

GT3 RS RALLYE! OFF-ROAD 996 RENNSPORT REVEALED



Total 911

THE PORSCHE MAGAZINE

930 SHOWDOWN

3.0 v G50 3.3: which Turbo is best?



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SIX-FIGURE SUPERSTARS

Which offers the best value 911 experience for £100,000?

2.4E



TURBO 3.3



991 GTS



993 C4S



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- M96/97 tuning guide
- Motorsport columnists
- Latest 911 market values

911R HOMAGE

DRIVEN: 912/6 inspired by the record-breaking Monza R of 1967

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997.2 CARRERA

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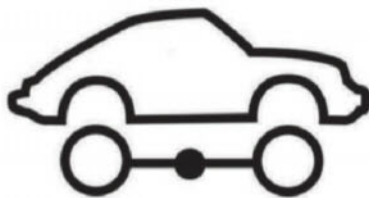


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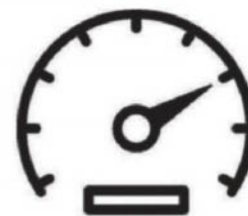
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Welcome



While we're well known at **Total 911** for mega tests of Turbos, Rennsports and Carreras, as well as our annual collectors series, it's important to assess the Porsche field from the perspective of a certain budget, too. This is because the 911's dexterous model lineup can throw up some surprising choices for consideration (see the picture above!) and, of course, some models offer better value than others.

So, why £100,000 we hear you ask? The answer is two-fold. First of all, if you sit down to discuss the purchase of any new 911 Carrera derivative at your OPC of choice, you'll quickly realise how easy it is for the total sum to reach six-figures once you've specced your desired options. This got us thinking: for the same money, what else could you attain from within the Porsche 911 model fraternity?

Quite a lot, as it happens. Whereas five years ago the greatest choice was bestowed upon those who had only entry-level Porsche money to spend (remember the days

of the 3.2, 964 and 996 Carrera markets all sitting at £15k?), now breaking the £100,000 mark offers by far the most choice for the enthusiast. So which is king of the collection? Our six-figure superstars megatest has all the answers you need, with the action beginning on page 20.

I'm also getting wind of more cases of misconception (deliberate or not) when it comes to the sale of classic 911s. The problem stems from the great Porsche 'boom' of 2014 and 2015, where the keys to top-end cars were changing hands at an insatiable rate. A sensible buyer will always advocate getting the homework done before any substantial investment, but during this time even a brief pause was enough to lose a car to the next bidder.

Those cars are being moved on as the market settles, and buyers now have time to be far more scrupulous in the hunt for authenticity. This has led to some 'interesting' discoveries, some of which have ended up in court. Some may bemoan the fact the boom is over, but for the sake of the enthusiast, I for one am glad the market has settled.

“Breaking the £100k mark now offers the most choice”







1911 Opening Shot

The fanfare of the new Porsche 991 R has this year brought much attention on the 20 original 911R examples of the early 1960s. This stunning replica based on the 1967 record-breaking 'Monza' 911R is ready to race once more.

Photography by **Vantage**

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20 SIX-FIGURE SUPERSTARS

“There’s a healthy choice of six-figure Porsche superstars worth considering for your £100,000”



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Update

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



Porsche unveils 911 Targa 4S Exclusive Design Edition

Exclusive department's 30th anniversary celebrations continue with new special edition

Porsche Exclusive's latest creation has been unveiled at the Nürburgring's annual Oldtimer Grand Prix. The latest in a succession of limited edition 911s built during the Exclusive department's 30th anniversary year, the new 911 Targa 4S Exclusive Design Edition represents one of their more reserved offerings.

Most of the Targa 4S Design Edition's visual appeal comes from its Etna blue paintwork. Originally a standard colour for the 356B in 1960-61, the hue is a perfect match for the retro-styled Targa bodyshell that returned to the 911 in 2014. Using the turbocharged 991.2 Targa 4S,

the new car eschews performance upgrades for a number of aesthetic touches from the Exclusive department instead. The model badges on the decklid and roll hoop are painted in the solid body colour (as is the rear apron) while elements such as the headlight surrounds, quadruple tailpipes and decklid grille are contrasted in black. The Targa hoop, 20-inch RS Spyder wheels and 'Porsche' side script are the most eye-catching elements though, finished in a subtle white gold.

Inside, the design tweaks are more standard Porsche Exclusive fare, the 911 Targa 4S Design Edition getting black anodised sill plates and a

custom embossed arm rest cover that depicts the Targa's iconic silhouette. The interior itself is finished in Graphite blue leather with decorative Provence blue stitching. The latter shade is also utilised on the air vents and floor mat trim, while there is a host of leather elsewhere in the cabin.

The new 911 Targa 4S Exclusive Design Edition will only be available through official Porsche Exclusive Centres, meaning that UK customers need to register their interest at the Mayfair, Solihull or Hatfield sites. Priced at £132,887, "there are just single digit figures coming to the UK," according to a Porsche GB spokesperson.

Silverstone Porsche sale

Silverstone Auctions is consigning cars for its annual PCGB-affiliated sale on 15 October. The catalogue for the 2016 Porsche Sale is open until 21 September with the UK auction house "inviting quality consignments". The sale itself, one of the highlights of Silverstone Auctions' season, will be hosted by Silverstone Circuit at The Wing, with a range of Porsche memorabilia under the



hammer from 10.30am. The automotive sale gets underway at 1.30pm, with bidding possible in person, via telephone or online. For more information visit silverstoneauctions.com.

Rally 2.7 RS for sale

One of the most successful rallying 2.7 RSs ever built is for sale at UK-based car specialist, H&H Classics. Chassis no. 1501 was one of just 17 'Lightweight' 2.7 RSs and, as the last imported into the UK, it came with homologation parts, such as the shorter RSR trailing arms.

Having competed in the 1973 RAC Rally (finishing as the highest placed Porsche), chassis no. 1501



won three international events in 1974 with driver, Cathal Brendon Curley. Having undergone a full sympathetic restoration, the car is now for sale. For more information head to handh.co.uk.

Total 911 to host inaugural 'Neunelfer' meet

Cars and coffee style gathering exclusively for Porsche 911s set for 11 September

Total 911 will host its first Porsche 911-only 'cars and coffee' event on Sunday 11 September after announcing its new 'Neunelfer' meet in collaboration with Official Porsche Centre Portsmouth.

Open to all Porsche 911 iterations from the iconic sports car's 53-year history, the event at Portsmouth's picturesque south coast premises will run from 8am until 1pm, giving 911 enthusiasts ample time to explore the incredible range of Zuffenhausen exotica on display (including Porsche's latest range of 911s, found inside the Porsche Centre Portsmouth showroom).

On top of the chance to see some of the best 911s out there, and meet some of the UK's biggest enthusiasts, 'Neunelfer' attendees can get a complimentary inspection at Official Porsche Centre Portsmouth, with the centre's technicians on hand throughout the day to give your 911

a once over. Adding an extra element to the event's proceedings, prizes will also be up for grabs at 'Neunelfer', including the self-explanatory 'Car of the Day' award and the 'Spirit of Porsche' award. Judged by the **Total 911** team, the winner of the latter award will be a well-loved 911 with plenty of patina.

"We are delighted to work with Porsche Centre Portsmouth to provide what will be a world class event with a distinctly local feel," explains **Total 911** Editor, Lee Sibley. "As one of the last Porsche-centric events before the autumn begins, this is something Porsche 911 owners will not want to miss. We look forward to seeing you there!"

To register your car for this free event and guarantee a spot in OPC Portsmouth's grounds, email your car registration number and model to editorial@total911.com before 1pm on Friday 9 September.



What's on in 2016

- Bonhams Goodwood Revival Sale
10 September
Rare 964 Speedster goes up for sale
- Porsche Weekend Black Forest
10-11 September
A driving holiday through Germany's Black Forest
- PCA National Office Open House
17 September
The Porsche Club of America hosts its annual gathering in Maryland
- PCGB factory visit
20-25 September
Porsche Club GB members will visit the Zuffenhausen and Leipzig factories
- Paris Motor Show
29 September – 16 October
Will Porsche unveil the new 911 GT3 at the last major European expo of the year?



Ex-Newman 935 steals the show at Pebble Beach sales

A sales round up of Gooding & Company's Concours auction at the annual Monterey Car Week

The ex-Dick Barbour Racing 935, driven by Paul Newman, Rolf Stommelen and Dick Barbour to second overall at the 1979 24 Hours of Le Mans, sold for \$4.8 million (£3.6 million) at Gooding & Company's 2016 Pebble Beach Concours auction. Part of the annual Monterey Car Week, the prestigious sale saw a number of 'blue chip' 911s on offer, with the hammer falling on the Hawaiian Tropic-liveried car firmly within its estimate.

Many of the other 911s at Gooding's sale (renowned for attracting new auction records)

were not so successful though, as many Porsche lots failed to make their lower estimates.

Among this number was a 964 Turbo S 3.6 Flachbau, expected to fetch over \$1,400,000, that sold for a still respectable \$1,100,000 (£840,000) and a rare, one-of-one, Irish green 3.2 Carrera Clubsport that realised \$330,000 (£252,000), some £20,000 below its lower estimate. Gooding's original Rothmans 911 SC RS reached a high bid of \$1,100,000 (\$840,000) at the busy sale, however, this wasn't enough to meet its reserve as the car

– driven by Henri Toivonen and Saeed Al Hajri and expected to make up to \$1.8 million – failed to find a new owner.

Early Porsche 930s continued to prove popular though, as Gooding's 1976 3.0-litre example (an original US-spec car) beat its estimate to show there is still some life in certain areas of the classic 911 market. Listed at \$200,000-\$250,000, it eventually sold for \$258,500 (£197,300). Gooding's 959 Komfort also fared reasonably well, fetching \$1,320,000 (£1,008,000).

Motorsport

The latest news and results from racing series around the globe



USCC success once again slips through Porsche's fingers

Porsche returns to battling at the sharp end but goes winless at Elkhart Lake thanks to high drama late drama in the race

After a barren season in the 2016 WeatherTech SportsCar Championship so far, Porsche North America Racing's fortunes seemed on course to change at Elkhart Lake, only to see its winless streak extend to five races when Nick Tandy was spun out of the lead battle with just three laps to go. The US factory squad last visited victory lane back in April at Long Beach but, after a succession of poor races (many of them due to a raft of unfavourable BoP changes), the 911 RSRs were back on form at Road America as Patrick Pilet qualified the no. 911 entry he shares with Tandy on the front row of the GTLM class, three places ahead of Earl Bamber in the no. 912 RSR.

The start of the two-hour 40-minute race at the Wisconsin circuit proved the performance was no flash in the pan, as Pilet immediately took the lead at turn one when the field went green for the first time. Bamber moved into third on the opening lap and was soon into second as the two Porsches ran one-two for nearly 40 minutes. The no. 62 Ferrari 488 eventually shuffled them back a place each with some forceful racing but the Porsche 911s were very

much in the hunt for victory throughout the afternoon at Elkhart Lake.

With just 12 minutes left on the clock, a full-course caution period closed the field up and, when racing resumed, it turned into a three-lap sprint for glory. Under braking for turn five, the no. 62 Ferrari tapped the leading no. 67 Ford GT, leaving a gap on the exit for Tandy (restarting the no. 911 Porsche from third), which the Briton tried to exploit. However, first the Ferrari – which had raced aggressively all afternoon – and then the Ford both sideswiped the 911 RSR, sending the 2015 Le Mans winner into a spin. Despite getting going again quickly, Tandy could only cross the finish line in seventh position.

When a prototype spun the no. 62 Ferrari a lap later, the misfortune ahead should have promoted Frédéric Makowiecki to a podium place in the no. 912 Porsche. However, after the restart, the second works 911 didn't have the pace to challenge, and was passed in quick succession by the no. 4 Corvette (the eventual race winner) and the no. 100 BMW M6 as the Frenchman eventually came home in fourth.



Müller cornered as Cairoli wins Supercup Germany

Championship leader denied home victory after penalty for off-track overtake

Sven Müller's triumph on home soil in the Porsche Mobil 1 Supercup was annulled two hours after the fall of the chequered flag as the German Porsche Junior (and championship leader of the Supercup and Carrera Cup Deutschland) was penalised for an off-track overtake on title rival Matteo Cairoli. The one-second penalty handed a third Supercup victory of the season to Müller's Porsche Junior stablemate, Cairoli, allowing the Italian to close-up slightly in the battle for the 2016 title.

Having started from pole position at the Hockenheimring, Müller lost out to Cairoli on the run to turn one. However, determined to retake the lead, the Lechner Racing driver hung on around the outside of the Italian, running out wide onto the tarmac run-off before joining back ahead of Cairoli's FACH Auto Tech-run 911 GT3 Cup car. Despite the 20-year-old's best efforts, Cairoli couldn't find a way back through as Müller took what the German thought was his fourth Supercup success of the season, only to see the stewards reverse the top two positions after the chequered flag had fallen.

Behind, Jeffrey Schmidt rounded out the podium after passing Robert Lukas early in the race. The result moves the Swiss driver into third in the points table, leap-frogging Mathieu Jaminet. The French Porsche Junior finished eighth after starting 13th due to a ten-place penalty applied to his grid position as punishment for his role in the first corner crash last time out at the Hungaroring.

Motor racing in September/October 2016

September

British GT Donington Park
10-11 September

USCC Lone Star Le Mans
15-17 September

VLN Barbarossa Cup
24 September

October

Carrera Cup GB Brands Hatch GP
1-2 October

Pirelli World Challenge Laguna Seca
7-9 October

MAXTED - PAGE

FINE HISTORIC PORSCHE



1993 Porsche 911 (964) 3.6 Turbo Coupe RHD | 37,500 miles / C16 UK-supplied

A genuine, UK-supplied Right Hand Drive 964 3.6 Turbo, supplied new in September 1993 by Chariots St. Albans Ltd. Complete with a comprehensive history file, original leather wallet and handbooks, including stamped original service booklet and a full MOT history. Recently fully serviced and ready for immediate delivery.

