior. Four-speed manual transmission and a model correct 1600B engine. Lovely example. Highly collectible.  
.....\$98,500



**1988 Porsche Carrera Targa**  
Matching numbers in original guards red with black interior. Five-speed G50 transmission, Fuchs wheels and jack, spare tire and owner's manual.  
.....\$39,500



**1978 Porsche 930**  
Light green metallic with black interior. 1979 930 engine with four-speed manual transmission, factory sunroof and Fuchs wheels.  
.....\$79,500



**1968 Porsche 912**  
Original silver metallic with black interior and matching numbers. Five-speed manual transmission, wood steering wheel and short wheel base wheels.  
.....\$46,500

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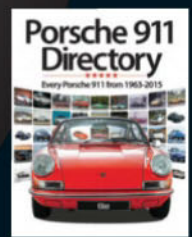
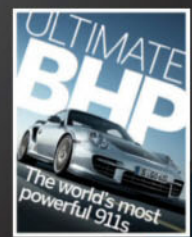
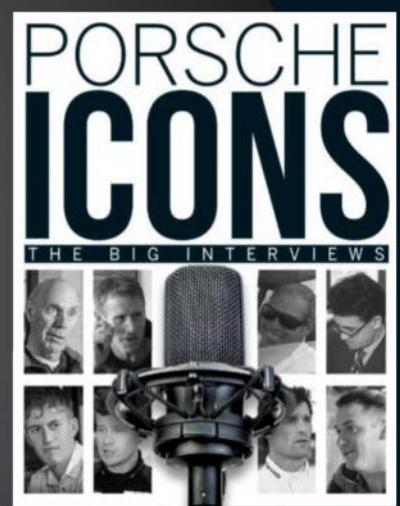
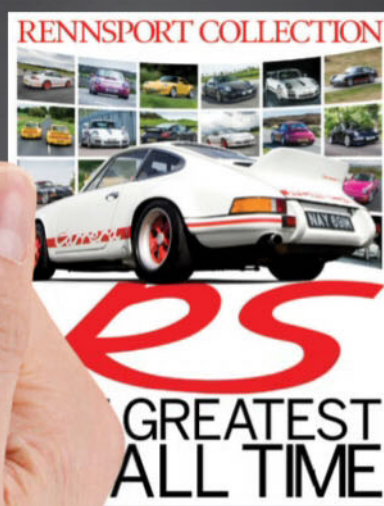
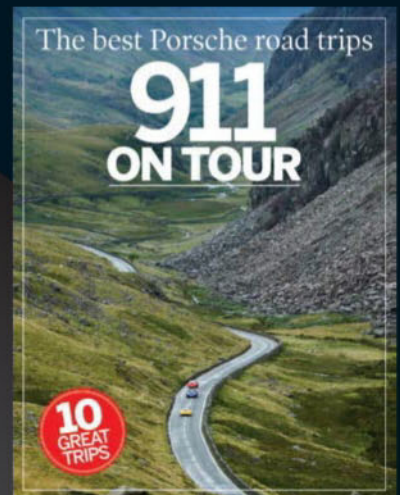
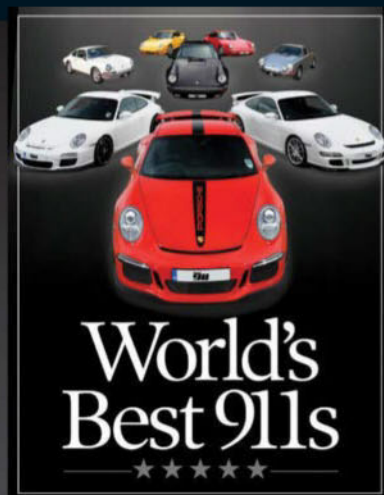
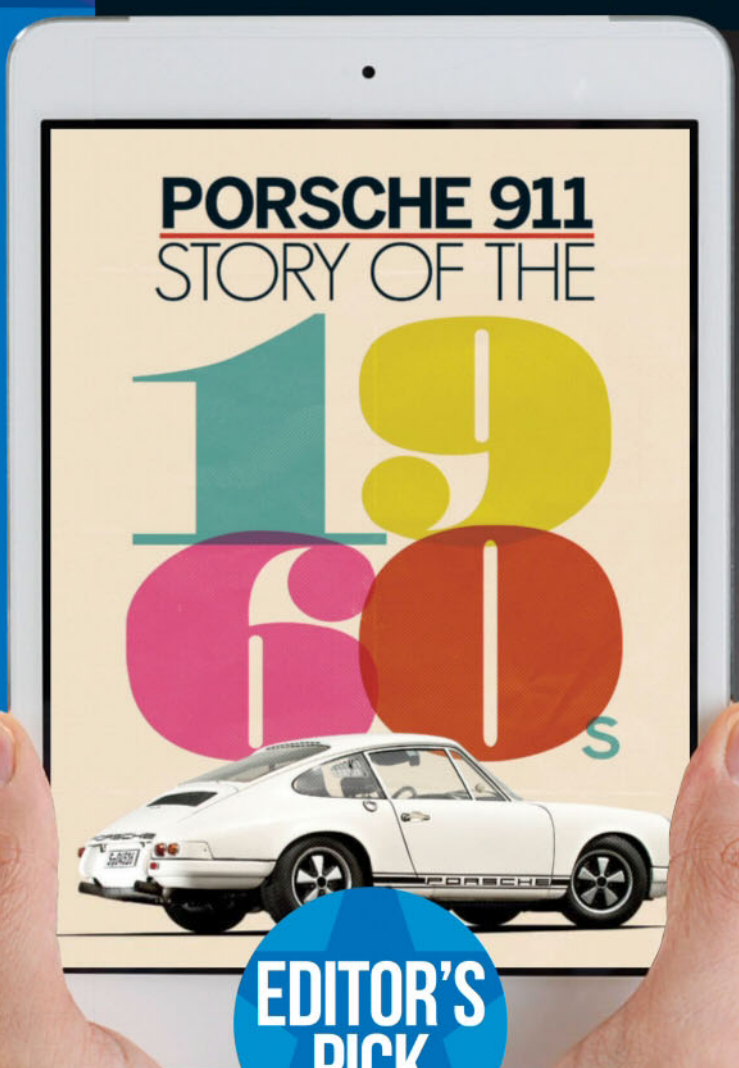
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# Living the Legend

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



## 2004 996.2 Carrera 4



**Lee Sibley**  
Bournemouth, UK

**Date acquired:**  
February 2016

**I do love a bloody good road trip, and last month's trip to Scotland was one of the best. Around half a dozen UK journalists with Porsches in the garage were invited by the GB PR team to join them on a weekend tour north of the border, encompassing some outstanding roads from Pitlochry, north of Edinburgh, to the Isle of Skye and down the A82 past Glencoe to Glasgow. The roads themselves were spectacular and the scenery scintillating, with genuinely breathtaking vistas around each and every bend.**

Of course, the fact I was sharing road space with a 991 R and 918 among other Porsche machinery further stimulated my affection for the views out of my 996's windscreen. Seat time in the 991 R formed the cover story last issue, and you can read more about my stint at the wheel of the 918 on page 27. Needless to say, the 918's driving capabilities are otherworldly, and stepping straight from that and into my trusty 2004 Carrera 4 midway through Sunday morning brought me crashing back down to earth spectacularly.

Having said that, the Scotland trip garnered even more affection for my own 996. I drove it like my hair was on fire for three days straight and the more I pushed, the more it gave back.

The car simply didn't disappoint – in fact, it enthralled, nonstop.

Returning from Scotland, I realised I'd done 5,000 miles – including one trackday – since I bought the car in February. So, in my haste to mollycoddle that M96 flat six as much as I can (I don't care what any 996 owner says, 'the fear' never really subsides), I booked the car into RPM Technik, whom I bought the car from, for an oil and filter change. I've been oft-advised to renew the oil every 5k rather than 12k and I'm keen to do that as, for the entirely palatable price of an oil and filter change, knowing that clean fluid is flowing through the 996's vitals is detrimental to my peace of mind over the car. Extracting the old oil is also a good time to check for any detritus that could suggest a total IMS-related failure is imminent, though if this is to be the case, significant damage will already have been done.

My trackday and Scotland adventure highlighted the fact my tired brakes needed a complete overhaul. Discs and pads all round were 60 per cent worn or more, so I decided to go for a new set manufactured in the UK by EBC. I've opted for Yellowstuff pads, designed for fast street, trackday and drift use, so they're pretty enduring. EBC claim the pads' high-friction formula improves brake effect by

30-40 per cent with zero brake fade. The discs are OEM-spec, which are high quality iron and feature wide, drilled apertures right around the discs to help dissipate heat.

I took the discs and pads along to RPM Technik and Ollie fitted these for me in a couple of hours (a lot of the guys at RPM are running 996s as their personal chariots so there's a guaranteed empathy here when working on a customer car) and I was soon on my way to begin the bedding-in process.

EBC say the true results of my new brake setup won't be evident until a thousand miles or so, but after 200 miles I'm already noticing a greater, more instant bite from those pads clamping down hard on the disc to scrub speed, no doubt the fruits of the Yellowstuff pads' high-friction surface. Improved feel through the pedal is also noticeable too, springing a greater confidence in the stopping power of my 996, even from cold (stopping, of course, is the most important aspect to any car from a safety point of view).

I've not yet had the chance to get real heat in the brakes but, with another trackday lined up next month, that will soon change and I'll be able to offer further comment on how the brakes handle 320hp of hot-footed 911 around Brands Hatch.



1982 SC &  
1989 964  
Carrera 4



**Gina Purcell**  
Oxford, UK

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



**W**olfi has returned and he has been transformed! He had an extended vacation at Center Gravity in Atherstone, UK, due to all four Bilstein HD dampers requiring a rebuild, but the wait simply heightened the pleasure of the drive home. Chris Franklin delivered exactly to brief and during the handover test drive aptly demonstrated just how a 964 Carrera 4 can dance like Fred Astaire! Understeer? Gone. Oversteer? Zero. Just perfect balance achieved through the correct setup.

Wolfi received many new rubber bushes, seals, top mounts and the like, but the most noticeable item for me is the yummy new Porsche RS strut brace Chris recommended. Some say they can't detect any improvement in handling with a brace, but there is a

difference! It's probably magnified by drive going to the front wheels, but the front axle is now transmitting in high definition. If you're a 964 C4 owner, do yourself a favour and have your car refocused by Center Gravity!

Living in rural Oxfordshire presents many pastoral photo opportunities. One such is the local John Deere dealership, Farol Ltd. I stopped off to ask for permission to photograph Wolfi in front of an enormous combine harvester. The dealership owner, Russ Williams, turned out to be a Porsche owner himself and graciously allowed me to get up close to the awesome John Deere S685i. Neil Bainbridge sometimes teases me about Wolfi being a 4x4 'tractor', so my car was in good company that day. But no 'tractor' ever handled so sublimely. C4s rock! I may have mentioned that once or twice...

2013 991  
Carrera



**Ben Przekop**  
Georgia, USA

**Date acquired:**  
January 2016



**S**pring in Atlanta means sunny skies and balmy temperatures, perfect weather in which to enjoy a new car! So, I have taken full advantage of the ideal conditions this past month by taking my Carrera on long country drives and competing in a couple of autocross events. Autocross is a great way to really learn about the handling characteristics of your car, and as I expected, these events confirmed my belief that this 911 is the best handling Porsche I have ever owned.

Slaloms and tight corners really expose any weak spots in a car's ability to change direction quickly, and conversely reward a lightweight car that has a low centre of gravity and tight suspension. The 991 with its Sports

PASM and Porsche Torque Vectoring handled everything these challenging courses could throw at it with ease, and the only limiting factor to even better times was the mediocre talent of the 'nut behind the wheel'!

Then, this past weekend, my good friend David Wilhide, who is a very accomplished driver on both Autocross courses and racetracks, took me up on my offer to drive the Carrera on a meandering back-roads jaunt up to Road Atlanta, to visit some PCA friends who were enjoying a DE weekend. His assessment of my new 911? "What more could you want out of a car?" he said with delight and amazement as he hustled it around another twisty country road, and that succinct review pretty much says it all.