Specification includes:

Black Metallic • Light Grey leather interior and Slate Grey piping and carpets • Sports Seats with Electric Height Adjust • Top Tinted Windscreen
Electric Sunroof • Standard features include • 18" Three-piece Speedline Alloys • 20mm lowered suspension • Air Conditioning • Rear Window Wiper
On Board Computer • Anti-Theft Immobiliser System



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
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This month in history

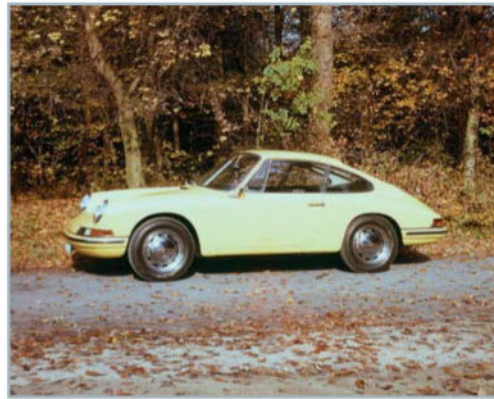
A look back through the archives to important September milestones in the 911's history

1909

The man behind the 911: the birth of Ferry Porsche

Second child of Dr Ferdinand Porsche, Ferdinand Anton Ernst Porsche – always known as 'Ferry' – was brought up, as he put it, with the motorcar. He was driving his father's car by the time he was ten years old, and was exposed to and trained in every significant aspect of auto engineering. He was partly responsible for the design and development of the Wanderer, before taking over the Porsche office at Zuffenhausen in 1939.

Imprisoned by the French with his father after the Second World War, he was released first and by the time his father returned, production of the Gmünd Coupe was under way: Porsche was at last the builder of the sports car Ferry said he couldn't find anywhere else. A shy individual who nevertheless was as adroit a businessman as he was a manager of people, his example inspired immense loyalty among his engineers, many of whom spent their entire careers at Porsche.



1973

The turbine revolution: Porsche Turbo revealed

Porsche was not the first manufacturer to turbocharge a production car – BMW got there first with its 'homologation special' 2002 Turbo. But Porsche's Turbo, revealed at the 1973 Frankfurt Motor Show, was a classic testing of the water exercise: a standard 911 was simply mocked up with Turbo badges and paint and its 'turbocharger' was cleverly fashioned from wood to gauge public reaction.

Nevertheless, the surge of interest in this '280hp, 175mph' 911 encouraged Porsche to continue development in a year where everything from the rising oil price, revaluation of the Deutschmark and increasing environmental pressures seemed to militate against it. A brave but brilliant decision: the 3-litre Turbo far exceeded expectations, made huge profits from a new, well heeled clientele and, above all, established Porsche as the Turbo maker. The legacy of the car continues to this day, with around 80,000 911 Turbos sold worldwide before the new Carrera adopted turbocharging.

You can read more about Porsche's first 911 Turbo – internally coined the 930 – beginning on page 30.

1963

Porsche creates an icon: the 911 is launched

This Frankfurt Motor Show was a landmark event with 2.7 million vehicles made in Germany in 1963 and 800,000 visitors. There were plenty of new cars to admire, such as the Mercedes Benz 600 and on Porsche's stand was the successor to its venerable 356: the 901. With more advanced engineering, a six-cylinder engine and comprehensive restyling, it was a new sports car in every detail, but still unmistakably a Porsche.

In fact, Porsche was far from ready to go to production – this did not begin for a year – and the yellow 901 show car, no. 901/5, still had a flat-four 356 engine, a detail carefully concealed by salesmen who simply said that you couldn't have one yet. But Porsche saw no harm in announcing its new model in advance to whet the appetites of fans and stop them looking at competitors.

It took a full year of development to start 901 (then renamed 911) production. Within months a standard 911 finished fifth in the Monte Carlo Rally and within a decade an RSR won the Daytona 24-hour race, by which time only the Mercedes 600 of that 1963 Salon was still in production. It too would fall away in the next decade, during which the 911 would celebrate 25 years of production.



1875	1985	1988	1988	2009	2016
<p>Birth of Dr Ferdinand Porsche</p> <p>1875</p> <p>The brilliant, restless automotive engineer was born. He went on to have a profound influence on early 20th century car design.</p>	<p>Stefan Bellof killed at Spa-Francorchamps</p> <p>1985</p> <p>Germany and Porsche's most promising driver tried to pass veteran Jacky Ickx at Eau Rouge with fatal consequences.</p>	<p>Resignation of Porsche R&D chief Helmuth Bott</p> <p>1988</p> <p>A Porsche engineering icon, Bott stunned both colleagues and Porsche watchers with his sudden resignation at the end of 959 production.</p>	<p>The new 964 is all-wheel drive</p> <p>1988</p> <p>Controversially, the new 911 was available only in four-wheel drive. The C2 came a year later.</p>	<p>Launch of the 911 Sport Classic</p> <p>2009</p> <p>The purest (non-GT3) Porsche 911 had a ducktail, Fuchs wheels, double bubble roof and manual shift.</p>	



Leh Keen

- **2016:** IMSA United SportsCar Championship
- **2012:** American Le Mans Series GTC Runner Up
- **2010:** 24 Hours of Le Mans GT2 Runner Up

The IMSA USCC racer and Porsche super fan shares his stories from Stateside



A little piece of Porsche in Atlanta

Leh's taken a trip to the new PCNA headquarters to check out its recently unveiled star exhibit

Many may not know about the new Porsche Cars North America headquarters in Atlanta, Georgia. It's crazy to think that this little piece of Stuttgart heaven was built right in the heart of the South. Porsche NA has been based around Atlanta for a while but it wasn't until a few years ago that it built a bespoke new complex: One Porsche Drive. It's a very modern piece of architecture, sharing the feel of the Porsche Museum in Zuffenhausen. The facility – opened in May last year – houses a Porsche Experience Centre, a museum, a Porsche Classic shop and plenty of corporate office space.

One of the people inside PCNA's new offices is Ray Shaffer, who used to work at famous Porsche dealer, BRUMOS when I was racing their iconic red-and-blue striped 911. Now working for Porsche, Shaffer oversees the displays dotted around One Porsche Drive as well as the museum areas, the Porsche Classic shop and the vehicle delivery centre. It's great to have an 'in' like him at the building, especially as he's just curated a new collection: the Coca-Cola Bob Akin display.

Akin began his racing career in powerboats and dragsters before switching to the track in vintage racers back at the tail end of the 1950s. After a hiatus, he returned to the track in 1978 with a 3.0-litre 911 Carrera RSR, finishing fifth at the 12 Hours of Sebring. A successful businessman in his own right, Akin received sponsorship for his various Porsches from Coca-Cola, running in their famous red-and-white livery. Although he wasn't a professional racer, he was successful, winning the 12 Hours of Sebring outright in 1979 and 1986, coming runner up at Daytona twice and finishing fourth in the 1984 24 Hours of Le Mans.

Shaffer has brought in some amazing race cars for the display: a 935L, a 935 Fabcar ('The Last 935'), a 1985 962 (the second customer car delivered) and 1987 962, all of them genuine Bob Akin Coca-Cola cars. The two 935s (the 'L' built by GAACO and featured in issue 126) were both made here in Georgia. What's more, Coke's home is Atlanta, so it all goes full circle. Getting up close, it was really interesting to see the development of these 935s. The designs are really extreme as they were pushing to keep up with the competition. The

liveries on the 962s are great, too. The old Coca-Cola slogan goes, "have a coke and a smile" but I was already grinning ear to ear. Turbocharged Porsches built for the Mulsanne do that to me.

On top of the displays, the building has current street and race cars rolling in and out daily on the main floor of the lobby area. One of the highlights of my most recent visit was a new 911 GT3 RS in Ultraviolet. That colour is perfect for that car. The Porsche Classic shop – where PCNA undertake a selection of restoration projects – had twice as many cars in for work since my last visit, with a dark green 930 and a nice 1960s 911 ranking highly in my favourites. If you're ever in the area, the Porsche NA headquarters really is a treat.

Away from PCNA, I'm no longer racing in the WeatherTech Porsche so I have more time to focus on 911 builds. The Keen Project is in full swing with Safari #3 delivered to New Orleans, leaving me flat out on Safari #4 and two backdate builds. I've also got the opportunity to go to Ingram Collection's 'Friends' trackday at VIR, and there's Monterey car week and the Werks Reunion to keep me busy. Look out for pictures next month.



Ben Barker

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

The FIA WEC newcomer shares all about his world championship campaign



All images © Gabi Tomescu - AdrenalMedia.com



2016 FIA WEC half-term report

Before embarking on a busy flyaway season, Ben takes a chance to look ahead and behind

As the summer draws to a close, it's time to kick off the second half of the 2016 FIA World Endurance Championship season, starting with a new race at the Autódromo Hermanos Rodríguez in Mexico City. The event – a new addition to the calendar this year – marks the beginning of five flyaway races, taking us from Mexico to Bahrain (via the USA, Japan and China), all in the space of just a few months. The incredibly tight schedule means that, having left the Gulf Racing workshop at the end of August, our 991 RSR won't be back in the UK until January next year! This alone will create a new dynamic for the team as they'll have to prep the car for each event at the track, and there will be more work to do after each race, too, with the work required to prepare the car for the next leg of its journey (whether via air, freight or sea).

Mexico is definitely going to be one of the highlights of the season. It's going to be interesting to see what the altitude is like – Mexico City sits 2,250 metres above sea level – as I expect the thin air to make double-stinting a

tough experience. Although I was able to do a little bit of altitude training in the gym (with an oxygen mask), there's not much you can do to prepare unless you live in a mountainous area and London certainly isn't known for its mountains.

It'll be tough on the cars too; we're expecting to be about 100hp down on power thanks to the thin air, and we'll have less downforce, too (though all the other teams in GTE-Am will be in a similar boat). The fact that no one's been there before means it's all going to come down to who picks it up the quickest, in terms of both the drivers and the teams. Despite the challenges though, I think the Gulf Racing 911 RSR will be a competitive package when we get back to racing again.

On top of a trip to Mexico, I'm really looking forward to Fuji. It's a track that I've never been to before and it looks like a great layout. The venue itself is full of history and, as the name suggests, it's a fantastic location featuring views of the famous mountain. Japan is a country I've yet to experience and, with all the travelling I do for my job, I love immersing myself in other cultures, especially ones that are so different to my own.

As well as a chance to look forward, the break through the summer has given me a little bit of time to reflect on our performances in the first four races of the year. The Nürburgring was a little bit tricky for us, as we didn't quite get on top of the setup but, even then, there were positives to take out of it; my average lap times were still competitive with the leading cars and drivers.

Personally, and as a team, the first half of the season has gone really well. It's been a learning curve but it's never been less than exciting and, most importantly, it's been enjoyable. Although there are a few areas where I can critique myself, I feel like I've regularly been on a par with the established WEC pros, and the team has done a really good job as well. Don't forget, like me, they're new to this level of competition too. Everyone is working really well together and there have been no internal problems whatsoever. The only thing that we haven't had, to reward ourselves for the great job we're doing, is a podium. With 30 hours of racing left in the 2016 season, hopefully we can rectify that in at least one of the flyaway races.

Lifestyle

Total 911 brings you the very best in luxury writing instruments so you can sign in style

Porsche Design Solid Fountain Pen £695

1 Just as famous as their timepieces, Porsche Design's writing instruments often include some innovative features; the Solid Fountain Pen is no exception. Milled from a single piece of titanium, the plasma-polished barrel houses a fully hidden ink reservoir that is accessible via a push button and screw system in the pen's tail. The 18-carat white gold nib is engraved with the 'pd' logo and a highly polished aluminium travel case is included to protect the incredible engineering of this exceptional writing instrument.
www.porsche-design.com

Caran d'Ache Léman Caviar £625

2 For a country bursting with luxury watchmakers, it seems incredible that Switzerland is home to just one prestige pen manufacturer. But Caran d'Ache's attention to detail more than makes up for the country's lack of calligraphic competitors. The guilloché motif of the Léman Caviar fountain pen is finished with a stunning amber lacquer that provides the casing with a brilliant iridescence, contrasting with the silver-plated trim on the cap and nib. The 18-carat gold engraved nib is fed via standard international ink cartridges.
www.stonemarketing.com

Pelikan Souverän M1000 £555

3 Pelikan's Souverän fountain pen is something of an institution in the world of luxury writing implements, with the M1000 representing the top of the esteemed range. Manufactured from celluloid acetate, the translucent casing is decorated with green and black 'Stresemann' stripes (a hallmark of Pelikan's designs), while the softly sprung gold clip represents a highly stylised version of the brand's trademark pelican. The nib is also a thing of beauty, made from a mix of yellow and white gold and intricately engraved.
www.stonemarketing.com

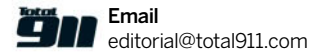
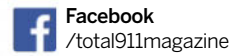
Graf von Faber-Castell Tamitio £195

4 If Switzerland is the home of high-end watches, Germany is the motherland of luxury pens. Faber-Castell, one of the country's oldest manufacturers, offers pens with a range of innovations from its premium Graf von Faber-Castell collection, of which the Tamitio's are easily visible. The barrel is coated in a unique lacquer that builds up to provide a durable, textured casing. The futuristic finish features a highly polished cap and tail while the stainless steel nib means that the price belies this pen's premium status.
www.stonemarketing.com



Views

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The simple joy of driving

Dear Sir,

I enjoyed reading Lee's 'Living the Legend' entry in issue 142 describing his Scotland tour. I agree with him that there is a lot to be said for driving what may be a more 'ordinary' 911 across the exciting roads of Britain (most of them found in the quieter areas of the country).

This year I had a great time in Wales in particular, driving the B4518 up from Rhayader through the centre of the country before enjoying the Elan Valley perimeter road. I drove the latter on a sunny weekend in May, which proved a bit busy, but a return visit during the week provided a better day to enjoy the car and the road itself. My circular route took me right around Snowdonia and back in

a day, returning to my hotel base in Llangammarch Wells, about 20 miles south of Rhayader. Perfect!

More recently, I returned from a tour of North Yorkshire and the Lake District. Again, the roads and the views through the North York Moors National Park and around Windermere were quite dramatic. Of the two tours, I would probably be in more of a hurry to go back to Wales. Not only is there a nice drive over via Stratford-upon-Avon from my home in the south (avoiding the dreaded motorways) but the roads are a bit quieter too.

The Porsche I've been driving is a 997.1 Carrera 4 with Tiptronic, which some may think is a pretty ordinary 911. However, in Sport mode, the gearbox is a delight and it also proves to be a very capable

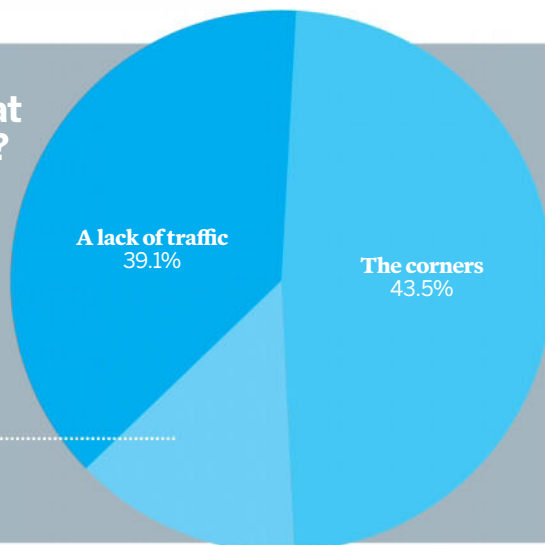
grand tourer come rain or shine. I am sure the more exotic 911s have a lot more to offer (on the performance front, at least) but in the normal world of traffic jams and everyday use, the more basic Carrera offers a great package. My wife agrees with me, enjoying the extra comfort you get from the more 'all round' models. I look forward to reading more about your own tours in the future.

David Spencer

We're glad you're enjoying getting out and about on our homegrown great roads. While the 911's success has been built on the racetrack, the car is also at home on a challenging road. Thanks for sharing.

Total911.com Poll What makes a Great Road truly "great"?

We've all got our favourite stretches of tarmac, but what makes them so special? Here are the results:



@Total911

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

@jackkwood What an engine this thing has got. Always forget just how special it feels.

@Total911 If you're heading to the Canary Islands this summer, make sure you try out this great road:

@Paulnewman71 @Total911 Don't think I can get the 911 in the suitcase!

@SharkWerks How we used to roll back in 2005!



The scenery
17.4%

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!



Perfect project Porsche

Dear Sir,

I've always been a Porscheophile growing up, just obsessed with the 911's shape and the mystique of pushing a rear-engined car hard around a track. At 23, I finally squeezed my way into being a part of the Porsche family with a 2001 996 that had 86,000 miles on the clock. After intensive research and many horror story scares of the IMS, I ultimately decided on one with slightly higher mileage in the belief that if it's been driven with at least some type of regularity, I'm likely to have less issues with it.

Now at 118,000 miles, it's still chugging along just great as my daily driver. I have had a few issues that needed fixing, but nothing I couldn't handle myself. A couple of spark plug tubes leaked a bit, which were easy to fix. The AOS leaked coolant, which was annoying, but not too bad to replace. My driver door window regulator cable became stretched

Fuelled by passion

Dear Sir,

I am a 34-year-old surgeon with a passion for wood and car restoration. I live and breathe this Porsche world, as I'm sure you all do. This passion has led me on a journey building my own car. It's been a four-year process and the result is a Porsche 911 ST/R. It's an early chassis with a lot of carbon fibre parts, paired with a 964 engine tuned by Roitmayer. Your articles have even influenced some of the details.

The chassis is an early zined bodysell that originally came from Colorado, which we have restored from the ground up; all the removable chassis parts have been remade in carbon. My friends and myself have done most of the restoration of the car and we have

considered every little detail: the door cards are now hand made from vintage Milano leather, there's a wooden gearknob and I even built the dashboard myself.

As I mentioned, the engine is from a 964, though it's now had a lot of tweaking. Built by Roitmayer and Manfred Niederhof, it's fitted with custom pistons, an RSR-spec flywheel and the compression ratio has been increased. We recently took some photos of the finished car in Munich and they were just too good not to share.

Philip Hoffmann

It sounds like it's been a real labour of love but your car looks absolutely stunning and we're sure it's a joy to drive. We hope you enjoy every minute of it.

More manual

Dear Sir,

If Porsche is definitely going to launch the next 911 GT3 with the option of a manual gearbox, what is that going to do for the values of older, manual-equipped GT3s? Surely a 997.2 GT3 will no longer be able to command over £100,000 if there's a new car available for similar money? The 991.2 GT3 could cause the next great shake up for the 911.

Jeremy Irons

It will be interesting to see the effect that the next 911 GT3 has on the prices of the older, manual cars (and the 991.1 iteration). Keep an eye out for next month's sales debate where we'll get two experts to give their opinion on how it will shape the market.

Join the debate

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@CanfordClassics Next up through the Canford Classics restoration programme, this RHD 1968 911S! Lots of work to do!



@CarreraCupGB Perfect weekend for @DanCammish as he really has been crowned the king of @krccircuit



@AussieGrit Dr Wolfgang Porsche keeping an eye on me...



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

2017 911 GT3 testing with manual 'box

Our exclusive spy shots show a new 911 GT3 test mule where the PDK shifters are conspicuous by their absence.

2017 911 GTE will be homologated by new GT2 RS

Lee's latest opinion column attempts to unravel the mystery of Porsche's next GTE racer and what is happening with the upcoming 991 GT2 RS.

Rare 996 Millennium Edition set for auction

Never heard of the 911 Millennium Edition? We showcase an example of the wood-clad 996 that went under the hammer at Silverstone Auctions' sale.

Perfecting the sound of the new 911 Carrera

The turbocharged flat-six engine in the new 991.2 Carrera is just designed with performance in mind. We take a look at the acoustic engineering behind the 9A2 engine.

Sales Spotlight: Porsche 993 Speedster

Porsche may never have officially sold a Speedster version of the last air-cooled 911, but that doesn't mean there aren't options out there for sale if you want an iconically styled 993.

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over the years and would cause the door to hang up on opening and closing, but nothing a cable tensioner couldn't fix.

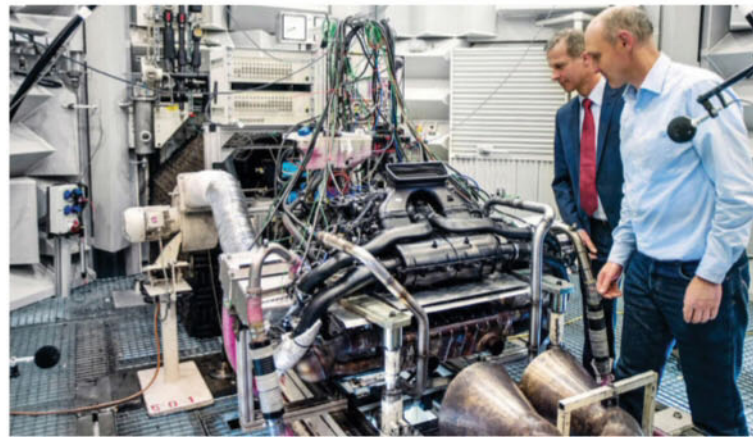
All in all, that's about it for the past year and half of my driving. Being a young and obnoxious kid, I can't help but go to 7,000rpm at least once a day with my muffle bypass pipes. I just love the wailing sound of the car; it's like a pissed off panther screaming. The car has seen two autocrosses without fault, and even a drift day event right before I had new wheels, tyres, front and rear sway bars and coilovers installed. Now it's a true joy to drive. There is no more floaty understeering. I feel with the added pieces, it finally drives the way a 911 should, and I absolutely love it to death.

Justin Anderson

Synthetic sounds

Dear Sir,

I recently read on the **Total 911** website how Porsche has a department dedicated to ensuring each new 911's engine sounds as good as can be. While I know that many new cars are often designed by committee, it seems incredible that such a fundamental part of the 911's experience is, in part, determined by the board



of directors. I understand that Porsche's continual evolution of the 911 means that each element is always being scrutinised and improved but while the engineers *can* plan and alter the flat-six sound, it doesn't mean that they *should*. After all, isn't the 911's engine note more art than science?

In my opinion, it shouldn't be boiled down to a load of graphs and synthetic sound profiles; it should be more emotional than that. That's what makes classic 911s sound so good. The tone isn't always perfect but they all have character. There is purity to an air-cooled flat-six engine note that Porsche can't easily replicate with the latest water-cooled

models. Science doesn't make the hairs on the back of my neck stand up when you rev a 911 to the redline.

I can't deny that the latest crop of 911 engines are very, very good pieces of engineering but there's something in their souls that is lacking and that shows up in the way they sound. They are almost too good. Maybe it would be better if Porsche took a more hands-off approach in this area and let things develop more organically? I know we can't unlearn things but we don't always have to implement every trick in the book. Maybe then we'd return to the days of rasping flat sixes that don't sound so synthetic.

Sean Granger



My Porsche story

Dear Sir,

My 911 story is a relatively recent but, I hope, very long-lasting one. My father in law has been a long-standing Porsche owner – a 356A Convertible D, 1969 911E 2.2 & 997 Convertible currently sit in his garage – and 911s are something my wife has grown up with, so she was as keen as I was to add to the family collection. We wanted to buy our first Porsche 911, but which one?

We had set our sights on a 996 C4S – as one aim was to try and achieve zero cost of ownership over the car's lifetime with us. In other words, we wanted a 911

that wouldn't depreciate. But low mileage C4S prices, conditions and service histories varied enormously and, having never owned a 911, the possibility for big bills and the IMS internet hysteria got the better of me. This made the decision obvious: the old school 993 won our hearts. We might have missed the bubble with values rising as they have, but we know they aren't going to depreciate (they are never going to build anymore) and the bulletproof engines provide peace of mind.

In January, the perfect car turned up: a 1994 C2 manual in Polar silver from an independent Porsche garage in Scotland. Having flown up there, the drive back home to North Devon was epic and to date, ownership has been an absolute joy. The car just feels so well built, as if made out of granite, with no squeaks or creeks like modern day cars when cornering or going over bumps. The air-cooled engine's delivery and acoustics provide an experience that just can't

be replicated. Coupled with such limited tech assisting your drive and connection to the road, it is incomparable with the new models.

A few weeks ago it flew through its MOT with only two advisories: the front discs were flagged for wear (something I was aware of before purchase) and there was some slight play in the rear control arm bushes. Interestingly, my local Porsche specialist, Braunton Engineering (who carried out the MOT) have a four-month lead time for any work, so I headed down to 'Cars & Coffee' at Williams Crawford on 3 September to get the car booked in. All 150 spaces for the event were booked, with 964 RSs and such attending. I would never have imagined all this going on in sleepy, old Devon! The best bit for my wife and I? We can take the kids too, meaning our 993 gets out a lot more at the weekends. It has well and truly become part of the family.

Ed Pickard

Total 911
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• 993 C4S



• 991 GTS •



SIX-FIGURE SUPERSTARS

Written by **Josh Barnett & Kyle Fortune**
Photography by **Steve Hall**



• 911E 2.4

• TURBO 3.3 •

In the current Neunelfer market, £100,000 offers much choice for the buyer, from air-cooled classics right up to today's modern supercars. Total 911 takes a closer look at the stars available for six figures...

911E 2.4

Forget the 911S, the 2.4E offers up all the classic Neunelfer thrills you'll ever want

Driving a 2.4-litre Porsche 911E, you'd never guess that it was, in the current market, nearly half the cost of its more illustrious S-badged brother. In fact, of all the cars assembled for our £100,000 showdown, the 2.4E possibly represents the best value for money when put in the context of its peers. E and F-Series examples of the 911S currently seem to sit somewhere between £150,000 and £200,000, while an entry-level 2.4T (a far lesser Neunelfer) would unburden your wallet by only £20,000 or so compared to the *Einspritz*.

Sitting at the top of the 911 range for half a decade, the S's lineage as the first performance Porsche 911 means that its place at the peak of non-RS pre-impact bumper prices is completely understandable. However, the 911E is not without its own, equally important history; in 2.0-litre form, the original 'E' represented the first production 911 to be fitted with mechanical fuel injection, a development that would go on to improve the 911S's flat six. By the 2.4-litre era, both S and E-badged 911s were fitted with Porsche's MFI system but, despite this similarity, the mid-range Neunelfer represents possibly the most useable classic 911 available.

Thanks to a less aggressive camshaft profile, the 2.4-litre 911E benefits from plenty of shove all the way through its rev-range, generating peak torque at 4,500rpm (a full 700rpm earlier than the 2.4S). While the 'S' noticeably starts to really rev beyond the 5,000rpm mark, the power delivery of the 911/52 flat six in the 911E is much more linear too. The net effect is that, despite giving away 26hp to the 2.4S, the 'E' doesn't feel any less sprightly in a straight line; if anything, it actually feels faster at the bottom end thanks to the engine's ability to pick up with a great slug of torque from 2,000rpm.

The extra driveability of the 2.4E isn't traded for top end thrills, however. Revving to 6,800rpm, the 2,341cc flat six still loves to spin right up to the redline and, when you get there, you are more than rewarded for hanging onto each gear, the E breaking into a shrill, sonorous howl that is more than a match for the 2.4S's similarly electrifying sound track.