997 Cup  
& 2014 991  
Carrera S



**David Grover**  
Harpenden, UK

**Dates acquired:**  
July 2015 &  
March 2016

**D**espite Brexit on everyone's agenda in the UK, and personal negative feelings about the French this week – in particular with fuel strikes and petrol depot blockades, and then a last minute air traffic control strike just as I was heading to Monaco for the GP weekend and writing this LTL article – all is suddenly well. By some miracle I am on a plane and will be arriving very shortly into Nice for an exciting weekend viewing Monaco GP practice, qualifying and the race from a super yacht in the harbour. A showery Sunday is forecast, so some interesting racing may lie ahead – especially post Barcelona – between the two Mercedes.

It must have been a frustrating moment for the team seeing both cars out just as that race started. I know it was for me as I was one of a lucky group of ten non-Mercedes related people to go to the factory before the new cars were released to the press and spend time over dinner with the full team, before going to track the next day with Nico and Lewis for the car's first ever shakedown. I found both drivers interesting to talk to and excited by a very busy season ahead of them. What a lot has happened after only five races.

This trip is just after returning from the Mille Miglia, where my love for the 356 has been rekindled. What a great event to experience just as a spectator, in a great part of Italy, too, from Brescia down through Lake Garda and Bologna, and even more so if you can actually drive it. For any reader unfamiliar with the event, it's a 1,000-mile road race (now timed event) made especially famous by Sterling



Moss who won in car no. 722 in 1955. Another item added to the bucket list and what better car to do it in than a Porsche 356, as sadly all 911s are too new to be eligible. The majority of entrants were Coupes, which with the weather being so mixed and often in torrential rain, was the ideal solution.

All this travel has meant little car action on the road despite improving weather, so hopefully in July that will be rectified so I can really begin to find out what the 991 is like as an everyday car.

Now, having started writing this before the GP but concluding it after on the plane home, the results are, of course, well known. The weather was awful to begin with so a safety car start on race day was the only choice, but it began to dry out leaving Mercedes with a big gamble, which they took, moving Lewis to super softs at the perfect time to secure him victory – of course, helped hugely by the Redbull pit mistake regarding Daniel's tyres.



While clearly disappointed straight after the event, I saw him the next day at Eddie Jordan's beach party in Eze back in good spirits and partying as if he had won.

What is more interesting to readers here though, should really be the Supercup racing in the latest 991 variants at Monaco for Round 2 – that was certainly exciting with a very wet track forcing full wets tyres, which the field remained on until the red flag, giving **Total 911** columnist Ben Barker his fourth place and an early victory for Cairoli.

2005 997.1  
Carrera S



**Chris Wallbank**  
Leeds, UK

**Date acquired:**  
November 2012

**A**nother month filled with travelling around the world for clients, this time it was Texas in the US, not for shooting cars but beanbags! Very random and I won't bother going into that! Inevitably, this meant another four weeks that my 911 has been slightly neglected.

I did, however, manage to catch up with my good old pal Seb Tangi for a Sunday drive out with his stunning 993 C4S widebody – a car I fell in love with when I shot it for a **Total 911** feature way back in December 2013. Three years on and it's still an immaculate example, the only difference being it's now looking a bit more 'motorsport', sitting pretty on its new 18-inch BBS CH wheels in satin black. Of course, he's kept hold of the original Turbo style alloys but explained to me that he fancied a quick change for the summer. I like the look it's achieved, although I think you can never go wrong with the originals!

I was also curious to find out how the last three years had been living with a 993 C4S, and he told me he's loving every drive out



just as much as the first, and it only gets better the more he learns about the car's unique characteristics.

"It just feels planted in every corner, but still lets you have a little fun with the rear end when you provoke it!" he said with a massive grin on his face. It's also proved to be a great investment with its value increasing by an estimated £20,000 since

he purchased it in early 2013. Which left me thinking, why didn't I jump on that!

However, he assured me even though it's gone up in value, he has no plans to sell it, which I admire. I have to admit, I would find it hard to resist cashing in with such a value increase. Meanwhile, my 997 is due for its MOT, major service and that looming suspension upgrade, so watch this space.



## 2003 996 Turbo



**Joel Newman**  
London, UK

**Date acquired:**  
April 2014

**E**ver since I had my front-end respray, I have to admit, I've not replaced my front number plate; for me it slightly spoils the imposing look of the front end. I know it's naughty but so far I've had no trouble from the boys in blue.

Last week, having parked in a busy London street, I returned to find the front bumper had been damaged; it appears that whoever was parking in front of me had misjudged or not given a second thought to the location of my car, and had subsequently reversed or pushed against it, causing the paint to crack. Not a great look on a car with such mint paintwork and a real frustration for me every time I looked at the car.

I started to consider that the number plate holder I'm lacking, (the plastic block the plate fixes to) also acts as a protective cushion that would have no doubt saved me the expense

of a respray, lesson learnt I guess, but with the damage already present, was there a solution?

I spent the evening ranting and raving to a friend, who had a good look and suggested I could kill two birds with one stone. As the owner of Caterham Cars himself, he said that he had recently fitted some number plate stickers, and that they may be able to both hide the damage and cover my back should the police stop me.

For the princely sum of £6.99 I thought it was worth a shot and so ordered and fitted a sticker just big enough to cover the damage. What do you think? I'm still undecided if this is a terrible move or a smart one but for now it does the job.

A quick appeal here: I've decided that I may push the envelope and start getting serious with some engine tuning on the TT. I feel like 600-650bhp would be a good target, so if any tuners would like to get involved, please get in touch.



## 1999 996.1 Carrera 4

**Rob Clarke**  
Bristol, UK

**Date acquired:**  
February 2014

**I**t has been a great but expensive month. The big news is the Macan has arrived after 11 months! There is something special about getting a new car, but it's even more special when you know you have specced all the items and it's never been owned.

First of all, this car isn't mine, which my wife has already reminded me on a number of occasions, but she has let me wash and wax it and have the keys for a short journey. First impressions are great. The experience of picking up the car from Official Porsche Centre Bristol was different to any other car purchase we have made. Your car is covered, so while you're going through the paperwork, you're thinking, is it the right colour, does it have the wheels we wanted, has it got the myriad of extras?

Then there is the reveal. All the paranoia is put aside as, yes, it is the right colour and all the options are there. The most striking feature of this car is the wheels and the Alcantara headlining. We originally had a sunroof on the option list but thought it would probably only get opened once a year so traded it for the Alcantara lining; that was an inspired choice as with the leather, it makes the inside a special place.

We specified the 20-inch RS Spyder design wheels and they look awesome. According to Phil Wong (Sales executive at Bristol OPC), the wheels are no longer available as an option on new cars – hopefully it makes ours more desirable. We're now looking forward to many enjoyable miles, and testing it on the Autobahns on our holiday later this year.

The other expense that has postponed the new 996 exhaust is the purchase of a campervan – you may think I've lost the plot (which is possible) but I am future proofing myself, as the likelihood of my wife letting me take the Macan as a tow car to a trackday is slim to remote. Hopefully my wallet will recover enough this month to get that exhaust!

## 1979 930 3.3



**Richard Klevenhusen**  
Rio de Janeiro, Brazil

**Date acquired:**  
May 2012



**T**he whale tail is not just a sports option to optimise cooling, although many drivers think that way. The equipment also has a specific function and is designed to keep the vehicle firmly planted to the ground. The whale tail of the 930 has always impressed me because of its design.

The whale tail is primarily responsible for stability in a high-speed car. For many drivers, the whale tail is regarded as a sports accessory, seen by some drivers as synonymous with sportiness. However, it was developed to keep the vehicle firmly on the ground thanks to the downforce that it generates, which is determined by two factors: the size and angle of inclination of the whale tail.

Because of its importance in the design of a new car, manufacturers invest millions to make increasingly efficient aerodynamics. By simply changing the configuration of a car for aesthetics alone, the driver will see increased

consumption and a decrease in vehicle safety. Higher spending on fuel will be as a result of the whale tail holding the car back thanks to increased drag, requiring more engine power to move the car. The potential infringement on safety is due to the fact that the accessory modifies the air resistance, reducing stability at high speeds. In such cases, the accessory does not have the right angle and the correct format to fulfil the function of generating stability.

When the car leaves the factory with a whale tail, the equipment is tasked with grabbing the vehicle on bends and twists as well as the straights of long journeys, and does so with stability in mind. It works in exactly the opposite way to an airplane wing. While the aircraft wings are positioned to create lift and minimise downforce, in the case of a car, the wing is inverted and acts in the opposite direction, holding the vehicle close to the ground and improving stability.





**3.2 Carrera;  
993 Turbo**

**Greg James**  
Mercer Island,  
Washington

**Date acquired:**  
2008; March 2016

**L**ike most sports car lovers, I've had my share of great cars and my share of clunkers. My first 911 was a low miles, chocolate brown 1976 911S. I got it for around \$10,000. At the time, it was my dream car and it gave me many years of trouble-free driving. It was so reliable, in fact, that I got hooked on the Porsche 911.

Lately I've been re-discovering the pleasures of my 1985 3.2 Carrera, and I can't help but think if you gave equal weight to build quality, resale value, maintenance costs, initial price, and performance relative to its contemporaries, the 1980s 3.2 Carreras might just be the greatest sports cars ever built. They are certainly not as fast as modern Porsches and don't handle like the water-cooled cars, but in the 1980s, they were right up there with the Corvette and Ferrari 308/328.

However, unlike the Corvette, the Porsche has increased in value – a good 1985 Corvette is around \$6,500 today, while a similar 3.2 911 is \$50,000. I admit to being somewhat biased (I've owned three over the years) but the bottom line is it's just a damn good car. And the reason why this particular series of cars impresses me is a simple one.

Consider: I walk to the garage, turn the key and the engine jumps to life. I let it warm up, then motor away knowing that the 30-year-old car, with 60,000 miles on the clock, will run great all day long. Not only that, everything on the car is original and works just as it did when new. Except for a few wear holes in the soft top, a fading carpet, and a few rock chips in the original paint, the car is basically new. In short, my 30-year-old 1985 Carrera is an engineering marvel. It is an unbelievably reliable and sturdy machine, and I would boldly suggest that it blows away all other makes when the above variables are considered, and even bests the rest of the 911 vintages when viewed from all angles!

**1972 911T Targa;  
1972 911E;  
1977 930 3.3;  
1977 930 3.3;  
1981 SC;  
1986 3.2  
Carrera;  
1988 3.2  
Carrera;  
1994 964  
Carrera 4; 1996  
993 Carrera 4S**



**James McArthur**  
Houston, Texas

**Dates acquired:**  
(in same order as  
above) 2013;  
2014; 2014;  
2015; 2015;  
2015; 2015;  
2016; 2016



**I**n issue 139, I wrote about my hunt for my late Grandpa's Minerva blue 1976 911. After an extensive search I located the car still wearing its "PAY 120R" plate. George, the owner, agreed to meet up in the UK.

George commutes to work by train but drove so I could meet him and the car. Initially, it was a tad awkward; I'm sure he was thinking "this is the crazy dude who has been stalking my car for two years." It was a 20-minute walk to the car park and soon we were talking about our shared passion for vintage 911s and the details of my hunt. It's a cliché but all Porsche enthusiasts are on the same wavelength.

As we approached the underground garage, it's impossible to describe the full range of emotions I felt when I saw the car, but it was a combination of joy, apprehension, relief,

satisfaction and a hint of sadness that I could not share this moment with my Grandfather. George gave me a full guided tour, detailing all of the work completed. It was a relief to know the car had not only been well maintained but had been rescued – when he located the car, it was sitting in a field covered in moss.

Next, we went for a drive around some of the quieter roads of central London. The weather was wonderful, the traffic mercifully light and my Grandpa's 911 sounded fantastic – you can tell it is driven frequently by the smooth gear changes and eagerness of the flat six.

Over two hours later, it was time to conclude the reunion, discussion moving to the future of PAY 120R. I took a deep breath and crossed my fingers: "George, would you consider selling the car?" I asked. "It's not for sale," he replied, which is understandable as he's owned it for over a decade and has invested a lot of time, effort and money into it. On the upside, George has very kindly invited me back to drive the car – he's offered to add me to the insurance so I can enjoy the car for a whole day. He left the door open to a future deal, if he ever found another interesting 911 project, but for now it's not for sale. Disappointing, yes. But it's reassuring to know the car's in great hands.