Pointing the 911E towards some corners proves that this is very much still a driver's car, Porsche's decision to switch back to a standard damper and torsion bar setup on the 2.4-litre cars (2.0 and 2.2-litre 911Es came with an intriguing hydropneumatic setup from Boge) paying dividends to the driver. While not quite as pin sharp in its feedback through the wheel as its S-badged contemporary, the 2.4E's slightly suppler ride provides a delightful balance that makes it easier to exploit on a twisting country road, even for a classic 911 newcomer. Combined with the fact that most E's came as standard with Porsche's 'Comfort' kit, the 2.4E would be the perfect partner for a driving tour through Europe.

What makes the 2.4E look even more remarkable value (even with a six-figure asking price) is that, in a market that rewards rarity, the 'E' is scarcer than the esteemed 2.4S to the tune of 648 examples. Last year, with prices at £65,000, we named the E and F-Series 911E in our selection of the best collector's 911s to buy in 2015; now, at £100,000 for a nice, useable example, our prophecy has come true yet, given the driving experience on offer, it still doesn't feel like breaking the bank to get behind the wheel of one.



Model **911E 2.4**

Capacity 2,341cc

Power 167hp @ 6,200rpm

0-62mph 7.5 secs

Production numbers 4,406

Lowest current value £85,000

Highest current value £129,000







993 CARRERA 4S

This widebody icon has ridden on a wave of Turbo appreciation. But is the 993 Carrera 4S able to stand on its own four feet?

According to the relatively recent aphorism, “a rising tide lifts all boats”. In the case of the 993 Carrera 4S, the tide is very much its turbocharged big brother; a few years ago, it would have been the last air-cooled Turbo itself in this showcase. However, such has been the rate of 993 Turbo inflation that the £100,000 mantle has now been taken up by the C4S.

Since the launch of the 3.2 Supersport, Turbo-look 911s have generated a significant degree of popular appeal among Porsche enthusiasts and the widebody aesthetic fits no better than on the curvaceous silhouette of the 993 Carrera penned by Tony Hatter. Sharing the commanding aesthetics of the 993 Turbo, the broad-hipped Carrera 4S is hugely appealing to the eye, especially if you can find one without the popular Aerokit option. Buyer’s undoubtedly agreed: the 993 Carrera 4S outsold the narrow-body C4 by over two-to-one. In fact, the C4S actually outsold the 993 Turbo, too, such was the appeal of a naturally aspirated Porsche 911 with plenty of visual presence.

Another significant selling point of the 993 Carrera 4S was the carryover of a number of Turbo components. Compared to the 993 Carrera S (launched two years later), the C4S benefitted from genuine ‘Big Red’ brakes and the sports

suspension package, complete with the Turbo’s trick rear setup. Porsche’s novel VarioRam system also debuted on the 4S’s 3.6-litre flat six, providing an extra 13hp under the decklid and 10Nm more torque compared to the C4.

Despite these mechanical revisions though, as a driving package, the 993 Carrera 4S doesn’t reward you with the same purity of purpose as a standard C2 (or even the C2S, should the widebody aesthetic take your fancy). Hitting the scales at a portly 1,520kg, the C4S is heavier than the 911 Turbo it mimics but, without the extra punch of the twin turbocharged flat six, the Carrera 4S feels sluggish in a straight line, something that isn’t helped by the relatively leggy gearing that sees you pulling more than 70mph in second gear. With the extra heft, the ‘Big Red’ brakes don’t feel extravagant in the slightest; they’re necessary.

While nearly half the weight of the setup in the 964, the 993’s four-wheel-drive system doesn’t do anything to aide the experience in the driver’s seat. Compared to a standard Carrera, the C4S requires a lot more effort on the wheel, while the additional mechanicals in the front end seem to dull many of the messages fed back from the front wheels, erasing some of that classic 911 character that can normally be felt running through the 993

chassis. Although you don’t have to saw at the wheel in true Neunelfer fashion, the 993 Carrera 4S still behaves like a 911 in the corners though. In fact, the four-wheel-drive system accentuates the general dynamic traits of the 993’s chassis, the front end pushing on more in the middle of each corner than a Carrera, while the rear differential makes it difficult to get the nose tucked into the apex when you lift off the throttle.

It may look great but, found wanting dynamically, it’s hard not to think that the 993 C4S is a classic case of style over substance. There are undoubtedly better 911 driving experiences out there for £100,000.



Model	993 C4S
Capacity	3,600cc
Power	289hp @ 6,100rpm
0-62mph	5.3 secs
Production numbers	6,948
Lowest current value	£82,900
Highest current value	£109,900



997 GEN2 GT3

In a digital world, the last Mezger-engined GT3 provides an analogue purity that its successor struggles to match

The list price of the first-generation 991 GT3 was just a fraction over £100,000 and with the Gen2 car on its way (and with an optional manual gearbox), you'd think that spending just over six figures on a 997.2 GT3 would be a bit of a bizarre deal.

However, the last of the Mezger-engined GT3s can more than hold its own against Weissach's latest output. In a world where the

latest 911 GT3 features rear-wheel steering and a host of other technological advancements, the last of the 997s is refreshingly analogue, providing a purity that its successor struggles to match. A large part of this is down to that iconic Mezger flat-six engine, which is probably at its best in 3.8-litre form.

It's hard not to write in clichés about the 997.2 GT3's engine but it truly is incredibly

rev happy, constantly rewarding you (both dynamically and audibly) all the way to the redline. Matched with one of Porsche's greatest gearboxes in the shape of the six-speed manual shifter and the delectable steering feel of the hydraulic power assistance, driving a Gen2 997 GT3 is one of those rare times when man and machine are in perfect harmony, flowing from apex to apex in a blur of pace and precision.

Model 997.2 GT3

Capacity 3,797cc

Power 435hp @ 7,900rpm

0-62mph 4.1 secs

Production numbers 2,200

Lowest current value £99,980

Highest current value £116,000



991 GTS

The last naturally aspirated 911 Carrera is also one of the best ever

We are all aware of them, but there are points in the 911's development where changes had to be made. With the 991.2, that change was the downsizing of the 3.8-litre unit to the 3.0-litre turbocharged flat-six engine, which was a development made in a quest for greater efficiency – or at least to satisfy the demands of ever-tightening environmental regulations. We like the new Carrera a lot, but love the old one in GTS guise a little bit more, meaning we'd struggle to walk into an OPC with £100k to spend and not come out with a used example.

The GTS badge was added to the back of the 997 in its run-out, a model bridge spanning the

gap in the line-up between the Carrera S and the GT3. It arrived earlier in the 991's lifecycle, but the idea remained the same, the execution similarly appealing as a result. Like the 997 before it, the GTS badge is slightly sullied by being added to every conceivable type of 911, be it C2s, C4s, Cabriolets and Targas, and while they're all worth having for the kit and looks alone, it's worth hunting out a Coupe, preferably a C2, and a manual. Most aren't in this form, though an engineer on the launch admitted that only the C2 Coupe manual is the 'true' GTS.

We'd concede that in a world where paddles dominate, we could extend that to those who

have a lazy left foot, or just want an easier GTS in traffic. PDK is fine, then, like the Rivera blue C2 Coupe GTS here, but manuals are rare for a number of reasons. That is largely because, prior to the GTS, the 991's seven-speed, three-pedal transmission was a fairly blunt operator, though the GTS changes to the linkage (subsequently adopted across the 991 line-up) would address that, partially at least, slipping through its gate with far more accuracy than any Porsche 991 gearbox before it.

The rest of the GTS offering is entirely familiar, a checklist of desirable options, most significantly being the addition of a Powerkit.

Model **991 GTS**

Capacity 3,800cc

Power 430hp @ 7,500rpm

0-62mph 4.0 secs

Production numbers Unknown (UK sales circa 1,000)

Lowest current value £89,000

Highest current value £104,000



That sees the 3.8-litre unit gain 30hp over the standard 991 Carrera S, courtesy of a re-worked intake manifold, smoothed intake ports, new intake cams and revised valve springing for an output of 430hp. Then there's the standard Sports Exhaust system to hear it better, its black tips underlining the blacked out theme for the GTS's trim, while standard Sport Chrono, PASM, centre-lock wheels (delete optioned here), the wider Carrera 4 body, Sport Design mirrors, GTS specific front and rear bumpers and interior trim all add to the desirability.

Visually, the GTS revisions really work, too. There's an assertiveness to the GTS's lines that

betrays its much sharper focus, and inside, the Alcantara and leather mix is beautifully evocative of its greater intent, that obvious too on the road. The way that engine revs never gets old, its more overt tones at idle rise to a hard-edged ripping crescendo as it revs to its 7,500rpm peak output and towards the redline; it's glorious. Then there's the dynamics, which add to the intensity without disrupting the usability, the GTS fulfilling its role as a halfway house between the Carrera S and GT3 with real integrity and outrageous appeal.

If you need any further persuasion, and believe us you won't after a test drive, just look at the current values of 997 GTS models. Good luck

finding one for less than £55,000, and the best remain up near their list price. The desirability of the GTS badge, along with the additional kit it brings, is elemental here, especially in Coupe guise, but so too is the authenticity of the drive and the greater engagement and pleasure it brings for the driver.

Now throw in the fact that it's the last and the best of the naturally aspirated 991 Carreras, and you've got that historical tipping-point significance. Buy one now, enjoy it and use it regularly for five years or so, and then squirrel it away for special occasions. Do so and you'll never be disappointed.

Thanks

Thanks to Elliot for supplying the 991 GTS in our pictures, and to Paul Stephens for supplying the 2.4E, 930 Turbo and 993 C4S. For more information on Paul Stephens' salesroom and PS Autoart builds, call +44 (0)1440 714 884 or visit paul-stephens.com.



Model 930 Turbo
Capacity 3,299cc
Power 304hp @ 5,500rpm
0-62mph 5.4 secs
Production numbers 5,807
Lowest current value £56,000
Highest current value £225,000

930 TURBO

The quintessential 911 icon is ageing well – and there's plenty of examples to choose from

Whoosh. A fairground ride of a car, the 930 Turbo has £100k desirability written in Turbo script under that iconic rear wing. Cliché or not, this is the car that adorned a million bedroom walls and its flared arches still look the absolute business today. Guards red, lots of contrasting black thanks to that tail and the impact bumpers; it's not as pretty as the other cars here, but it's certainly no less arresting. Don your braces, grab your Motorola brick and get in, the Turbo rightfully grabs your attention, and for all the right reasons.

The original 3.0-litre Turbo arrived in 1975 at just under £15,000. A lot, but then the Turbo had the performance to justify it, independent testing at the time seeing it claim plentiful accolades against the clock, the Turbo blitzing its rivals. The 3.0-litre would be around from 1975 to 1977, before the 3.3-litre car arrived, bringing with it a leap in power from 264hp to 304hp and a bigger teatray wing on the back to house the intercooler. Neither were slow, both sub-six second cars in the 0-62mph sprint, which must have been incredible then, and is no less so today.

Getting in is a bit of a mind-scrambling experience. The interior is old school, clearly

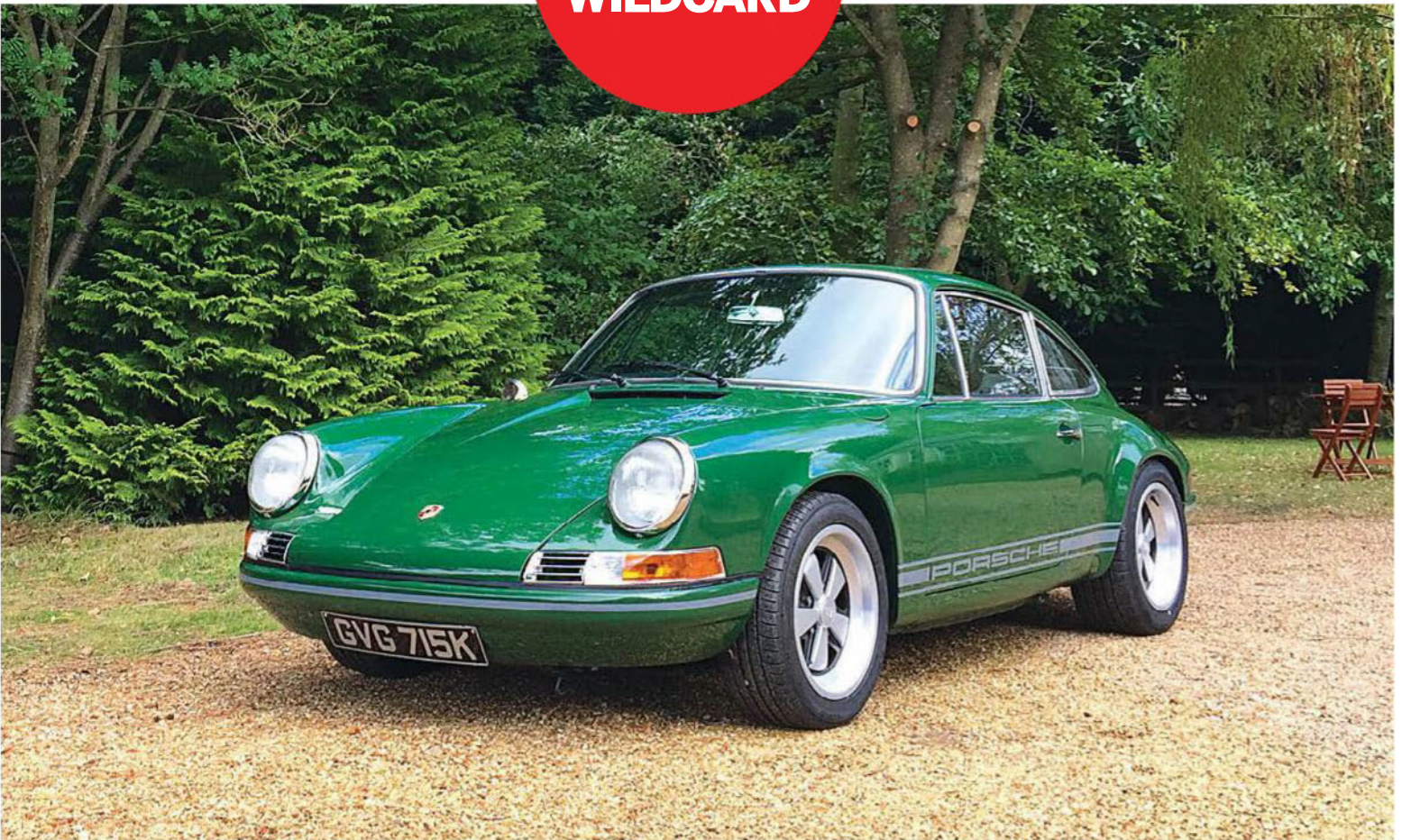
betraying the 41 years since the Turbo arrived with such a bang. The performance feels relatively contemporary, assuming of course, you keep the engine revs up to compensate for the inevitable lag from the turbocharged flat six. Do so and it's a wickedly quick car. Its output might be modest by comparison to even a standard Carrera today, but it's only shifting 1,300kg at most and that's obvious as soon as the rev counter passes 3,000rpm. The build up isn't quite as brutal as you'd be led to believe: it's forceful, but having read for years about the Turbo's tricky nature when it's blowing, it's not quite as tricky as anticipated. There's a pause between hunting for one of the five ratios in the 3.3 (the 3.0-litre making do with four), the paucity of accuracy of the shift giving you time to prepare before the power builds again.