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



**Tony McGuinness**  
San Diego, USA

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

**S**everal years ago I wrote about the annual HRE Open House event. If you aren't familiar with HRE wheels, they are regarded as one of the top manufacturers of aftermarket wheels and are very popular with enthusiasts.

Their precision manufacturing makes wheels that are beautiful, lightweight and extremely strong. Every year HRE hosts an amazing "Open House" event at its headquarters in Vista, California, with music, food and tours of the state-of-the-art facility on offer. I have watched the attendance grow each year

and it is the place to be in California as the number of exotic cars that turn up each year is beyond belief.

Hoehn, a Porsche dealer in Carlsbad, California, had several stunning cars on display including a Grey-black 918 and a 997.2 GT3 RS. Modern Image, which did the vehicle graphics for the *The Fast And The Furious* movies, displayed my 997.2 GT3 RS, a Ferrari, a 997 GT3, and a white 991 GT3 street Cup car, which they wrapped in Mint green. This not-to-be-missed event occurs every June and it never disappoints!



**1994 993  
Carrera 2**



**Kyle Fortune**  
Warwickshire, UK

**Date acquired:**  
December 2014

**I've never been more conflicted. Having made the decision to sell the 993 this summer to accelerate our house renovation plans, a Porsche UK media trip to Scotland in the car was due to be its final fling.**

The thing is, while back in my home country of Scotland and out on some truly epic roads, I fell in love with the car even more, the 993 keeping up with the more modern machinery we were also driving and, crucially, being just as much fun.

It helped not one bit that everyone there said I'd be mad to let it go, and in many respects I think they're right. My wife Nia might be on board too, though I'll have some serious saving to do if we are to keep it. So watch this space...



## 1967 912 & 1979 911 SC



**Sean Parr**  
Harpenden, UK

**Dates acquired:**  
November 2014 &  
May 2015

**T**he saga of the 911 SC continues. You may remember that it has had the Warm Up Regulator (WUR) on the K-Jetronic injection rebuilt and refreshed by KMI Engineering and then refitted, Robin at Auto-Umbau now sure that the problem was sorted. However, imagine my immense disappointment when 20 minutes down the road I stopped at a traffic light and the idle was still sitting at 2,000rpm as it had been before I dropped it off, the very reason I took the car there in the first place.

To be fair to Robin, when he finished listening to my ranting and raving, he told me to get the car straight back to him and he would see what the issue was. I had steam coming out of my ears and so did the car. Anyway, after 6.5 hours of searching, Robin found the culprit. Having searched the book of Porsche, in particular the Guide to Troubleshooting K-Jetronic injection, he followed it to the letter for 2,000rpm idle (yes, its in the book) – apparently there was some expensive part that was to blame.

They tried one from another SC and it made no difference, so, using great common sense, I didn't spend the £300 for a new one and kept pressing on. We discovered that the culprit was, in fact, a £20 rubber pipe, which looked perfect from the front, only to have completely dried up and cracked at the back, causing intake of too much air into a pretty well metered and complex area of the injection system.



To cut a very long story short, the pipe was replaced, the idle dropped immediately to 750rpm and the 911 SC is now driving beautifully. The idle is still a bit sticky, but it settles quickly to a far more tolerable and appropriate idle, which is a delight and the best you can expect from a near 40-year-old car without spending a ton of money and replacing everything in it! So, thanks to Robin and Auto-Umbau for getting the job done.

And it does drive really well, as it should do, having had new brakes, all new suspension, shocks and bushes. However, the Landsail tyres were new when I bought it and were fitted by the previous owner – who was clearly skint – as they really aren't up to a dry road in a 911,

let alone the greasy wet road that I came home on. I think their name is entirely apt as it handled like a 70-foot yacht off Fastnet!

It was horrible and worrying, so in it goes for more money to be thrown at it in the way of a full set of Bridgestone Potenza RE002 tyres. I have these fitted to the 912 and they are, to my mind, the best performance tyres. It will also get a four-wheel alignment and get the tracking sorted. I am sure that this will make a monumental difference to the handling and all round enjoyment of the car, although I will miss the *Streets Of San Francisco* sound track as I turn into any corner at any speed! As for the 912, she just goes on and on and is as lovely as ever. What a fantastic car.

## 2010 997.2 Turbo



**Joe Croser**  
Northamptonshire,  
UK

**Date acquired:**  
December 2015



**Y**ou have to drive it to enjoy it and you have to share your enjoyment with others! Given the chance I could spend all day looking at, reading about, talking about and driving cool cars. Thankfully, I do get to spend some – but sadly not all – of my time doing just that. **Total 911 and Porsche Post are my regular magazines. I'm also a contributor to the PCGB forum among others, where I have met many other like-minded enthusiasts.**

A couple of months ago we arranged a last-minute ad-hoc meeting for local Porsche owners in Olney, UK, on the Bucks/Northants border. Olney is a market town with a perfect square that is centrally located for car meets. Five Porsches showed up: a 996.2 C2, a 996.2 C4S, a 997.2 C2S, a 987 Boxster S and my 997.2 Turbo. We grabbed a coffee and kicked tyres for a while in the morning sunshine; sharing tales and tips for getting the most out

of our cars. Quite a few passers-by stopped to admire the cars, with one remarking, "I like the PDK number plate but shouldn't it say PDQ?"

When the coffee was gone, we jumped into the cars and headed off to the Sharnbrook Hotel just north of Bedford for their first Car Meet in 2016. I have often wanted to attend their raved-about Supercar Sunday meet in September but it always coincides with my favourite show of the year, 'Classics at the Castle' at Castle Hedingham in Essex, and so I have never attended the Sharnbrook event.

To manage the scores of cars and people attending, The Sharnbrook Hotel insists that all drivers register to attend, and on arrival it's easy to see why. This well-located hotel, with its enormous car park, was completely overrun with millions of pounds of classics, sports cars and supercars of all shapes and sizes. Lamborghinis, Ferraris, McLarens, Porsches, Audis, BMW-Ms, Mercedes AMGs and so on,

were all polished and parked for all to enjoy, while hundreds of people wandered around photographing, videoing and lapping them up. Notwithstanding the exotic metal on show, my favourites included a classic Mini Cooper in Letter box red, a couple of Mk II RS2000 Escorts in red and orange, and a classic replica of an open-top Bugatti in French blue.

With drivers of all ages in attendance, everyone appeared to be remarkably generous with their time and were delighted to discuss their cars. Still, as this is a Porsche magazine, I should mention the fine array of GT2s, GT3s, Turbos, GT4s, Carreras and classic 911 Ts in attendance; all deserving their place among the smorgasbord of automotive exotica. The meet concluded with a drive out along some of the best local roads, lined by people with video cameras and phones capturing the memory.

As a child, my father and I made many memories while driving and I am delighted to be following suit with my little girl, who joins me at car meets. This week we also took 14-year-old Oscar along, a family friend who – like me at his age (and still if I am honest) – is bonkers about cars. We had a great time and long after arriving home we were all still buzzing from the day; the sights, smells and sounds of these amazing cars and the thrill of driving my 997.2 Turbo – one of the fastest, most capable cars on the road.





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# PREMIER PORSCHE

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## Carrera Classics

A look inside the Finnish specialists that buy, sell and restore sought-after 911s



## Data file

Full specs, ratings and market values of every 911, including the iconic 959 supercar, can be found beginning on page 86

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# CARRERA CLASSIC

Deep in the evergreen Finnish forest lies a new type of classic Porsche 911 specialist. Total 911 heads North to investigate...

Written by **Josh Barnett** Photography by **Ali Cusick**





Found in the deep Finnish forests, Classic Carrera's bespoke complex features a short 100m tarmac loop to test the cars, as well as numerous garages, a spacious servicing bay and open-plan office



In the world of Porsche 911 sales, there probably aren't many businesses – bar Zuffenhausen itself – with a spreadsheet of plans extending all the way to 2022. However, Carrera Classic isn't like any other company I've come across in the Porsche world. Compared to the myriad of other specialists, restorers and brokers, the Finnish concern defines itself as "a commercial collection." The more cynical among you may be thinking that this is just business speak for "investors" but, while co-owner Jussi Itävuori explains that he "runs the collection [comprised predominantly of classic air-cooled 911s] as some other people run their financial investment funds", the foundation of Carrera Classic has ultimately been a labour of love for a man with a deep-set passion for Zuffenhausen's classic machinery.

The son of a car dealer, Itävuori's father sold Volkswagens during the 1960s and 70s, giving him his first taste of air-cooled machinery. "I worked all of my school holidays in the workshop and, of course, my first car was a Volkswagen," Itävuori explains. "It was a Type 3 1500S, which was a great car but needed about two days repairing for every day of driving!" One day in the late 1960s, Itävuori's father had a new Porsche 912 for sale in the showroom. "It was love at first sight," he enthuses. "As a young boy I was allowed to sit in it but it would be 40 years before I sat in a Porsche again."

After serving as a pilot in the Finnish Air Force in the mid 1970s, Itävuori enjoyed a long and successful executive career in elevator and aeronautical enterprises (KONE and Airbus respectively) and today serves as a non-executive director for Finnair (his native airline carrier). During all this time though, thoughts of classic Porsche 911s were never far from his mind. "About 12 years ago I started to study the 1960s and 1970s Porsches seriously," he explains. "I fell in love again with the classic lines of this small car [the pre-impact bumper 911] and the unique sound of its flat-six engine."

Alongside his wife, Raili, Itävuori drew up plans for Carrera Classic about seven years ago before the duo bought their first Porsche 911 for the collection – a 1968 short-wheelbase 911S from France – in 2011. Since then, the number of cars under Carrera Classic's roof has only gone one way, with 17 Neunelfers (and one 356 Carrera 2) in their care.

This has, unsurprisingly, required a new premises, which was built in Maalahti (near Finland's southwestern coastline). Built over the course of two years and completed in 2014, Carrera Classic's bespoke complex is a sight to behold for anyone used to the numerous industrial estate-based specialists in the UK.

Surrounded by one of Finland's vast evergreen forests, the facility finds itself in a hollow, built in the traditional red wood style seen all over the

Finnish countryside. Along with numerous garages, the complex features a spacious servicing bay backing onto the main, open-plan office. There's even a short tarmac loop (around 100 metres) so that each car can be run up and to ensure everything is kept in working order. At the back of the main garage block there are shelves and shelves of spare parts, from various Solex carburettors to rare original intake systems. Of the latter, Itävuori believes he probably has one of the largest such collections going. Along with the help of neighbour, Jan Svenns, a highly experienced Volkswagen mechanic who keeps everything running day-to-day at Carrera Classic, Itävuori makes sure that the collection of early Neunelfers wants for nothing during their tenure in his care.

Despite currently having 18 cars in the collection, a visit to the Carrera Classic website only highlights five or six of them at any one time. This is because Itävuori is not – thankfully – in the habit of 'flipping' his 911s. "We buy special cars and we keep them four to six years before we start planning a sale," he explains. It all comes back to the fact that, when it comes to Porsches, the Itävuoris are enthusiasts first and investors second. "Classic cars are made to be driven and they need much more attention than many other collector items or investments," he explains. During our visit, Itävuori proved this in the most explicit way possible, organising a trackday at the nearby Botniaring, where





Carrera Classic currently has 18 classic Porsches in its collection, with four undergoing restorations. With shelves of spare parts, the specialist boasts one of the largest collections of rare original intake systems



## “Classic cars are made to be driven and they need much more attention than many other collector items or investments”

everything from Carrera Classic’s 356 to their 997 GT3 RS 4.0 are put through their paces on circuit, very often with Itävuori himself behind the wheel.

With the time approaching for the first few 911s to hit the market, the intention of the business is to sell just two or three cars a year, with the money invested back into purchasing new classic Porsches. “In this way, the size of the collection will be quite stable over the years,” points out Itävuori. “The ideal size of the collection will be about 14-16 cars at any one time.” While the collection is likely to continue focusing on early air-cooled 911s, such as the wooden-dashed 1965 cars and pre-impact bumper 911S models, Itävuori admits that, as the market changes, his interests may look towards the more unusual naturally aspirated models of the late 1970s and 1980s, as well as “the rare cars of the water-cooled era as well”, the latter already served by the aforementioned GT3 RS 4.0.

As well as using the cars as Butzi intended, Carrera Classic also ensures that, while in their custody, the 911s are cared for properly too. The business model may benefit from the rising values of classic 911s but Itävuori also feels compelled to “actively add to the cars by continually improving them.” As such, of the 18 cars in the collection, four

of them are currently undergoing full restorations using Itävuori’s carefully organised team of subcontractors, which are based predominantly across Finland, France and Germany.

“We are still on the learning curve,” he admits, talking about the challenge of building the company’s own skills and capabilities alongside finding others best suited to the various jobs required (engine rebuilds, body restorations and such like). “But today I am quite proud of our overall capabilities and our international network.”

One of the best examples of this approach – where Itävuori ultimately acts as project manager – is the 1970 Porsche 911 2.2S previously owned by ex-Swedish royal, Prince Bertil. The three-year restoration is finally reaching its climax but, thanks to the incredible efforts of all involved, the car has been returned to its original specification. Period photos showed that the Prince had fitted some unusual non-Porsche mirrors and, after much research and two years of hunting, Itävuori finally sourced a set along with the correct mud flaps used in Scandinavia at the time. It’s preserving these details that gives Itävuori as much joy as driving his collection, the former exec revelling in the Porsche-like perfection and precision of his operation.

## Company profile

- **Founders:** Jussi and Railii Itävuori
- **First opened:** 2012
- **Location:** Maahti, Finland
- **Rarest Porsche 911:** “Porsche 964 Carrera 4 Lightweight, one of just 22 cars built. It was reunited with creator, Jürgen Barth, at a trackday last year.”
- **Does the Finnish location make sales difficult?:** “We will sell our cars mainly in cooperation with our well established contacts in the classic car business in the UK, France, Netherlands and Germany. I am sure many of our cars will be sold through the networks of Porsche enthusiasts rather than through public auctions or websites. Of course, potential customers can also reach us directly through our website.”

## Contact

- **Website:** [www.carreraclassic.fi](http://www.carreraclassic.fi)



While the commercial aspect is never far from their mind, Carrera Classic is infinitely more sentimental than most specialists. Despite the spreadsheet, the cars in Itävuori’s care are more than just numbers on a list. At the same time though, the concern is much more professional than most private sellers. Carrera Classic’s business is, therefore, possibly the perfect way for similarly wealthy enthusiasts to enjoy some of the most iconic Porsche 911s ever built; a collector with a conscience, not just a calculator. Here’s hoping it’s a concept that catches on elsewhere. **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. Here, data has been provided from the Coupe variants unless stated. All data here has been compiled, where possible, from Porsche's own figures.

## General valuations: ▲▼■

This reflects the general market trend for a model's used value compared to the previous financial quarter. The next review will be September 2016. The last was for June 2016.

## Ratings: ★★★★★

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

### (O series) ■

#### 911 2.0-litre 1964-67



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

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

★★★★★

### (O & A series) ▲

#### 911S 1967-68



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

Production numbers: 4,015  
 Issue featured: 114  
 Engine capacity: 1.99lcc  
 Compression ratio: 9.8:1  
 Maximum power: 162hp @ 6,600rpm  
 Maximum torque: 179Nm @ 5,200rpm  
 0-62mph: 8.0sec  
 Top speed: 137mph  
 Length: 4.163mm  
 Width: 1.610mm  
 Weight: 1.030kg  
 Brakes:  
 Front: 282mm discs  
 Rear: 285mm discs  
 Wheels & tyres:  
 Front: 4.5x15 inch; 165/80/R15  
 Rear: 4.5x15 inch; 165/80/R15

★★★★★

### (A series) ■

#### 911L 1967-68



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

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

★★★★★

### (A & B series) ■

#### 911T 1967-69



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

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

★★★★★

### (E series) ■

#### 911T 1972



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

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

★★★★★

### (E series) ■

#### 911S 1972



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

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

★★★★★

### (F series) ■

#### Carrera 2.7 RS 1973



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

Production numbers: 1,590  
 Issue featured: 106  
 Engine capacity: 2.687cc  
 Compression ratio: 8.5:1  
 Maximum power: 213hp @ 6,300rpm  
 Maximum torque: 255Nm @ 5,100rpm  
 0-62mph: 5.8sec  
 Top speed: 152mph  
 Length: 4.163mm  
 Width: 1.610mm  
 Weight: 975kg (Sport)  
 Brakes:  
 Front: 282mm discs  
 Rear: 290mm discs  
 Wheels & tyres:  
 Front: 6x15 inch; 185/70/R15  
 Rear: 7x15 inch; 215/60/R15

★★★★★

### (F series) ■

#### 911E 1973



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

Production numbers: 4,406 (including E series)  
 Issue featured: 117  
 Engine capacity: 2.34lcc  
 Compression ratio: 8.0:1  
 Maximum power: 167hp @ 6,200rpm  
 Maximum torque: 206Nm @ 4,500rpm  
 0-62mph: 7.5sec  
 Top speed: 137mph  
 Length: 4.163mm  
 Width: 1.610mm  
 Weight: 1.077kg  
 Brakes:  
 Front: 282mm discs  
 Rear: 290mm discs  
 Wheels & tyres:  
 Front: 6x15 inch ATS; 185HR  
 Rear: 6x15 inch ATS; 185HR

★★★★★

### (I & J series) ■

#### 911 Carrera 3.0 1976-77



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

Production numbers: 3,687  
 Issue featured: 125  
 Engine capacity: 2.994cc  
 Compression ratio: 8.5:1  
 Maximum power: 200hp @ 6,000rpm  
 Maximum torque: 255Nm @ 4,200rpm  
 0-62mph: 6.3sec  
 Top speed: 145mph  
 Length: 4.291mm  
 Width: 1.610mm  
 Weight: 1.093kg  
 Brakes:  
 Front: 282mm discs  
 Rear: 290mm discs  
 Wheels & tyres:  
 Front: 6x15 inch; 185/70/VR15  
 Rear: 7x15 inch; 215/60/VR15

★★★★★

#### 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: 264hp @ 5,500rpm  
 Maximum torque: 343Nm @ 4,000rpm  
 0-62mph: 5.5sec  
 Top speed: 155mph  
 Length: 4.291mm  
 Width: 1.775mm  
 Weight: 1,140kg (1,195kg from '76)  
 Brakes:  
 Front: 282mm discs  
 Rear: 290mm discs  
 Wheels & tyres:  
 Front: 7x15 inch; 185/70/VR15  
 Rear: 8x15 inch; 215/60/VR15

★★★★★

#### 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 Call cars)  
 Issue featured: 116  
 Engine capacity: 3.299cc  
 Compression ratio: 7.0:1  
 Maximum power: 304hp @ 5,500rpm  
 Maximum torque: 412Nm @ 4,000rpm  
 0-62mph: 5.4sec  
 Top speed: 160mph  
 Length: 4.291mm  
 Width: 1.775mm  
 Weight: 1,300kg  
 Brakes:  
 Front: 304mm discs  
 Rear: 309mm discs  
 Wheels & tyres:  
 Front: 7x15 inch; 205/55/VR16  
 Rear: 8x16 inch; 225/50/VR16

★★★★★

#### 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: 8.5/8.6/1/9.8:1  
 Maximum power: 183/191/207hp @ 5,500rpm  
 Maximum torque: 265/265/267Nm  
 0-62mph: 6.5sec  
 Top speed: 141/146mph  
 Length: 4.291mm  
 Width: 1.626mm  
 Weight: 1,160kg (1978)  
 Brakes:  
 Front: 287mm discs  
 Rear: 295mm discs  
 Wheels & tyres:  
 Front: 6x15 inch; 185/70/VR15  
 Rear: 7x15 inch; 215/60/VR15

★★★★★



**(B series)**

**911E**  
1968-69




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

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

★★★★★

**(B series)**

**911S**  
1968-69




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

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

★★★★★

**(C & D series)**

**911E**  
1969-71




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

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

★★★★★

**(C & D series)**

**911S**  
1969-71




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

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

★★★★★

**(C & D series)**

**911T**  
1969-71




Like the E, the 911T's torque curve was now flatter, making the car more driveable. Ventilated discs 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: 127hp @ 5,800rpm  
 Maximum torque: 169Nm @ 4,200rpm  
 0-62mph: 7.0sec (est)  
 Top speed: 127mph  
 Length: 4.163mm  
 Width: 1.610mm  
 Weight: 1,020kg  
 Brakes:  
 Front: 282mm discs  
 Rear: 290mm discs  
 Wheels & tyres:  
 Front: 5.5x15 inch; 165HR  
 Rear: 5.5x15 inch; 165HR

★★★★★

**(E series)**

**911E**  
1972




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

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

★★★★★

**(F series)**

**911S**  
1973




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

Production numbers: 5,054  
 Issue featured: 56  
 Engine capacity: 2,341cc  
 Compression ratio: 8.5:1  
 Maximum power: 193hp @ 6,500rpm  
 Maximum torque: 211Nm @ 5,200rpm  
 0-62mph: 6.6sec  
 Top speed: 140mph  
 Length: 4.163mm  
 Width: 1.610mm  
 Weight: 1,075kg  
 Brakes:  
 Front: 282mm discs  
 Rear: 290mm discs  
 Wheels & tyres:  
 Front: 6x15 inch; 185/70/R15  
 Rear: 6x15 inch; 185/70/R15

★★★★★

**(F series)**

**911T**  
1973




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

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

★★★★★

**(G, H, I, J series)**

**Carrera 3.0 RS**  
1974




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

Production numbers: 109  
 Issue featured: 102  
 Engine capacity: 2,994cc  
 Compression ratio: 8.5:1  
 Maximum power: 233hp @ 6,200rpm  
 Maximum torque: 275Nm @ 5,000rpm  
 0-62mph: 5.3sec  
 Top speed: 152mph  
 Length: 4.135mm  
 Width: 1.680mm  
 Weight: 900kg  
 Brakes:  
 Front: 300mm discs  
 Rear: 300mm discs  
 Wheels & tyres:  
 Front: 9x15 inch; 215/60/VR15  
 Rear: 11x15 inch; 235/60/VR15

★★★★★

**(G, H, I, J series)**

**911**  
1974-77




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

Production numbers: 9,320  
 Issue featured: 121  
 Engine capacity: 2,687cc  
 Compression ratio: 8.0:1  
 Max power: 150hp @ 5,700rpm (165bhp from 76)  
 Max torque: 235Nm @ 3,800rpm (4,000 from 76)  
 0-62mph: 7.0sec  
 Top speed: 130mph  
 Length: 4.291mm  
 Width: 1.610mm  
 Weight: 1,075kg  
 Brakes:  
 Front: 282mm discs  
 Rear: 290mm discs  
 Wheels & tyres:  
 Front & rear: 6x15 inch; 185HR

★★★★★

**(G, H, I, J series)**

**911S**  
1974-77




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

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

★★★★★

**(G & H series)**

**911 Carrera 2.7**  
1974-76




From 1974, Carrera name was given to range-topping 911. Essentially the same engine as previous year's RS for all markets except USA. Whaletail available from '75.