Relax at your peril, though; it's not the acceleration that's the issue, but removing it, with one locked-up entry to a bend revealing how far brakes have come since the Turbo arrived. That's all part of the enjoyment to be had from it; the Turbo is a demanding car to drive quickly, not least because it's got modern performance



situated in an obviously classic shell. Yet, the Turbo didn't just introduce the world to a new level of performance, but added it to the useable trait that has always defined its lesser Carrera relations; it's as docile as them while trickling through town, even if its ability to shorten the time between 30mph limits is so much greater.

There's huge appeal here, not least because its infamy makes it a car that's almost universally recognised as something special, the darker side of its character a huge part of its draw. Say you've got a Carrera and people will nod appreciatively, but say you own a Turbo and you'll get a rather different reaction. As a classic, it's about as useable as they come; the performance keeps modern traffic honest, and there are few compromises, except for more costly servicing, over other 911s. They're increasingly collectable, too, as people want to spend their bonuses on something that's evocative of their childhood. That means only one thing, your £100,000 will be money well spent. Indeed, you'll need to be as quick as a well-driven 930 to find good ones for £100,000, as the very best are already much more than that. Rightfully so, it's a fabulous car.

WILDCARD


CUSTOM 911 BACKDATE

Still not satisfied by the range of factory cars on offer in our price bracket? A custom backdate project could well provide the answer

“About £100k,” suggests Paul Cockell, managing director at 911 Rennsport, as we wander around the facility. The object of our desire? A 3.2 Carrera backdate in green (obviously) looking to all intents and purposes like a 911S. We know the purists don’t like backdated cars, but if they’re done properly then why not? There are plenty of old 3.2 Carreras and 964s that might have never survived were it not for these businesses turning them into appreciative nods to the past. And quite frankly, when it comes to ownership, we’ve always subscribed to the attitude of, ‘it’s your car so do what you want with it’.

There are plenty doing it; Autofarm, Paul Stephens and more, and the idea of taking an otherwise unloved 911 and transforming it into something individual is, to us and plenty of others, very desirable indeed. Most will find the donor car, and then it’s a case of specifying it like a new car. Colour, trim, suspension, gearbox, wheels, engine, exhaust... you can have your car exactly how you want it. Obviously, that £100k ceiling might burst if you go crazy, but beautiful classic looks mated to a more modern, completely rebuilt powertrain? We really can’t see any negatives to the idea. **911**







HEAD VERSUS HEART

This turbocharged tug of war isn't just a battle between the first and last 930s. It's a test of the most human instincts, as we find out

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

If I told you that one of Porsche's most iconic cars arrived at its motor show debut more than 40 years ago fitted with wooden components, would you believe me? It may be a far cry from the polished concept cars seen at today's auto expos, but this particular Neunelfer's introduction to the world was far from ignominious.

The 1973 IAA in Frankfurt was the first chance for the public to see the new impact-bumper 911 but talk around Porsche's stand wasn't about these newly festooned Neunelfers. Instead, it was a show-stopping prototype that had captured the attention of passers-by. Visually, it was hardly a surprise. Starting life as a 911 2.4S chassis, Dick Soderberg's team in the Porsche design studio had fitted flared front and rear RSR-style arches and a new front bumper (from the IROC racers destined for US shores that winter) to the concept car. And then there was the rear wing, sweeping dramatically away from the decklid. It all served to create a beguiling metal skin.

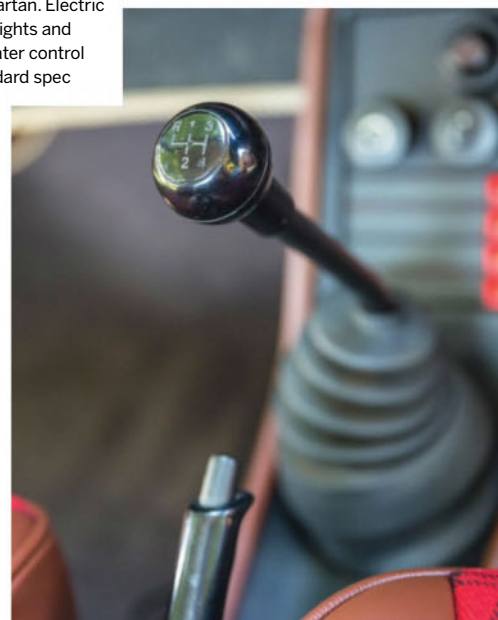
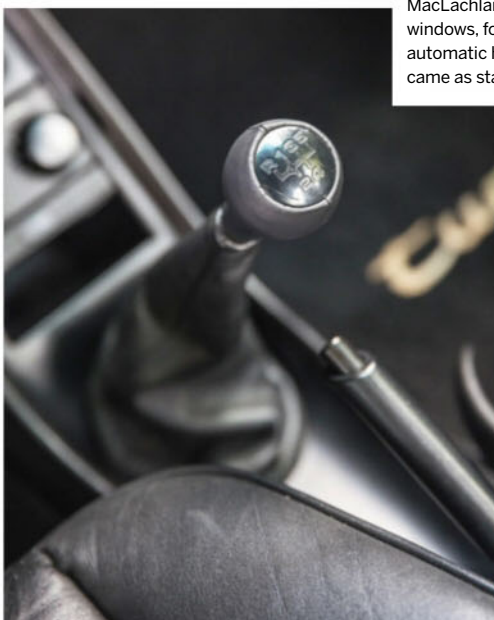
Using the lessons learned from its Can-Am successes, Porsche claimed the new, turbocharged car developed 284hp from its 2.7-litre engine (the same size as the new 911 Carrera that also debuted at Frankfurt) but underneath the attention-seeking clothes, things weren't all as they seemed. Many of the components – including the turbocharger – were far from fully functioning. In fact, they were made from wood, painted to appear like the real deal!

The 911 Turbo at Frankfurt was far from the finished article, but despite the designers' scepticism, the general public's imagination had been captured. Even the oil crisis-driven spike in petrol prices that winter didn't deter peoples' enthusiasm. When the production-ready 911 Turbo was debuted in Paris in October 1974, Zuffenhausen's order book was soon filled with customers whose hearts had been won over by the car internally known as the 930. By the end of 1975, more than 270 examples had been delivered (without the aide of the burgeoning US market where the Turbo didn't initially meet the strict smog tests). With 400 examples required over two consecutive years for the FIA's new Group 4 and 5 regulations, the 930 was well on its way to homologating the 934 and 935 too.

Looking back, it's not hard to see why. Generating 264hp from its 2,994cc flat six, the 930 3.0 was the most powerful road-going 911 that Porsche had ever produced, eclipsing the 2.7 Carrera by 51hp (and the limited edition 3.0 RS by 31hp). After 11 years of looking ostensibly the same, the Turbo injected some much-needed pomp into the 911's styling, too, with its wide hips, fat rear tyres and huge 'whaletail' wing carried over from that 1973 prototype. Originally designed as a truly Spartan homologation special – initial designs for the turbocharged flat six required the air-con unit and rear wiper motor to be deleted from the engine bay – the Turbo was launched as a luxurious range topper, equipped



Centre This 1977 930 3.0 has been re-trimmed in dark brown leather and über kitsch red-and-blue MacLachlan tartan. Electric windows, fog lights and automatic heater control came as standard spec



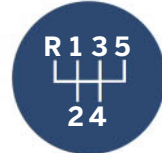


THE 930 3.3 & 930 3.0

3050CC

DIFFERENCE IN ENGINE CAPACITY

NUMBER
OF
GEARS



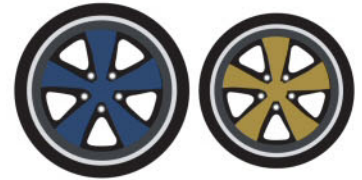
PRODUCTION NUMBERS



930 3.3=1,902 (G50) 930 3.0=2,850

WHEEL
SIZE

3.3=16-INCH
3.0=15-INCH



PRICE WHEN
NEW
IN DEUTSCHE MARK



as standard with electric windows, fog lights and automatic heater control. It wouldn't be wholly disingenuous to suggest that, with such a high level of performance and comfort, the 3.0-litre Turbo was Porsche's first supercar. But does such high praise still hold firm today?

Registered on 13 January 1977, 'TAW 714R' was one of just 36 right-hand-drive 930 3.0s that found their way to UK shores. Sold through AFN, the car (somewhat aptly given the distinctive Platinum metallic hue) originally found itself in the ownership of a certain "Dr Gold" in central London. Fresh off the back of an incredible two-year restoration by Phil Hindley's Tech 9 concern, I fear I've stepped into a time machine bound for the 1970s as I step inside the 930 3.0 for the first time. The re-trimmed dark brown leather and über kitsch red-and-blue MacLachlan tartan is factory fresh (and a far cry from today's staid colourways). Settling into the driver's seat, there are few clues though that I'm behind the wheel of such a groundbreaking Porsche; only the boost gauge (an addition from 1977 onwards) hints at this car's true identity. Then I start the engine.

Behind me, the 3.0-litre flat six grumbles into action, a deep, leaden commotion of mechanical thrashing permeating the air. The original Turbo seemingly finds little pleasure in ambling around, the engine protesting at low speed with a jerk

through the drivetrain every so often. However, without an intercooler, the additional heat from that single Kühnle Kopp & Kausch turbocharger sees the engine reach the required temperature in record time. It's finally time to get properly acquainted with a legend.

Third gear, foot to the floor, the 930 is accelerating no quicker than an old 911T. The orange needle on the rev counter inches past the 3,000rpm mark, the hand on the inset boost gauge sticking limpet-like to the lower stop. Then, just under a second after I bury my foot into the bulkhead, the boost kicks in like an angry mule. As the engine hits 4,000rpm, the boost gauge shoots energetically into life as the turbo kicks out an immediate 0.5 bar of extra assistance to the flat six's induction system. It's not hard to believe that this is where the 930/52 engine generates its peak torque of 343Nm as my head is whipped towards the rear seats. The sudden injection of thrust is almost GT2-esque, as if the Turbo has had an injection of pure adrenaline to the heart. While there's only a further 0.3 bar of boost on offer, the Turbo has an insatiable appetite for chewing through the tarmac to 6,000rpm (a sensation aided by the exaggerated ratios of the four-speed 915 gearbox). It's not long before we're too far north of the speed limit for my liking. Stepping on the brakes doesn't really bring the

relief I wanted either. Criticism of the 3.0-litre's stoppers is seemingly clichéd in Porsche circles but I haven't driven a 911 that is so poorly under-braked. My initial foray onto the middle pedal doesn't seem to have any effect on the Turbo's braking and the pedal feel isn't helping matters either; more than simply spongy, it feels as if I'm pushing down on a tennis ball. There's no real resistance and not even an ounce of feedback. Pushing harder eventually starts to bring the 930's speed under control but it's reminiscent of driving vintage drum-braked cars.

'Confidence-inspiring' isn't a phrase that springs to mind as I tip the old Turbo into the first real corner either. The stiff front anti-roll control helps the 3.0 bite into the tarmac on the initial turn-in, but the firm springing then makes the car feel skittish over any imperfections in the tarmac. The fast steering rack may require some bicep work to heft around but it does at least help to make the 930 3.0 feel relatively agile but, nosing from white line to white line, cornering is a constant wrestling match, and that's without even stepping on the throttle and dancing dangerously with the violent dose of boost.

The four-speed 915 gearbox in the Turbo adds to the difficulty in keeping the car in its boosted sweet spot. Not only do those long ratios seem ill matched for anything bar the straightest of

roads, the problem is accentuated by the vast wilderness between the first/second and third/fourth planes, making shifting slower and more vague. I was expecting a firm handshake from my introduction to this infamous icon but it feels more like my arms have been ripped off as I finish battling the car along our meandering test route. No wonder this was a car that even the mercurial Walter Röhrl had to respect. My heart is racing from the effort (physical and mental) required to keep the car between the hedges at speed but, curiously, there is the hint of a smile on my lips.

Of course, the classic 911 Turbo's legacy doesn't end with the 3.0-litre car. Porsche's customers were not immune to recognising the original offering's shortcomings (and stories of cars spitting owners through hedges backwards were hard for the engineers to ignore). That's why, for the 1978 model year, after more than 2,800 930 3.0s had been sold, the 911 Turbo was given a refresh. The biggest change came in the engine bay where a new 930/60 flat six sat. Both

bore and stroke had been increased to provide a capacity of 3.3-litres, although the more important change came just above the motor where a new intercooler sat, helping to boost power to 304hp.