Production numbers: 1,667  
 Issue featured: 104,134  
 Engine capacity: 2,687cc  
 Compression ratio: 8.5:1  
 Maximum power: 213hp @ 6,300rpm  
 Maximum torque: 255Nm @ 5,100rpm  
 0-62mph: 6.3sec  
 Top speed: 148mph  
 Length: 4.291mm  
 Width: 1.610mm  
 Weight: 1,075kg  
 Brakes:  
 Front: 282mm discs  
 Rear: 290mm discs  
 Wheels & tyres:  
 Front: 6x15 inch; 185VR  
 Rear: 7x15 inch; 205VR

★★★★★

**SC RS**  
1984




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

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

★★★★★

**930 3.3**  
1984-89




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

Production numbers: 11,135  
 Issue featured: 116  
 Engine capacity: 3,299cc  
 Compression ratio: 7.0:1  
 Maximum power: 304hp @ 5,500rpm  
 Maximum torque: 432Nm @ 4,000rpm  
 0-62mph: 5.4sec  
 Top speed: 161mph  
 Length: 4.291mm  
 Width: 1.775mm  
 Weight: 1,300kg (1,335kg from '86)  
 Brakes:  
 Front: 304mm discs  
 Rear: 309mm discs  
 Wheels & tyres:  
 Front: 7x16 inch; 205/55/VR16  
 Rear: 8x16 inch; 225/50/VR16

★★★★★

**Carrera 3.2**  
1984-89




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

Production numbers: 70,044  
 Issue featured: 114  
 Engine capacity: 3,164cc  
 Compression ratio: 10.3:1  
 Maximum power: 234hp @ 5,900rpm  
 Maximum torque: 284Nm @ 4,800rpm  
 0-62mph: 5.6sec  
 Top speed: 152mph  
 Length: 4.291mm  
 Width: 1.662mm  
 Weight: 1,210kg  
 Brakes:  
 Front: 286mm discs  
 Rear: 294mm discs  
 Wheels & tyres:  
 Front: 7x16 inch; 195/65/VR15  
 Rear: 8x15 inch; 215/60/VR15 (16 inches for '89)

★★★★★

**930 SE**  
1986-89




Slantnosed and based on 935 race cars, with pop-up headlights. 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: 335hp @ 5,500rpm  
 Maximum torque: 432Nm @ 4,000rpm  
 0-62mph: 4.6sec  
 Top speed: 173mph  
 Length: 4.291mm  
 Width: 1.775mm  
 Weight: 1,335kg  
 Brakes:  
 Front: 304mm discs  
 Rear: 309mm discs  
 Wheels & tyres:  
 Front: 7x16 inch; 205/55/VR16  
 Rear: 9x16 inch; 245/45/VR16

★★★★★

**959**  
1986-1988




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

Production numbers: 337  
 Issue featured: 108  
 Engine capacity: 2,850cc  
 Compression ratio: 8.3:1  
 Maximum power: 456hp @ 6,500rpm  
 Maximum torque: 500Nm @ 5,000rpm  
 0-60mph: 3.9sec  
 Top speed: 196mph  
 Length: 4.260mm  
 Width: 1,840mm  
 Weight: 1,450kg  
 Brakes:  
 Front and rear: Ventilated drilled discs; 4-piston aluminium callipers  
 Wheels & tyres:  
 Front: 8x17 inch; 235/45/ZR17  
 Rear: 9x17 inch; 255/40/ZR17

★★★★★

**Speedster**  
1989



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

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

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### 930 LE 1989



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

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



### 3.2 Clubsport 1987-89



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

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



### 964 Carrera 4 1989-93



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

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



### 964 C2 Speedster 1993-94



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

Production numbers: 936  
 Issue featured: 128  
 Engine capacity: 3,600cc  
 Compression ratio: 11.3:1  
 Maximum power: 254hp @ 6,100rpm  
 Maximum torque: 310Nm @ 4,800rpm  
 0-62mph: 5.5sec  
 Top speed: 161mph  
 Length: 4,250mm  
 Width: 1,652mm  
 Weight: 1,340kg  
 Brakes:  
 Front: 320mm discs  
 Rear: 299mm discs  
 Wheels & tyres:  
 Front: 7x17 inch; 205/50/VR17  
 Rear: 9x17 inch; 255/40/VR17



### 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 callipers. Suspension lowered by 20mm.

Production numbers: 1,437  
 Issue featured: 120  
 Engine capacity: 3,600cc  
 Compression ratio: 7.5:1  
 Maximum power: 365hp @ 5,500rpm  
 Maximum torque: 520Nm @ 4,200rpm  
 0-62mph: 4.8sec  
 Top speed: 174mph  
 Length: 4,250mm  
 Width: 1,775mm  
 Weight: 1,470kg  
 Brakes:  
 Front: 320mm discs  
 Rear: 299mm discs  
 Wheels & tyres:  
 Front: 8x18 inch; 225/40/VR18  
 Rear: 10x18 inch; 265/35/VR18



### 964 Anniversary 1993-94



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

Production numbers: 911  
 Issue featured: 112  
 Engine capacity: 3,600cc  
 Compression ratio: 11.3:1  
 Maximum power: 254hp @ 6,100rpm  
 Maximum torque: 310Nm @ 4,800rpm  
 0-62mph: 5.7sec  
 Top speed: 162mph  
 Length: 4,250mm  
 Width: 1,775mm  
 Weight: 1,470kg  
 Brakes:  
 Front: 298mm discs  
 Rear: 299mm discs  
 Wheels & tyres:  
 Front: 7x17 inch; 205/50/VR17  
 Rear: 9x17 inch; 255/40/VR17



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### 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: 112  
 Engine capacity: 3,600cc  
 Compression ratio: 8.0:1  
 Maximum power: 414hp @ 5,750rpm  
 Maximum torque: 540Nm @ 4,500rpm  
 0-62mph: 4.3sec  
 Top speed: 180mph  
 Length: 4,245mm  
 Width: 1,795mm  
 Weight: 1,500kg  
 Brakes:  
 Front: 322mm discs  
 Rear: 322mm discs  
 Wheels & tyres:  
 Front: 8x18 inch; 225/40/VR18  
 Rear: 10x18 inch; 285/30/VR18



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### 993 Carrera S 1997-98



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

Production numbers: 3,714  
 Issue featured: 118  
 Engine capacity: 3,600cc  
 Compression ratio: 11.3:1  
 Maximum power: 289hp @ 6,100rpm  
 Maximum torque: 340Nm @ 5,250rpm  
 0-62mph: 5.4sec  
 Top speed: 168mph  
 Length: 4,245mm  
 Width: 1,795mm  
 Weight: 1,450kg  
 Brakes:  
 Front: 322mm discs  
 Rear: 322mm discs  
 Wheels & tyres:  
 Front: 8x18 inch; 225/40/VR18  
 Rear: 10x18 inch; 285/30/VR18



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### 993 Turbo S 1998



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


Production numbers: 345  
 Issue featured: 115  
 Engine capacity: 3,600cc  
 Compression ratio: 8.0:1  
 Maximum power: 456hp @ 5,750rpm  
 Maximum torque: 585Nm @ 4,500rpm  
 0-62mph: 4.1sec  
 Top speed: 186mph  
 Length: 4,245mm  
 Width: 1,795mm  
 Weight: 1,583kg  
 Brakes:  
 Front: 320mm discs  
 Rear: 322mm discs  
 Wheels & tyres:  
 Front: 8x18 inch; 225/40/VR18  
 Rear: 10x18 inch; 285/30/VR18





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### 964 Carrera 2 1990-93



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


Production numbers:	19,484
Issue featured:	119
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	254hp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.6sec
Top speed:	162mph
Length:	4,250mm
Width:	1,653mm
Weight:	1,350kg

**Brakes:**  
Front: 298mm discs  
Rear: 299mm discs

**Wheels & tyres:**  
Front: 6x16-inch; 205/55/ZR16  
Rear: 8x16-inch; 225/50/ZR16

★★★★★

### 964 Turbo 1991-92



This used the revised 964 bodysell, extended arches and '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:	324hp @ 5,750rpm
Maximum torque:	450Nm @ 4,500rpm
0-62mph:	5.4sec
Top speed:	168mph
Length:	4,250mm
Width:	1,775mm
Weight:	1,470kg

**Brakes:**  
Front: 320mm discs  
Rear: 299mm discs

**Wheels & tyres:**  
Front: 7x17-inch; 205/50/ZR17  
Rear: 9x17-inch; 255/40/ZR17

★★★★★

### 964 C4 Lightweight 1991



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

Production numbers:	22
Issue featured:	131
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	269hp @ 6,720rpm
Maximum torque:	304Nm @ 6,720rpm
0-62mph:	4.5sec
Top speed:	125mph
Length:	4,275mm
Width:	1,652mm
Weight:	1,100kg


**Brakes:**  
Front: 322mm discs  
Rear: 299mm discs

**Wheels & tyres:**  
Front: 7x16-inch; 205/55/ZR16  
Rear: 9x16-inch; 245/55/ZR16

★★★★★

TO VIEW CALL: 07522 911 911

### 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 upgraded, as were brakes.


Production numbers:	2,405
Issue featured:	131
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	264hp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.4sec
Top speed:	162mph
Length:	4,250mm
Width:	1,650mm
Weight:	1,230kg (Sport)

**Brakes:**  
Front: 320mm discs  
Rear: 299mm discs

**Wheels & tyres:**  
Front: 7.5x17-inch; 205/50/ZR17  
Rear: 9x17-inch; 255/40/ZR17

★★★★★

### 964 Turbo S 1992-93



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


Production numbers:	81
Issue featured:	108
Engine capacity:	3,299cc
Compression ratio:	7.0:1
Maximum power:	386hp @ 6,000rpm
Maximum torque:	490Nm @ 4,800rpm
0-62mph:	4.6sec
Top speed:	180mph
Length:	4,250mm
Width:	1,775mm
Weight:	1,290kg

**Brakes:**  
Front: 320mm discs  
Rear: 299mm discs

**Wheels & tyres:**  
Front: 8x18-inch; 225/40/ZR18  
Rear: 10x18-inch; 265/35/ZR18

★★★★★

### 964 3.8 RS 1993



Identifiable by a lightweight Turbo bodysell, large rear 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:	304hp @ 6,500rpm
Maximum torque:	359Nm @ 5,250rpm
0-62mph:	4.9sec
Top speed:	169mph
Length:	4,250mm
Width:	1,775mm
Weight:	1,210kg

**Brakes:**  
Front: 322mm discs  
Rear: 290mm discs

**Wheels & tyres:**  
Front: 9x18-inch; 235/40/ZR18  
Rear: 11x18-inch; 285/35/ZR18

★★★★★

### 964 RS America 1993-94



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


Production numbers:	701
Issue featured:	102
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	254hp @ 6,100rpm
Maximum torque:	310Nm @ 4,800rpm
0-62mph:	5.5sec
Top speed:	164mph
Length:	4,250mm
Width:	1,650mm
Weight:	1,340kg

**Brakes:**  
Front: 298mm discs  
Rear: 299mm discs

**Wheels & tyres:**  
Front: 7x17-inch; 205/50/ZR17  
Rear: 8x17-inch; 255/40/ZR17

★★★★★

### 993 Carrera 1993-97



Restyled 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:	276hp @ 6,000rpm
Maximum torque:	330Nm @ 5,000rpm
0-62mph:	5.3sec
Top speed:	168mph
Length:	4,245mm
Width:	1,735mm
Weight:	1,370kg

**Brakes:**  
Front: 304mm discs  
Rear: 299mm discs

**Wheels & tyres:**  
Front: 7x16-inch; 205/55/ZR16  
Rear: 9x17-inch; 245/45/ZR16

★★★★★

### 993 Carrera 4 1994-97



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


Production numbers:	2,884 (Coupe)
Issue featured:	111
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	276hp @ 6,000rpm
Maximum torque:	330Nm @ 5,000rpm
0-62mph:	5.8sec
Top speed:	166mph
Length:	4,245mm
Width:	1,735mm
Weight:	1,420kg

**Brakes:**  
Front: 304mm discs  
Rear: 299mm discs

**Wheels & tyres:**  
Front: 7x16-inch; 205/55/ZR16  
Rear: 9x16-inch; 245/45/ZR16

★★★★★

### 993 Carrera 4S 1995-96



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


Production numbers:	6,948
Issue featured:	109
Engine capacity:	3,600cc
Compression ratio:	11.3:1
Maximum power:	289hp @ 6,100rpm
Maximum torque:	340Nm @ 5,250rpm
0-62mph:	5.3sec
Top speed:	168mph
Length:	4,245mm
Width:	1,795mm
Weight:	1,520kg

**Brakes:**  
Front: 322mm discs  
Rear: 322mm discs

**Wheels & tyres:**  
Front: 8x18-inch; 225/40/ZR18  
Rear: 10x18-inch; 285/30/ZR18

★★★★★

### 993 Carrera RS 1995-96



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


Production numbers:	1,014
Issue featured:	119
Engine capacity:	3,746cc
Compression ratio:	11.5:1
Maximum power:	304hp @ 6,000rpm
Maximum torque:	355Nm @ 5,400rpm
0-62mph:	5.0sec
Top speed:	172mph
Length:	4,245mm
Width:	1,735mm
Weight:	1,279kg

**Brakes:**  
Front: 322mm discs  
Rear: 299mm discs

**Wheels & tyres:**  
Front: 18x8-inch; 225/40ZR18  
Rear: 18x10-inch; 265/35ZR18

★★★★★

### 993 GT2 1995-96



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


Production numbers:	173
Issue featured:	131
Engine capacity:	3,600cc
Compression ratio:	8.0:1
Maximum power:	436hp @ 5,750rpm
Maximum torque:	540Nm @ 4,500rpm
0-62mph:	3.9sec
Top speed:	189mph
Length:	4,245mm
Width:	1,855mm
Weight:	1,290kg

**Brakes:**  
Front: 322mm discs  
Rear: 322mm discs

**Wheels & tyres:**  
Front: 9x18-inch; 235/40/ZR18  
Rear: 11x18-inch; 285/35/ZR18

★★★★★

### 996 Carrera 1998-2001



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


Production numbers:	56,733
Issue featured:	117
Engine capacity:	3,387cc
Compression ratio:	11.3:1
Maximum power:	304hp @ 6,800rpm
Maximum torque:	350Nm @ 4,600rpm
0-62mph:	5.2sec
Top speed:	174mph
Length:	4,430mm
Width:	1,765mm
Weight:	1,320kg

**Brakes:**  
Front: 318mm discs  
Rear: 299mm discs

**Wheels & tyres:**  
Front: 7x17-inch; 205/50/R17  
Rear: 9x17-inch; 255/40/R17

★★★★★

### 996 Carrera 4 1998-2001



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


Production numbers:	22,054
Issue featured:	111
Engine capacity:	3,387cc
Compression ratio:	11.3:1
Maximum power:	304hp @ 6,800rpm
Maximum torque:	350Nm @ 4,600rpm
0-62mph:	5.2sec
Top speed:	174mph
Length:	4,430mm
Width:	1,765mm
Weight:	1,375kg

**Brakes:**  
Front: 318mm discs  
Rear: 299mm discs

**Wheels & tyres:**  
Front: 7x17-inch; 205/50/R17  
Rear: 9x17-inch; 255/40/R17

★★★★★

### 996 GT3 1998-2000



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


Production numbers:	1,858
Issue featured:	117
Engine capacity:	3,600cc
Compression ratio:	11.7:1
Maximum power:	365hp @ 7,200rpm
Maximum torque:	370Nm @ 5,000rpm
0-62mph:	4.2sec
Top speed:	188mph
Length:	4,430mm
Width:	1,765mm
Weight:	1,350kg

**Brakes:**  
Front: 330mm discs  
Rear: 300mm discs

**Wheels & tyres:**  
Front: 8x18-inch; 225/40/R18  
Rear: 10x18-inch; 285/30/R18

★★★★★

### 996 Turbo 2001-05



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


Production numbers:	20,499
Issue featured:	114
Engine capacity:	3,600cc
Compression ratio:	9.4:1
Maximum power:	426hp @ 6,000rpm
Maximum torque:	560Nm @ 2,700-4,600rpm
0-62mph:	4.2sec
Top speed:	189mph
Length:	4,435mm
Width:	1,830mm
Weight:	1,540kg

**Brakes:**  
Front: 330mm discs  
Rear: 330mm discs

**Wheels & tyres:**  
Front: 8x18-inch; 225/40/R18  
Rear: 11x18-inch; 295/30R18

★★★★★

### 996 Carrera 4S 2001-05



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


Production numbers:	23,055
Issue featured:	124
Engine capacity:	3,596cc
Compression ratio:	11.3:1
Maximum power:	324hp @ 6,800rpm
Maximum torque:	370Nm @ 4,250rpm
0-62mph:	5.1sec
Top speed:	174mph
Length:	4,435mm
Width:	1,830mm
Weight:	1,495kg

**Brakes:**  
Front: 330mm discs  
Rear: 330mm discs

**Wheels & tyres:**  
Front: 8x18-inch; 225/40/R18  
Rear: 11x18-inch; 295/30/R18

★★★★★

### 996 GT2 2001-03



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

Production numbers:	1,287
Issue featured:	127
Engine capacity:	3,600cc
Compression ratio:	9.4:1
Maximum power:	468hp @ 5,700rpm
Maximum torque:	620Nm @ 3,500-4,500rpm
0-62mph:	4.1sec
Top speed:	196mph
Length:	4,450mm
Width:	1,830mm
Weight:	1,440kg

**Brakes:**  
Front: 350mm discs  
Rear: 350mm discs

**Wheels & tyres:**  
Front: 8x18-inch; 235/40/R18  
Rear: 12x18-inch; 315/30/R18

★★★★★

TO VIEW CALL: 07522 911 911



## Sales debate:

### Is 'Brexit' likely to affect the worldwide Porsche 911 market in any way?



**'Brexit'. You were probably hoping that Total 911 would provide you with some respite from news of the UK's decision – via public referendum – to leave the European Union. However, as a car designed and made inside the EU, the result had left us wondering if the Porsche 911 (on both new and used markets) would feel the effects of the UK's decision. "There's an element of uncertainty but it feels, on the ground, like it's business as usual," explains Karl Meyer, Business Manager of Porsche Bournemouth.**

It's a viewpoint shared by RPM Technik's Commercial Director, Darren Anderson: "Our general feeling is that it shouldn't have a dramatic impact on the pricing," he says, explaining that in the short to medium term, values shouldn't fall as "the cars, on the whole, are worth what they were worth pre-decision."

Meyer is quick to reassure us that it is unlikely that the political decision will adversely impact upon on new 911 prices either, despite the value of the Pound relative to the Euro dropping. "Porsche will always fix prices in a way where each market can only be comfortable buying through its local sector. If anything, they will be thinking, 'How do we make it easy for the UK market to continue to buy?'" he continues.

On the used market, Anderson feels that "the rate of turnover of cars will slow down" until a proper exit strategy is put in place. However, at Porsche Bournemouth Meyer didn't see business dip in the run-up to the referendum. "It hasn't stopped customers walking through the door and placing orders," the Business Manager explains, "and I suspect, if there was any uncertainty, we'd have seen it in the run-up to this decision. I think that now people know, it's almost taken the pressure off."

In the short-term, the Pound's lack of strength means buying cars from the continent has been made more expensive but Anderson points out that such currency fluctuations have become par for the course in the Porsche world: "When the Pound is strong, we go and buy a load of LHD cars; when the Euro is strong, they buy them all back again." If anything, he feels that the market for UK-based LHD cars could flourish in the short term as continental buyers cash in on the exchange rate. Meyer adds too that the lack of LHD 911s coming into the UK could help the classic market, as the good RHD examples are no longer diluted by continental cars. As both experts are at pains to point out, the worst thing to do is panic, especially when there seems to be no reason to do so.

### 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: 324hp @ 6,800rpm  
Maximum torque: 370Nm @ 4,250rpm  
0-62mph: 5.0sec  
Top speed: 177mph  
Length: 4,430mm  
Width: 1,770mm  
Weight: 1,370kg  
Brakes:  
Front: 318mm discs  
Rear: 299mm discs  
Wheels & tyres:  
Front: 7x17 inch; 205/50/R17  
Rear: 9x17 inch; 255/40/R17

★★★★★

### Gen2 996 C4 2002-04



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

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

★★★★★

### 996 Anniversary 2003-04



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

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

★★★★★

### Gen2 996 GT3 2003-05



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

Production numbers: 2,313  
Issue featured: 107  
Engine capacity: 3,600cc  
Compression ratio: 11.7:1  
Maximum power: 386hp @ 7,400rpm  
Maximum torque: 385Nm @ 5,000rpm  
0-62mph: 4.5sec  
Top speed: 190mph  
Length: 4,435mm  
Width: 1,770mm  
Weight: 1,380kg  
Brakes:  
Front: 350mm discs  
Rear: 330mm discs  
Wheels & tyres:  
Front: 8.5x18 inch; 235/40/R18  
Rear: 11x18 inch; 295/30/R18

★★★★★

### 997 Carrera S 2004-08



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

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

★★★★★

TO VIEW CALL: 07522 911 911

### 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: 330hp @ 6,800rpm  
Maximum torque: 370Nm @ 4,250rpm  
0-62mph: 5.1sec  
Top speed: 174mph  
Length: 4,427mm  
Width: 1,852mm  
Weight: 1,450kg  
Brakes:  
Front: 318mm discs  
Rear: 299mm discs  
Wheels & tyres:  
Front: 8x18 inch; 235/40/R18  
Rear: 10x18 inch; 295/35/R18

★★★★★

### 997 Carrera 4S 2005-08



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

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

★★★★★

### 997 Turbo 2005-10



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

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

★★★★★

### Gen2 997 C2 2008-12



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

Production numbers: 10,500  
Issue featured: 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: 179mph  
Length: 4,435mm  
Width: 1,808mm  
Weight: 1,415kg  
Brakes:  
Front: 330mm discs  
Rear: 330mm discs  
Wheels & tyres:  
Front: 8x18 inch; 235/40/ZR18  
Rear: 10.5x18 inch; 265/40/ZR18

★★★★★

TO VIEW CALL: 07522 911 911

### Gen2 997 C2 S 2008-12



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

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

★★★★★

### Gen2 997 C4 2008-12



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

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

★★★★★

### Gen2 997 C4S 2008-12



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

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

★★★★★

TO VIEW CALL: 07522 911 911



**996 GT3 RS**  
2004-05



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

Production numbers:.....682  
Issue featured:.....118  
Engine capacity:.....3,600cc  
Compression ratio:.....11.7:1  
Maximum power:.....386hp @ 7,400rpm  
Maximum torque:.....385Nm @ 5,000rpm  
0-62mph:.....4.4sec  
Top speed:.....190mph  
Length:.....4,435mm  
Width:.....1,770mm  
Weight:.....1,360kg  
Brakes:  
Front: 350mm discs  
Rear: 330mm discs  
Wheels & tyres:  
Front: 8.5x18 inch; 235/40/R18  
Rear: 11x18 inch; 295/30/R18



**996 Turbo S**  
2004-05



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

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



**997 Carrera**  
2004-08



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

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



**997 GT3**  
2006-07



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

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



**997 GT3 RS**  
2006-07



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

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



**997 GT2**  
2007-09



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

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



TO VIEW CALL: 07522 911 911

**Gen2 997 GT3**  
2009-12



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

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



**Gen2 997 Turbo**  
2009-13



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

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



**Gen2 997 GT3 RS**  
2009-12



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

Production numbers:.....1,500  
Issue featured:.....125  
Engine capacity:.....3,800cc  
Compression ratio:.....12.2:1  
Maximum power:.....450hp @ 7,900rpm  
Maximum torque:.....430Nm @ 6,750rpm  
0-62mph:.....4.0sec  
Top speed:.....192mph  
Length:.....4,460mm  
Width:.....1,852mm  
Weight:.....1,370kg  
Brakes:  
Front: 380mm discs  
Rear: 380mm discs  
Wheels & tyres:  
Front: 8.5x19 inch; 245/35/ZR19  
Rear: 12x19 inch; 325/30/ZR19



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### 997 Speedster 2010



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

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



### 997 Sport Classic 2010



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

Production numbers:	250
Issue featured:	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
Length:	4,435mm
Width:	1,852mm
Weight:	1,425kg
Brakes:	
Front:	350mm discs
Rear:	350mm discs
Wheels & tyres:	
Front:	8.5x19 inch; 235/35/ZR19
Rear:	11x19 inch; 305/30/ZR19



### 997 GT3 RS 4.0 2010



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

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



### 991.1 Carrera S 2011-15



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

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



### 991.1 Carrera 4 2012-15



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

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



### 991.1 Carrera 4S 2012-15



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

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



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### 991 GT3 RS 2015-



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

Production numbers:	42 (UK)
Issue featured:	136
Engine capacity:	3,996cc
Compression ratio:	12.9:1
Maximum power:	500hp @ 8,250rpm
Maximum torque:	460Nm @ 6,250rpm
0-62mph:	3.3sec
Top speed:	193mph
Length:	4,545mm
Width:	1,880mm
Weight:	1,420kg
Brakes:	
Front:	380mm discs
Rear:	380mm discs
Wheels & tyres:	
Front:	9.5x20 inch; 265/35/ZR20
Rear:	12.5x21 inch; 325/30/ZR21



### N/A 991.2 Carrera 2015-



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

Production numbers:	Currently in production
Issue featured:	137
Engine capacity:	2,981cc
Compression ratio:	10.0:1
Maximum power:	370hp @ 6,500rpm
Maximum torque:	450Nm @ 1,700-5,000rpm
0-62mph:	4.2sec
Top speed:	183mph
Length:	4,499mm
Width:	1,808mm
Weight:	1,430kg
Brakes:	
Front & Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x19 inch; 235/40/ZR19
Rear:	11.5x19 inch; 295/35/ZR19