To house the intercooler a new rear wing design was required, the 'whaletail' of the previous generation replaced with the 'teatray' and its upturned rubber ends (the latter element remind Porsche's designers of deer antlers). To cope with the added speed of the 3.3-litre motor, Porsche also fitted an improved braking system to the new 911 Turbo, using finned four-piston calipers and cross-drilled discs (both lessons learned on the 917) to aide heat dissipation and increase stopping power. The Fuchs alloys swelled to a 16-inch diameter with the iconic wheels now clad in wider rubber front and rear.

One of the most major elements to go untouched, however, was the four-speed 915 transmission. After the 911 Carrera RSR Turbo 2.1 had lost fifth gear (and with it, a potential overall triumph at the 1974 24 Hours of Le Mans),

Porsche didn't feel confident in its five-speed shifters coping with the Turbo's torque. That was until the final year of the 930 in 1989 when Zuffenhausen finally fitted the 911 Turbo with the five-speed G50 gearbox debuted a few years earlier on the 3.2 Carrera.

Despite the 930's age (it was 16 years old in 1989), the gearbox revision meant the 911 Turbo still proved incredibly popular with buyers: nearly 2,000 examples were shifted with the G50 'box in the final year of production. It's immediately obvious to see why from behind the wheel of Tech 9's ex-US import. Where gear changes in the 3.0 require you to take your time and battle against the gearbox's foibles, the G50'd 3.3 just needs a snick of your wrist to flick almost effortlessly between ratios. It's simply a pleasure to use and, with each of the five gears shorter than those in the four-speed 1977 car, it means it's easier to keep the last of the 930 3.3s on boost.

It's not just the gearbox that helps to make the 3.3's power more satisfying. The difference in



Model	930 3.3
Year	1989
Engine	
Capacity	3,299cc
Compression ratio	7.0:1
Maximum power	304hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
Transmission	Five-speed manual
Suspension	
Front	Independent; MacPherson struts; wishbones; longitudinal torsion bars; hydraulic dampers
Rear	Independent; semi-trailing arms; traverse torsion bars; gas-filled dampers
Wheels & tyres	
Front	7x16-inch Fuchs alloys; 205/55/VR15 tyres
Rear	8x16-inch Fuchs alloys; 225/50/VR15 tyres
Brakes	
Front	304mm discs
Rear	309mm discs
Dimensions	
Length	4,291mm
Width	1,775mm
Weight	1,335kg
Performance	
0-62mph	5.4 secs
Top speed	161mph

capacity between the two cars may be less than a can of Coke but the 1989 Turbo's extra 305cc noticeably improves the bottom-end torque.

However, it's the KKK turbocharger's delivery that's the biggest shock. Where the 3.0 boost gauge swept around hyperactively, the 3.3's boost builds progressively from 3,000rpm. The effect is not dissimilar to the latest turbocharged 991 Carreras, providing a smooth punch of torque all the way to redline. It may be the aftermarket, twin tailpiped exhaust speaking, but the later Turbo is more pleasing on my ears, too. Where the 930 3.0's sound track was surprisingly muffled and undefined throughout the rev range, the 3.3's raucous bark is a subtle blend of bassy flat six and whistling turbo whine; it's the sort of purposeful music that a turbocharged 911 should make.

The 12 years between our two test cars saw the 911 Turbo put on an extra 140kg. That extra heft is certainly noticeable when I pitch the 930 3.3 into the same turns that had me holding my breath in the 3.0-litre. While the softer suspension certainly

keeps things more progressive and comfortable in the 3.3, the 1989 car is noticeably less nimble, especially in the tighter turns where I have to carry my braking further in towards the apex in order to get the nose to bite.

The feeling of understeer isn't helped by the slower steering rack, which requires a bit more wheel twirling at my end in order to carve my desired curve. With the vastly improved brakes of the 3.3 though – you can actually feel a link between the pedal and the rate of braking – this 'point and squirt' technique feels more natural than in the 3.0. The earlier car *may* be slightly faster if you were to really hustle it at the limit but, everyday, the extra roll in the 3.3 makes the last of the classic Turbos the more approachable. Point-to-point, the 3.0 wouldn't see which way the 930 3.3 went, such is the relative ease behind the wheel of the 1989 car.

Meeting icons can sometimes prove disappointing. In the case of the 930 3.0, there's more than a hint of truth in what is often a

misnomer. Despite this, my heart says I'd take the 3.0 (even though its flaws don't always translate into charm). It'd be hard to turn down such a legend – a car that has come to define the modern 911 landscape.

Sat next to the 3.3, the whaletailed Turbo appears almost dainty, its smooth lines accentuated by that wing, whereas the later Neunelfer seems more butch. It lacks the visual subtlety of the best classic 911s. However, with an asking price approaching a quarter of a million pounds in today's market, the original 930 is quite a financial commitment to make for a car whose dynamics are intrinsically far from perfect. With a much more modern driving experience, the G50 gearboxed 930 3.3 is, without a doubt, the more usable classic Turbo. And, what's more, the 3.3-litre cars command significantly less than their 3.0-litre brothers without sacrificing on the forced induction thrills. Sometimes in battles between your head and your heart, you have to let your head rule. **911**

Thanks

The 930s in our pictures are currently for sale with Tech 9 Motorsport. For more information on either Turbo call +44 151 4255 911 or visit the website Tech9.ms.

Model 930 3.0
Year 1977

Engine

Capacity 2,994cc
Compression ratio 6.5:1
Maximum power 264hp @ 5,500rpm
Maximum torque 343Nm @ 4,000rpm
Transmission Four-speed manual

Suspension

Front Independent; MacPherson struts; wishbones; longitudinal torsion bars; hydraulic dampers
Rear Independent; semi-trailing arms; traverse torsion bars; gas-filled dampers

Wheels & tyres

Front 7x15-inch Fuchs alloys; 185/70/VR15 tyres
Rear 8x15-inch Fuchs alloys; 215/60/VR15 tyres

Brakes

Front 282mm discs
Rear 290mm discs

Dimensions

Length 4,291mm
Width 1,775mm
Weight 1,195kg

Performance

0-62mph 5.5 secs
Top speed 155mph



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RECORD-BREAKER REMASTERED

We take a look at a 911 meticulously built to pay homage to the illustrious 911R that set five world records on the track at Monza in 1967

Written and Photographed by Johann Venter



The 911R's five world records at Monza

Distance/time	15,000 kilometres	10,000 miles	20,000 kilometres	72 hours	96 hours
Average speed	130.50mph	130.67mph	130.02mph	130.46mph	130.01mph

The 911R was developed out of a need to go quicker; to go racing. But the Porsche factory was slow off the start line to develop a hot version of the 911. Only in 1965 did the factory field a works 911 in the Monte Carlo Rally. Prior to 1965 it was left to privateers to fly the 911 flag and they continued to do so thereafter, with Günter Klass winning the European GT Rally Championship in 1966, and Eberhard Mahle the European Hill Climb Championship. 1966 proved to be a good year, as Jacques Dewez and Jean Kerguen secured a class win at the 24 Hours of Le Mans in their 911S which, incredibly, they drove both to and from the track.

Then came the 911R, the brainchild of Porsche's head of R&D, Ferdinand Piëch. Piëch's 911R would become the Porsche that put the 'R' into Rennsport. With the hope of competing in GT racing, several power units were considered, Piëch eventually settling on the Type 901/22 six-cylinder, as used in the 906 and 910 race cars. Advanced for its time, it comprised of aluminium alloy cylinder heads with twin chain-driven over-

head camshafts, titanium connecting rods, two electric fuel pumps, dual ignition and triple-throat 46mm downdraft Weber carburettors. Attention was then focused on lightening the 911; even the unibody steel frame was constructed out of thinner gauge metal in certain places. All the appendages, including the doors, front fenders, bumpers, engine and boot lid were constructed from glass fibre reinforced polymer.

The windscreen was reduced to 4mm glass, with 2mm Plexiglas everywhere else. All opening appendages were fitted with aluminium hinges, shaving off more weight. In fact, Piëch and his team went to the absolute extreme to ensure the 911R weighed the bare minimum; carpets, roof-lining, sound deadening, door cards and window mechanisms are obvious omissions. But there's more; two of the five instrument clusters, ashtrays and front passenger's sun visor were also removed. Simple plastic straps replaced the inside door-handles and most of the metal surfaces inside were perforated to reduce weight

On the exterior, gone were the horn grilles and fog lamp covers, forming air intakes in the front

fenders. Minuscule indicators and marker lights were placed in the front and small round taillights at the rear. The oil filler cap positioned in the rear right fender, housing the dry sump oil tank, was stationed there for better weight distribution. All the arches were flared to accommodate the wider Fuchs wheels, making it more agile around corners. In the end, the 911R tipped the scale at around 800kg, 230kg lighter than the 911S – it remains the lightest 911 ever constructed.

The engine produced 210bhp at 8,000rpm and it did the 0-62mph sprint in 5.9 seconds. It could cover one kilometre from standstill in just 24.2 seconds – a second faster than the 904 Carrera GTS. Early testing at Hockenheim produced a lap time of 2:17.5, only 12 seconds slower than the lap record set by the Group 4 906 Carrera 6. In August 1967 the 911R achieved a spectacular victory, winning the Marathon de la Route, an 84-hour race around the Nürburgring. Drivers Vic Elford, Hans Herrmann and Jochen Neerpasch raced the 911R, with a new Sportomatic gearbox, to victory. The intention of racing the 911R was a fundamental reason why the project was started,



however, 500 vehicles were required to meet the homologation target for GT Racing. With an asking price of 45,000 DM, twice the cost of a 911S, it was always going to be a tall order to sell 500 units. But it was never going to cut the mustard with the FIA, as it was too far removed from the 911S it was based on. After the initial four prototypes developed by Piëch's R&D team, Porsche's first 'Skunk Works', only 20 examples were made by the racing division, the majority of which were sold to special and racing Porsche customers – the very last only being sold in 1970.

As for the story of the record-breaking 911R, it happened by accident. Swiss racing drivers Jo Siffert, Dieter Spoerry, Rico Steinemann and Charles Vögele set out to break several endurance world records at the Monza track in October 1967, but the 911R was not their first choice; the Porsche 906 Carrera 6 proved to be unsuitable on the inclines. The Porsche factory summarily dispatched the 911R to get to the track on its own steam. Not only that, it was later discovered that it had undergone 100 hours of flat-out testing at Weissach. For three days and three nights the

911R was driven flat out, at an average speed of 130mph, covering a distance of just over 20,000km. The 911R achieved a triumphant result; five new world records and 14 international class records... Not bad for a well run-in 911.

This is the very 911R that inspired Kobus Brits to develop his 911R homage in our pictures. In 1981 Mr Brits senior bought the Porsche, then a 1966 Iris Green 912. With the passing of his dad, Kobus Brits inherited the beloved 912 in 2002. By then it had been fitted with a 2.2-litre six-cylinder engine with Fuchs wheels, so it was a 912/6. Eager to put his Porsche through its paces, Brits entered the Krugersdorp Hill Climb. Brits explains: "The car was running rough and kept cutting out." As fate would have it, Tim Abbot came to the rescue. The Abbots have been servicing and maintaining Porsches for four decades and have developed a repertoire for Concours-winning restorations and spectacular reincarnations. Impressed with what Abbot could achieve with his Porsche on the side of the road, Brits immediately commissioned him to get the car sorted. Brits always had intentions of restoring the Porsche but was unsure what



Above centre Inside the R are backdated SE gauges with green script and chrome surrounds, as well as the iconic R steering wheel

route to take as the car was such a mismatch. There were even aspirations to create a 911 RS.

In the end Abbot convinced Brits to build a 911R. He explains his reasoning: "The 912 lends itself to developing a 911R: the bodyshell is from the same era, and the trim is period correct. And, because of the rarity of the 911R, a recreation thereof would be something special, even more special than an RS, I think." Finding a Type 901/22 engine and a Type 901/53, five-speed gearbox



Thanks

Special thanks to Ron Silke and Zwartkops Raceway for the use of the track for our feature.

was near impossible and financially improbable, so Brits settled on a 1978 SC Targa as a donor car.

Garvin Rooke, owner of Dutchmann (South Africa's equivalent to Magnus Walker and Singer) explained the modular nature of the 911 from the first model up to the 964. Abbot therefore had no problem transplanting the engine, gearbox and suspension from the SC to the R.

But there is no point in summoning a Porsche high priest to replicate a Weissach legend without extruding more power from the 3.0-litre

engine. Abbot ditched the standard pistons for JE replacements, installed feistier camshafts, gutted the fuel-injection, replacing it with 40mm triple-throat Weber carburetors, and trimmed the flywheel. The brakes from the SC were kept at the rear, but brakes from the GenI Boxster were mounted up front. A Dansk performance exhaust with headers was fitted and modified to exit at the rear as a twin pipe, in keeping with the R. It was decided from the outset that although the running gear could not be true to the original, the body

and cosmetics would be as close to the real thing as possible. Porsche expert Anton Dekker from Exclusive Conversions is a master of aesthetics when it comes to Porsche design, making use of various metals, fibres, polymers and composites. And although Brits' homage is not an exact copy of the original, it's very close. All the hinged panels, bumpers and front fenders (flared to the exact dimensions of the R) were replaced with glass fibre items. The rear fenders were also widened using glass fibre. The windows were all replaced with Plexiglas – except for the front windscreen – and the miniature lights can be found both back and front, with the necessary air intakes to the oil coolers found in each fender.

The oil filler cap is correct, housed in the rear right fender, but deviating slightly from the early 911R is the placement of the fuel filler cap in the trunk lid. Another deviation from the Monza car is the livery, Brits opting for green stripes instead of red to match the BP logo. The transformation took three years, with the shakedown taking place in 2013 at the Zwartkops Raceway in South Africa, the location of our photoshoot today.

Brits points out though, that the R formula has not been followed to the death: "This is a road car used for racing and not the other way round.