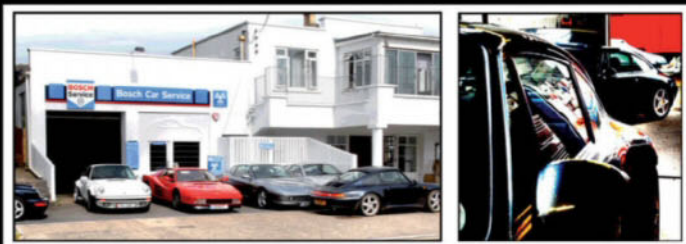


### N/A 991.2 Carrera S 2015-



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

Production numbers:	Currently in production
Issue featured:	132
Engine capacity:	2,981cc
Compression ratio:	10.0:1
Maximum power:	420hp @ 6,500rpm
Maximum torque:	500Nm @ 1,700-5,000rpm
0-62mph:	3.9sec
Top speed:	191mph
Length:	4,499mm
Width:	1,808mm
Weight:	1,440kg
Brakes:	
Front:	350mm discs
Rear:	330mm discs
Wheels & tyres:	
Front:	8.5x20 inch; 245/35/ZR20
Rear:	11.5x20 inch; 305/30/ZR20



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**N/A**  
**997 918 Edition**  
**2010**



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

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



**997 GT2 RS**  
**2010-11**



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

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



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**997 C2 GTS**  
**2010-12**



Features the C4's wider rear body, and powered by the 3.8-litre Carrera S engine, with a Powerkit producing an extra 25hp. 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  
 0-62mph: 4.6sec  
 Top speed: 190mph  
 Length: 4.435mm  
 Width: 1.852mm  
 Weight: 1.420kg  
 Brakes: Front: 330mm discs  
 Rear: 330mm discs  
 Wheels & tyres: Front: 8.5x19 inch; 235/35/ZR19  
 Rear: 11x19 inch; 305/30/ZR19



TO VIEW CALL: 07522 911 911

**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 opting for 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  
 Length: 4.435mm  
 Width: 1.852mm  
 Weight: 1.480kg  
 Brakes: Front: 330mm discs  
 Rear: 330mm discs  
 Wheels & tyres: Front: 8.5x19 inch; 235/35/ZR19  
 Rear: 11x19 inch; 305/30/ZR19



TO VIEW CALL: 07522 911 911

**997 Turbo S**  
**2011-13**



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

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



**991.1 Carrera**  
**2011-15**



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

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



**991 GT3**  
**2013-**



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

Production numbers: Currently in production  
 Issue featured: 124  
 Engine capacity: 3.800cc  
 Compression ratio: 12.9:1  
 Maximum power: 475hp @ 8,250rpm  
 Maximum torque: 440Nm @ 6,250rpm  
 0-62mph: 3.5sec  
 Top speed: 196mph  
 Length: 4.545mm  
 Width: 1.852mm  
 Weight: 1.430kg  
 Brakes: Front: 380mm discs  
 Rear: 380mm discs  
 Wheels & tyres: Front: 9x20 inch; 245/35/ZR20  
 Rear: 12x20 inch; 305/30/ZR20



**991 Turbo**  
**2013-15**



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

Production numbers: 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  
 Length: 4.506mm  
 Width: 1.880mm  
 Weight: 1.595kg  
 Brakes: Front & Rear: 380mm discs  
 Wheels & tyres: Front: 8.5x20 inch; 245/35/ZR20  
 Rear: 11x20 inch; 305/30/ZR20



**991 Turbo S**  
**2013-15**



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

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



**991 Anniversary**  
**2013-14**



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

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



**991 Carrera GTS**  
**2014-**



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

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



**991 C4 GTS**  
**2014-**



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

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



**N/A**  
**991.2 Carrera 4**  
**2016-**



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

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



**N/A**  
**991.2 Carrera 4S**  
**2016-**



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

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



**N/A**  
**991.2 Turbo**  
**2016-**



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

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



**N/A**  
**991.2 Turbo S**  
**2016-**



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

Production numbers: Currently in production  
 Issue featured: 137  
 Engine capacity: 3.800cc  
 Compression ratio: 9.8:1  
 Maximum power: 580hp @ 6,750rpm  
 Maximum torque: 750Nm @ 2,250-4,000rpm  
 0-62mph: 2.9sec  
 Top speed: 205mph  
 Length: 4.507mm  
 Width: 1.880mm  
 Weight: 1.600kg  
 Brakes: Front: 350mm discs  
 Rear: 330mm discs  
 Wheels & tyres: Front: 9x20 inch; 245/35/ZR20  
 Rear: 11.5x20 inch; 305/30/ZR20



**991 R**  
**2016-**



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

Production numbers: 991  
 Issue featured: 138  
 Engine capacity: 3.996cc  
 Compression ratio: 13.2:1  
 Maximum power: 500hp @ 8,250rpm  
 Maximum torque: 460Nm @ 6,250rpm  
 0-62mph: 3.8sec  
 Top speed: 201mph  
 Length: 4.532mm  
 Width: 1.852mm  
 Weight: 1.370kg  
 Brakes: Front: 410mm discs  
 Rear: 390mm discs  
 Wheels & tyres: Front: 9x20 inch; 245/35/ZR20  
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**N/A**  
**991.2 GT3**  
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**911 Carrera RS (993 LHD)**

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Leather Bucket Seats • Manual Gearbox  
18" Split Rim Wheels • 58,240 km  
(36,400 miles) • 1995 (N)

**£229,995**



**911 Carrera RS (964 LHD)**

Maritime Blue • Triple Tone Leather  
Bucket Seats • Manual Gearbox • 17"  
Magnesium Cup Wheels • 93,656 km  
(58,195 miles) • 1992 (J)

**£209,995**



**911 GT3 RS (997)**

Jet Black • Black Nomex Bucket Seats  
Manual Gearbox • Sport Chrono Pack  
Plus • Satellite Navigation • 22,012 miles  
2008 (57)

**£149,995**



**911 GT2 (996)**

Arctic Silver • Black Leather Bucket Seats  
Manual Gearbox • Porsche Ceramic  
Composite Brakes • Rear Roll Cage  
48,992 miles • 2002 (02)

**£119,995**



**911 Carrera 2 S (991)**

Basalt Black • Black Leather Sport Seats  
Plus • PDK Gearbox • Touchscreen  
Satellite Navigation • 20" Carrera III  
Wheels • 2,995 miles • 2012 (62)

**£69,995**



**Cayman S (981)**

Basalt Black • Black Leather Seats • PDK  
Gearbox • 20" Sport Techno Wheels  
Touchscreen Satellite Navigation • 5,511  
miles • 2015 (15)

**£52,995**



**911 Carrera 4 (997)**

Basalt Black • Black Leather Seats  
Manual Gearbox • Touchscreen Satellite  
Navigation • 19" Carrera 'S' II Wheels  
20,128 miles • 2010 (59)

**£44,995**



**911 Carrera 2 (997)**

Meteor Grey • Black Leather Seats  
PDK Gearbox • 19" Carrera 'S' II Wheels  
Touchscreen Satellite Navigation • 12,171  
miles • 2009 (09)

**£44,995**



**911 Carrera 2 S (997)**

Basalt Black • Black Leather Seats  
Manual Gearbox • 19" Sport Design  
Wheels • Touchscreen Satellite  
Navigation • 44,249 miles • 2009 (59)

**£42,995**



**911 Carrera 4 S (997)**

Basalt Black • Black Leather Seats  
Tiptronic Gearbox • Satellite Navigation  
19" Carrera 'S' Wheels • 39,592 miles  
2000 (07)

**£34,995**



**911 Carrera 2 S (997)**

Arctic Silver • Dark Blue Leather Seats  
Tiptronic Gearbox • Satellite Navigation  
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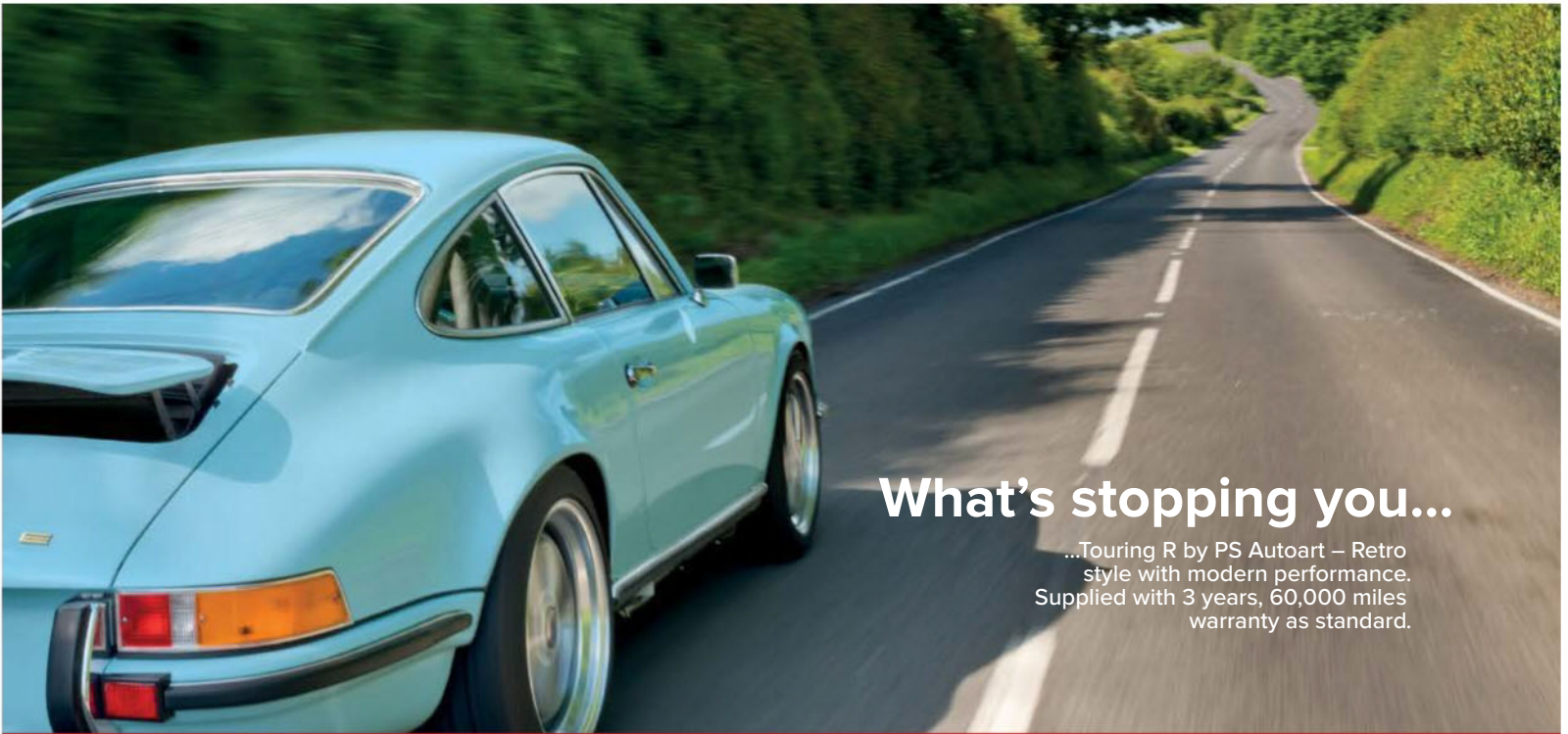