I drive to the track and back home, so the roof-lining and the carpets have remained. You'll also notice that although I have a full ATS harness, I've kept the original seatbelts." As I peek into the cockpit I notice that all the gauges are present. Brits explains that they are backdated SE gauges; they look period correct with the green script and chrome surrounds. Right in front of the driver seat is the R steering wheel with the perfect diameter, the rim just the right thickness.

Turn the ignition and the 3.0-litre barks into life, the Dansk exhaust emitting a thunderous rasping noise engulfing the cockpit. It's time to head out on track. The Zwartkops Raceway is a 2.4-kilometre short, technical circuit, comprising of eight corners – including a 180 degree hairpin. This car only weighs 950kg and with an estimated output of 245bhp, it's quick; before you can blink you are into the first left-hander and up into third. Hard on the brakes as the hairpin is upon you in a flash, down into second, pitching the noise as close to the chicane as possible, the steering is well balanced giving you all the feedback you need. Hard onto the accelerator as you exit the hairpin, keeping the throttle flat-out through the long following right-hander and onto the straight. In these few seconds you can reflect. The gear

changes are precise and the Bridgestone semi-slicks inspire plenty of confidence on track.

As usual, the exhilaration is over far too soon. This 911R homage, however, is hugely impressive, primarily reliant on tech from the late 1960s. It is well planted on the track, even when sliding over the outer chicanes: the rear never comes totally undone, giving just enough play. The low down torque allows you to exploit this twisty circuit to the full and the unassisted steering is perfectly balanced, with plenty of feedback. The Dansk exhaust is a masterpiece; close your eyes and you're back on a famous European circuit in the 1970s, when changing down emanates a crackle that forever puts a smile on your face.

Brits has built quite a provenance in the short time he has owned the R; he is a regular at the Simola Hill Climb in Knysna. In 2014 he placed second in the Sport and GT Class, was named rookie of the year, and was awarded the best presented replica trophy. Thanks to the new 991 R, those 20 early 911Rs have rekindled the public limelight in 2016. Now so rare they are unlikely to be driven in anger again, having a precise replica is the next best thing and the perfect homage to a car that started the 911's lightweight legend.

Kobus Brits' car is just that. **911**

Model 912/6

Year 1966

Engine

Capacity 2,994cc

Maximum power 245bhp @ 6,000rpm

Maximum torque Not tested

Engine modifications Weber carburetors: 40mm triple-throat; replacement fuel-injection; JE high compression pistons; 911S camshafts; lightened flywheel; Dansk performance exhaust

Transmission Five-speed manual, Type 915

Suspension

Front MacPherson strut with torsion bars; anti-roll bar; telescopic dampers

Rear Transverse torsion bars; semi-trailing arms; anti-roll bar; telescopic dampers

Wheels & tyres

Front 6x15-inch Fuchs; 195/50/R15

Rear 7x15-inch Fuchs; 205/50/R15

Dimensions

Length 4,135mm

Width 1,600mm

Weight 950kg

Performance

0-62mph Not tested

Top speed Not tested



997 CARRERA S

Since the arrival of the 993, Carrera buyers with an extra wodge of cash to spend have had the opportunity to tick the box marked 'S'. And so it was with the Gen2 997, the extra £7,000 asked by Porsche securing a rather tasty specification that centered around the larger 3.8-litre motor that was still directly injected but boasted 385bhp and 420Nm of torque. The S had handy improvements over Carrera models, and enough to cut 0.2 seconds from the 0-62mph sprint (it was down to 4.5 seconds with PDK) and ensure a top speed just below 190mph. The bigger engine also featured further tuning of the intake system and increased cooling capacity. And that wasn't all, as the extra money bought larger 19-inch wheels, PASM suspension with a 10mm lower ride height, and beefier brakes with larger, red-painted calipers along with larger pads and thicker discs up front. You could choose your S in Cabriolet form, too.



997.2 CARRERA

Blending adept dynamics with everyday usability was the 997's hallmark, and it was to receive some choice upgrades in Gen2 form, now available for under £50k

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



CARRERA TIMELINE

1973

The Carrera name appears for the first time on the legendary 2.7 RS, boasting 213hp. 1,590 produced

1984

More than a decade on, Porsche launch the 3.2, one of the most successful Carreras. Values risen rapidly. 70,044 produced

1989

A raft of modern tech heralds the arrival of the 964, with ABS and power steering. 4WD model appears first. 19,484 produced (C2)

1993

More traditional styling marks out the 993 Carrera, which manages a healthy 276hp from the 3.6-litre motor. 38,626 produced

1998

Probably the most divisive model yet, the 996 brings water-cooling to the 911 and those familiar IMS and RMS issues. 56,733 produced

2004

Something of a return to form, the 997 is hugely accomplished and quick in entry-level 330hp form. 25,788 produced (Gen1)

2011

Larger, loaded with technology and more comfortable, the 991 generation is launched. Unknown number produced

Ever since the 964 arrived back in 1989, there has been a decision to make before signing on the dotted line for a new Neunelfer, and that's whether to choose a car driven by two wheels or four. Capable as it is, the latter usually brings with it a penalty in terms of weight and complexity, so if all-weather security isn't a priority and you prefer an arguably purer 911 experience, then rear-wheel drive it is. Fast forward 20 years and that decision brings us to the 997 Carrera 2 in Gen2 form, a model launched for the 2009 model year and one that was to introduce 911 buyers to some new technology.

The changes for the Gen2 began at the back where the chain-driven 3.6-litre flat six boasted improvements in both power and torque over the first-generation car. An extra 15bhp and 20Nm respectively boosted outputs to a very

useful 345bhp and 390Nm, resulting in a 0-62mph time of 4.9 seconds and a 179mph top speed. Of lightweight alloy construction, the revised unit featured chain-driven camshafts with VarioCam Plus variable valve timing and lift on the inlet side, and a dry sump lubrication system with electronically controlled on-demand pumping to improve efficiency.

The real interest, though, came with the addition of the DFI system, which injected fuel at up to 120 bar and allowed a notably higher 12.5:1 compression ratio. Euro 5 compliant, the new unit boasted a reduction in CO₂ emissions of nine per cent and six per cent better economy in manual form; claimed figures were now 225g/km and 29mpg combined. Impressively reliable and with no bankrupting IMS or bore-scoring issues to worry about, there's few concerns for the buyer as long as the example you're looking at

is accompanied by a detailed service history and a fat wad of bills. With the last cars barely four years old, regular maintenance at an OPC is quite likely, but specialist servicing isn't prohibitive, with RPM Technik charging £375 for a 20,000-mile check and £953 for the bigger 60,000-mile service. The latter includes a clutch oil change for PDK-equipped cars, adding £100 to the bill, but it's worth ensuring that spark plug changes haven't been ignored; the rear bumper and exhaust silencers need to be removed so you're looking at around £300 all in if done separately.

A switchable Sports exhaust was optional and one worth having for the richer sound, but it's worth checking that the valve works and the noise actually changes when you press the Sport button. Keep an eye out for aftermarket items, too. And while the C2 is perhaps less of a track weapon, it's advisable to get an over-rev **➔**

“The changes for the Gen2 997 C2 began at the back where the chain-driven 3.6-litre flat six boasted improvements in both power and torque”

Model 997.2 Carrera 2
Year 2008-2012

Engine

Capacity 3,614cc

Compression ratio 12.5:1

Maximum power 345bhp @ 6,500rpm

Maximum torque 390Nm @ 4,400rpm

Transmission Six-speed manual/
seven-speed PDK;
rear-wheel drive

Suspension

Front MacPherson struts with
coil springs and anti-
roll bar

Rear Multi-link with telescopic
dampers; coil springs;
anti-roll bar

Wheels & tyres

Front 8x18-inch; 235/40/ZR18

Rear 10.5x18-inch; 265/40/ZR18

Dimensions

Length 4,435mm

Width 1,808mm

Weight 1,415kg

Performance

0-62mph 4.9 secs

Top speed 179mph





The 997 brought about modern looks in a traditional package, though active rear wing was similar in shape and design to 996. 997 had the biggest boot space yet on a 911, and Sport exhaust was now a popular option



PARTS PRICE CHECK

• Headlight	£966.52
• Wheel (18-inch, front)	£802.35
• Coolant radiator	£238.59
• Front brake caliper	£498.56
• Front suspension strut	£315.15
• Electric window motor	£330.26

Prices are inclusive of VAT and come courtesy of Paragon Porsche

997.2 C2 VALUES

According to Greig Daly at RPM Technik, current prices make for a relatively affordable 911, and you can expect to pay from around £35k for an early Gen2. That will secure an example from late 2008/early 2009 with around 60,000 miles on the clock, but you'll need to spend another £20k if you want one of the last models, which should be in immaculate condition. Cabriolets add a further £2,000-£3,000 on average. And it seems that where PDK-equipped cars were once worth a bit more, that's changing as buyers are favouring three pedals again.

• Early	£35,000
• Late	£55,000



“Inside, the Gen2 997 Carrera offers a beautifully constructed and opulently trimmed cabin that has proved as long-lasting as it is comfortable”

check done; regular readings in the 4-6 range are evidence of over-enthusiastic use. Transmission-wise, a six-speed manual gearbox was standard and shouldn't exhibit any problems unless subjected to ham-fisted abuse. The clutch should last 50,000 miles and will cost £1,100 to replace.

But one of the most significant changes for the Gen2 was the arrival of the seven-speed PDK transmission, a complex dual-clutch unit that replaced the earlier car's Tiptronic gearbox. Inherently reliable, it needs a £150 oil change every six years, so ensure this has been done on

the earliest examples; if a new unit is needed you're unlikely to see any change from £15,000 once labour and VAT are taken into account, so any hint of trouble should ring the loudest of alarm bells.

Carried over from the Gen1, the aluminium-rich suspension is by MacPherson struts at the front and the multi-link LSA axle at the rear. The 20mm lower Sports suspension was an option when new, as was the Porsche Active Suspension Management (PASM) system, so it's worth checking whether the original owner ticked those

boxes. There's little concern other than listening out for a creaking from the front, which signals lower arm bushes past their best - a complete new arm is around £280 - or the rattling of worn anti-roll bar bushes. It is, though, worth ensuring that the dampers on an early car aren't ready for replacement, especially a PASM-equipped example; new front dampers for those are almost £500 apiece so all-round replacement is pricey.

In terms of reliability, it's much the same story for the brakes. The C2 was brought to a halt courtesy of 330mm discs at both ends, clamped by four-piston Monobloc calipers that were fashioned from aluminium and with a black finish. It's worth checking that the inner faces of the discs aren't exhibiting corrosion on a low mileage example but there's little to worry about otherwise. Replacing the discs and pads at both ends will result in a four-figure bill from a specialist so it's good news if they've been refreshed recently. Only the most serious (or wealthy) road or track warriors would have opted



Left Standard specification on the 997.2 C2 included Sound Package Plus, tyre-pressure monitoring and PCM with a 6.5-inch touch screen. Other options could be specced, such as cruise control, TV tuner, navigation, 13-speaker BOSE audio and more sporting seats

for the optional Porsche Ceramic Composite Brakes (PCCB) for their C2 and the huge cost of replacement means they are best avoided today.

There's nothing to worry about when it comes to the steering though, so you can just revel in the oily-smooth feedback from the hydraulically assisted variable ratio rack. But it is worth scrutinising the wheels for signs of impact damage as town-bound cars could have suffered from clumsy parking, which may have knocked suspension settings awry. Wear to the inner edges of the tyres is another giveaway that all is not well, so budget for an alignment check; £265 will get you a health-check and geometry adjustment at RPM Technik and it's money well spent if you're to get the best from a 997.

Externally, the changes for the Gen2 car were harder to spot and mostly came in the form of a nip and tuck here and there to freshen things up. There are certainly no corrosion woes to worry about, so it's a case of ensuring no accidents lurk in the history and checking for stone ➡



BUYING TIPS

The 997 has a reputation for excellent quality and trouble-free ownership. Indeed, a late example is barely four years old so condition should be perfect, but get a specialist inspection for peace of mind.

- **Bodywork:** No inherent concerns here. Ensure the panels and paintwork are in top condition. High-mileage cars are likely to have stone chips, and check exterior trim and light units as they are pricey.
- **Engines:** Check the service record is complete. An over-rev check will establish previous use, but the new DFI motor means no concerns over IMS failure.
- **Transmission:** Both manual and PDK transmissions are tough and reliable in normal use. Replacing the latter will be a wallet-draining experience so avoid problems at all costs. Clutches on manuals last around 50,000 miles so budget accordingly.
- **Brakes/suspension:** The stoppers are well up to the task but are four figures to replace. Hard used examples could be ready for an overhaul, so haggle accordingly if you detect any creaks or clunks.
- **Interiors:** Excellent build and material quality means issues are rare. Check for scuffed trim on early high-milers and make sure everything works. It's worth taking the time to establish the exact specification.

chips around the nose; it's common so don't be surprised to discover a record of local re-painting.

Bi-xenon headlights were standard along with LED units at the rear, and both are pricey so it's worth checking for any damage; replacing a damaged headlight with the dynamic cornering function fitted will cost nigh-on £1,000 for the part alone so you've been warned. And as always with a 911, you'll want to think hard before taking the plunge on a car with an extrovert colour scheme – the standard 997 palette didn't offer anything too outrageous but the more sober metallic hues are the safest re-sale bet.

And like the 996 that preceded it, this one was available in Cabriolet form with a fully-electric hood that folded away in 20 seconds and at up to 30mph. With a replacement top costing around £2,000 before fitting, it's worth examining it for any damage caused by envious passers-by. An aluminium hardtop was a pricey option, and one worth having, but ensure both it and the mounting points are unmarked. Cold weather could adversely affect the side window seals so ensure sticking glass hasn't caused damage, and make sure the windows drop the requisite couple of millimetres when the door is opened. A rear wiper is a desirable find, too.