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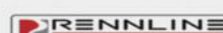
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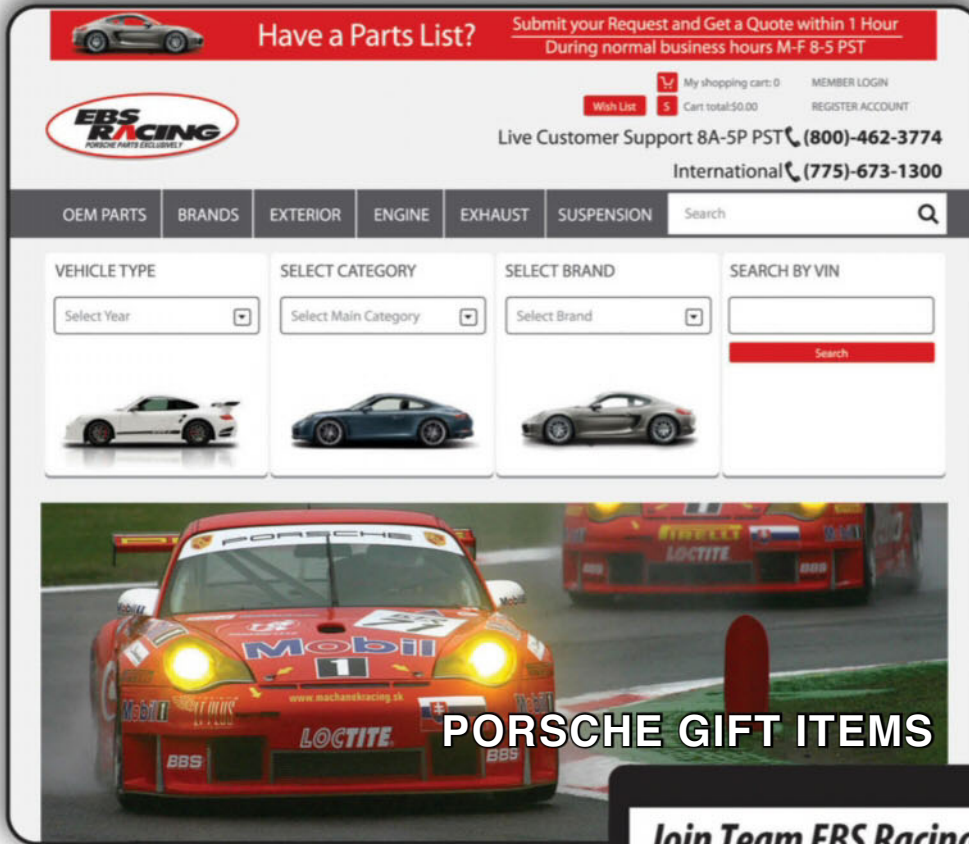


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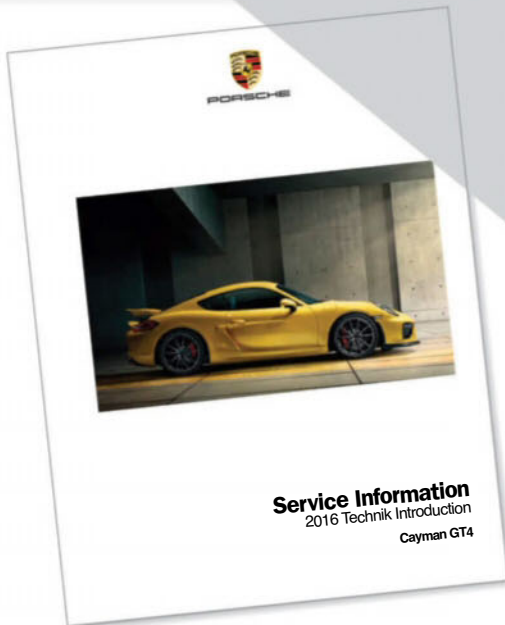
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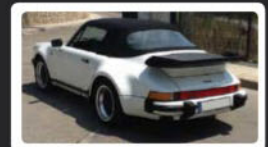


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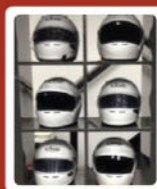
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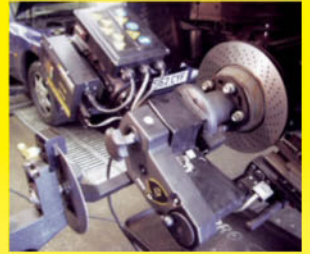
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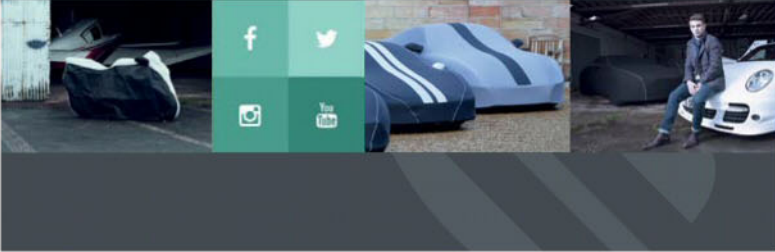
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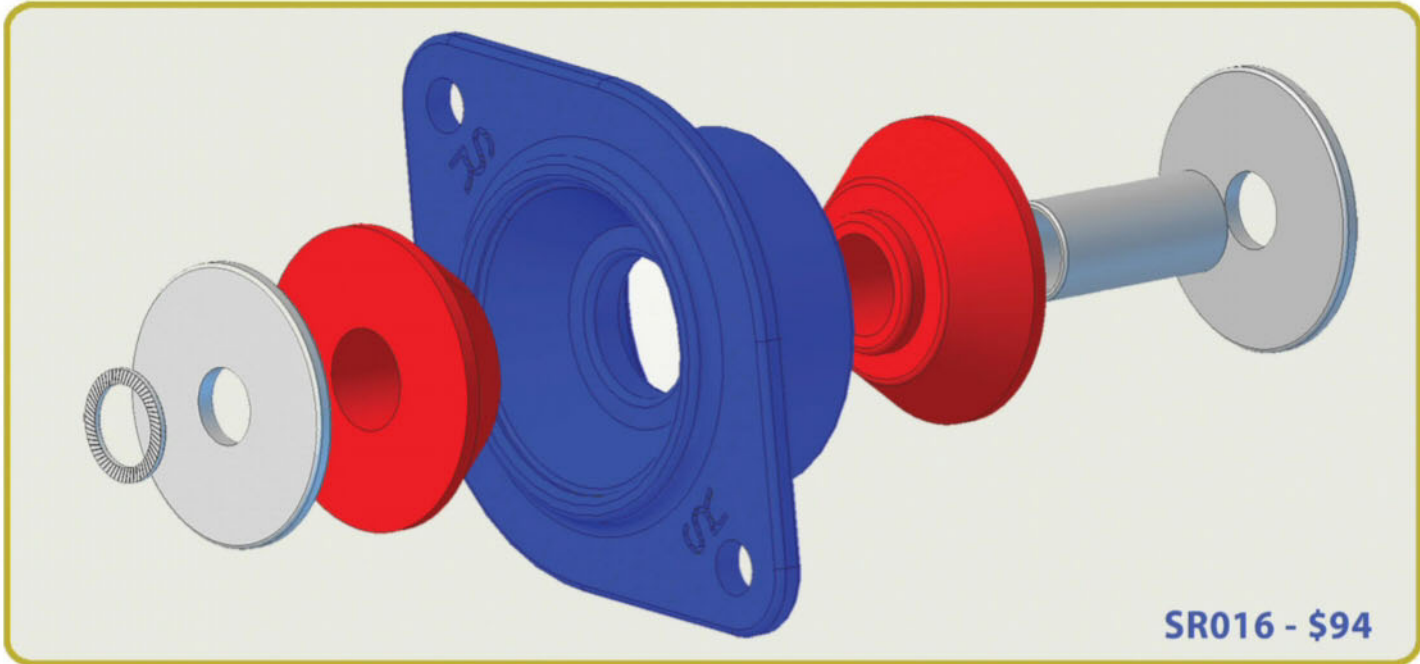
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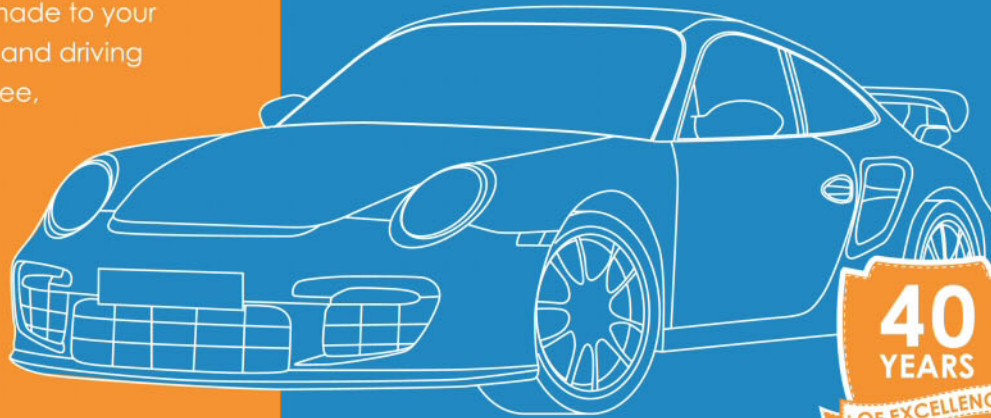
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# NEXT ISSUE

Issue 143 in shops and available for download from 10th August

## 993 GT2 IN THE SNOW!

Garage queen? This might not be for you. Total 911 embarks on a mountaintop road trip in a precious classic



### 930 TURBO TAKES TO THE TRACK

Does this modified 3.3-litre have what it takes to embarrass younger rivals?



### 991 GT3 BUYER'S GUIDE

There's plenty on the market, so here's how to source the best 991 GT3



### 996 GT3 RS GOES RALLYING!

Full story of the limited-edition 996 GT3 RS built for off-road competition



# Old Military Road, County Wicklow, Ireland

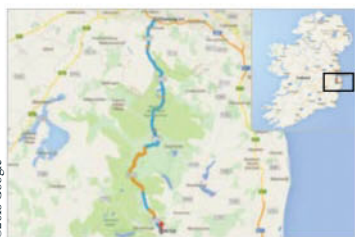
Written & Photographed by **Lee Sibley**

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## Essential info

**LOCATION:** Wicklow Mountains  
**COORDINATES:** 53.105715, -6.338956



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**TOTAL LENGTH OF DRIVE:**  
25.1 miles

**POINTS OF INTEREST:**  
Powerscourt waterfall, the tallest waterfall in Ireland;  
former Glencree Barracks;  
Glendalough lake

**FOOD AND ACCOMMODATION:**  
Avon Ri Lakeshore Resort,  
[www.avonri.com](http://www.avonri.com);  
County Store and Café Timbertrove,  
+353 (0)149 31034;  
Rathsallagh House Hotel and Golf Club,  
[www.rathsallagh.com](http://www.rathsallagh.com);  
Mountain View Lodge B&B,  
[www.wicklowlodge.com](http://www.wicklowlodge.com)

This sweeping countryside route on the eastern side of the Emerald Isle is steeped in both history and breathtaking topography

**W**hen it comes to great driving roads, you'll be spoilt for choice in Ireland. We've previously explored routes along the majestic Wild Atlantic Way on the west coast, but the east is not short of beautifully twisting Tarmac either. In fact, our latest find is a direct offshoot from the M50, a busy motorway surrounding Dublin.

The R115, known as Old Military Road, winds south from Dublin's doorstep, sprawling right through the heart of the Wicklow Mountains National Park. Old Military Road was one of the first purpose-built roads in Ireland, having been constructed by the British Army in the 19th century as a trunk road through County Wicklow (you'll pass four former barracks from the road's creators along the way). Fear not,

though: this isn't some old dog that's in our 'great roads' hall of fame merely for nostalgia. The R115's pedigree is upheld for the purposes of the modern car thanks to its long-time use as a special stage on the Circuit of Ireland Rally, this route focusing on the Sally Gap area.

Exit the M50 at junction 12, before momentarily heading east along the residential Scholarstown road. The R115 appears nonchalantly on the right after the second roundabout – take it and you'll be stepping into Narnia.

Be patient: the road stays flat for five minutes as it leaves its urban beginnings and hunts for the countryside. The fun really begins from Glencree – stunning scenery abounds for as far as the eye can see as Old Military Road shoots over the uninterrupted hills, with a variety of medium left-right turns punctuated by

gradual changes in elevation. The road is narrow in its entirety but don't be put off. It's possible to drive it quickly in a 911 and it's very well sighted (a rarity for a mountain pass).

Granted, this isn't a route for a GT3 or GT3 RS as the road surface can be jarring at times, but drivers of Turbos and Carreras both old or new will delight in joining the many corners together along this tight, technical stretch of Tarmac. South of Sally Gap (where the road intersects the R759) is our favourite part as the road becomes more sweeping, the surface smoother, and the topography spectacular.

Our road finishes at the intersection of the R755 near Laragh; head east to the coast, west towards Hollywood (no typo!) or south to the Vale of Clara. As we said, you're spoilt for choice for great driving roads in Ireland! **911**



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