Inside, it was business as usual, with the 997 offering a beautifully constructed and opulently trimmed cabin that has proved as long-lasting

as it is comfortable. Indeed, only wilful neglect will lead to any hint of shabbiness, in which case you should walk away as it simply isn't worth the bother. A trickier matter is establishing the specification because, as always, Porsche had a hefty options catalogue on hand with which to tempt buyers. Many couldn't resist the lure of goodies including a TV tuner, navigation, 13-speaker BOSE audio, cruise control, and more sporting seats, so spend time finding out exactly what's fitted to the example you're looking at. And bear in mind that Porsche Exclusive opened up a whole other avenue of choice when it came to trim and colours.

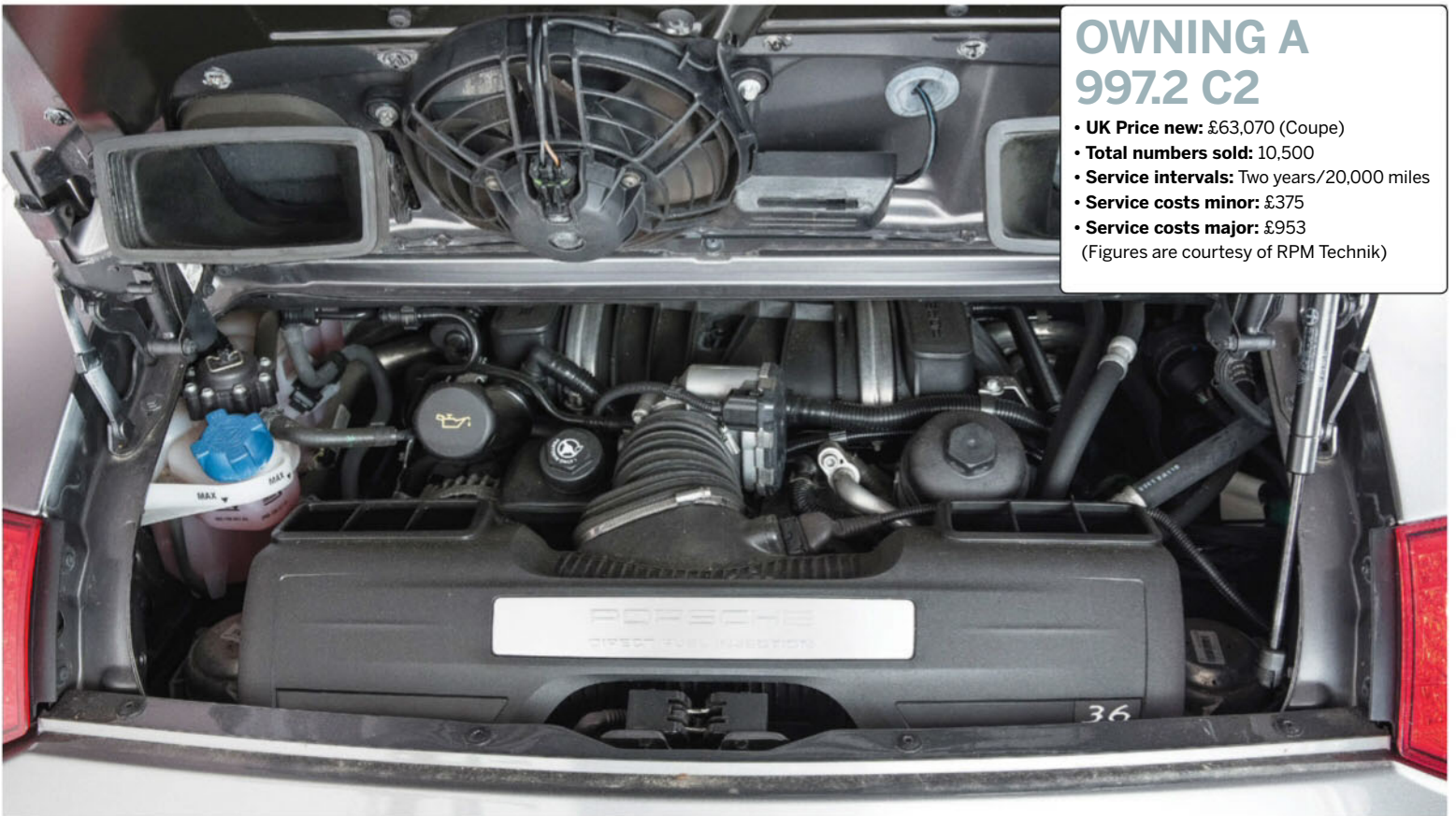
Suffice to say you should have no trouble finding the specification you want, but we'd advise a chat with a specialist to ensure you're not paying over the odds nor landing yourself with a specification that could prove hard to sell. The standard spec was actually quite generous with Sound Package Plus (nine speakers and 235 watts of aural delight), tyre-pressure monitoring, and PCM with a 6.5-inch touchscreen all included, and there's no reason why it shouldn't all be working perfectly today. Ultimately, whether it's a 911 for daily use or weekend entertainment, the Gen2 997 will fit the bill very nicely. And a car that's been looked after shouldn't prove prohibitively expensive to run, either. A somewhat tempting proposition, then. **911**

SPECIALIST VIEW

"These cars are very popular stock as they are at a price point that is achievable for many, with running costs that are manageable and could even be described as low! The Gen2 997s have the DFI engine, which so far has proved to be a very reliable unit, something that buyers of 997s generally are wary of. Plenty of buyers we speak to would rather take a higher mileage Gen2 3.6 rather than run the gauntlet with a Gen1 C2S because of this, plus the performance is very similar. As long as you buy from a reputable specialist, you can't go too far wrong with one of these, and they are one of my favourite 911s."

Greig Daly,
RPM Technik





OWNING A 997.2 C2

- **UK Price new:** £63,070 (Coupe)
- **Total numbers sold:** 10,500
- **Service intervals:** Two years/20,000 miles
- **Service costs minor:** £375
- **Service costs major:** £953
(Figures are courtesy of RPM Technik)



Thanks

The car in our pictures is currently for sale with Hexagon Modern Classics. For more information call +44 7522 911 911 or visit the website hexagonclassics.com



TOP TEN MODIFICATIONS FOR M96 AND M97- ENGINE 911S

Want to improve the performance of your 1999-2008 Carrera without breaking the bank? Total 911 shows you how

Written by **Chris Randall**

Despite values changing on an almost monthly basis in the current market, there are still ways to experience the magic of the Porsche 911 without substantial investment. The answer for many buyers is a 996 or Gen1 997 fitted with the M96 and M97 engine respectively, yet while these cars offer terrific performance for the money, there's also plenty of extra potential just waiting to be unlocked.

And no matter which aspect of your car you'd like to improve, there's an absolute wealth of choice out there. It needn't be a prohibitively

expensive exercise, either; whether you're looking to spend a few hundred or a few thousand pounds, you can make changes and adjustments to the engine, exhaust, brakes, and suspension that will transform the way your cherished Porsche 911 drives.

Here's our top ten countdown of must-do modifications in no particular order, as advised by some of the industry's leading specialists – such as Autofarm's Mikey Wastie, RPM Technik's Darren Anderson and Pete Twyman at Paragon Porsche – to help you get the most from your 996 or Gen1 997 Carrera.

Short-shift kit

Improves: Gear changes
Cost: From £138.50 (Design 911)

1 The way that you interact with your Neunelfer is just as important as its outright performance, and while the gear change of a 996/997 is slick and accurate, there's always room for improvement. A short-shift kit can transform the feel of every ratio swap and the DesignTek item in particular is a direct, bolt-on replacement for your 996 or Gen1 997.

Manufactured from stainless steel and aluminium, the short-shift kit includes all the clips and bushings you'll need and fitting is a DIY task. Careful counterbalancing ensures the ultimate in slick shifts, and you can retain the standard gear knob, too. This is a cheap way to improve driving satisfaction.



Lightweight flywheel

Improves: Heel-and-toe gear changes
Cost: £1,540 (parts without fitting)

2 We're big fans of RPM Technik's CSR products, and swapping your car's standard flywheel and clutch for their lightweight items will really change its character. Available for both 996 and Gen1 997 models, you'll quickly notice the engine's improved eagerness to rev and "heel-and-toe downshifts are sublime", according to RPM Technik's Darren Anderson.

It comes as a complete kit with custom friction plate, pressure plate, release bearing and flywheel bolts. They do recommend using a clutch friction plate with a sprung hub, though; the lightweight flywheel can be fitted without it but the upgraded item will help minimise any chatter at idle. Having the parts fitted to your 996 will cost £2,128 including VAT, and just over £2,200 for a 997.

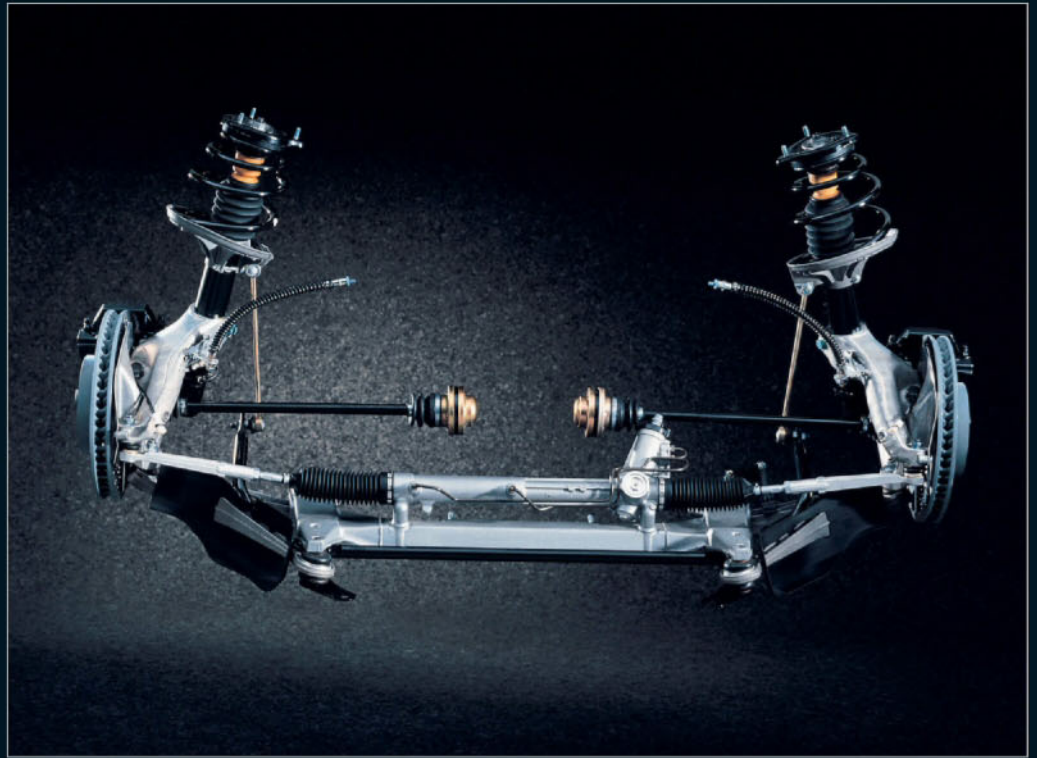
M030 suspension

Improves: Handling
Cost: £1,440 including fitting and VAT (Autofarm)

3 With numerous options available when it comes to improving your car's suspension, there's one that gets overlooked according to Mikey Wastie at Autofarm. Proving good value compared to aftermarket items, Porsche's factory M030 sports suspension kit is well worth considering and will enhance the handling of your 996 on road or track.

Lowering the car by 10mm all round, the factory-coded M030 kit includes new springs and dampers, plus anti-roll bars at both ends and all the necessary mountings. And the price includes a full geometry set up, so you'll be getting the very best from the new parts as well. Taking this route will retain originality, too.

Of course, the huge advantage here is you'll likely be able to find a car that already has the suspension fitted, presenting an opportunity to test before you buy. We recommend this as the setup can be deemed too stiff for everyday use.



IPD plenum

Improves: Intake system
Cost: From £880 including fitting (Paragon Porsche)

4 Extra power is always welcome and useful improvements in power, torque and response can be gained with the IPD Plenum from Design 911. Replacing the more restrictive Porsche component, the aluminium Y-shaped unit fits behind the throttle body and significantly improves the efficiency of the intake airflow to each bank of cylinders. The patented design also features a dimpled internal finish that reduces turbulence as air enters the engine.

It's a DIY-fit according to Pete Twyman at Paragon Porsche but he also suggests teaming this engine upgrade with a high-flow air filter and an ECU re-map for better performance, the latter starting at around £500 for a 996 and £600 for a 997. Expect a gain in the region of 30-40bhp if you opt for all three elements in conjunction.



Tyres

Improves: Grip and handling
Cost: From £850 per set including fitting

5 As the only contact with the road, good tyres are crucial and fresh rubber "will transform your car and the way it handles, brakes and accelerates", according to RPM Technik's Darren Anderson. Mikey Wastie of Autofarm agrees and claims the Toyo Proxes R888s are perfect for trackday use, although he does point out the tread design can produce a slight whine.

Anderson's pick for both road and track use are either the Pilot Sport 2, Super Sport or Sport Cup 2 tyres from Michelin, all of which offer significant gains in feel and performance on a circuit. Prices can vary widely but as a guide, RPM can supply and fit a set of Pilot Sport 2s to a 996 for £850, while opting for Sport Cup 2 items for a 997 will cost £1,100 or so. Not an especially cheap investment, then, but one that will pay dividends when it comes to performance.

Brake discs & pads

Improves: Stopping distance & handling
 Cost: From £460 (various suppliers, not including fitting)

6 The importance of sound brakes hardly needs stating but when it comes to upgrades, “be careful as costs can escalate quickly”, says Autofarm’s Mikey Wastie. For road and occasional track use, some modest modifications can bring useful benefits and upgraded brake pads are a good starting point.

Wastie recommends Pagid ‘blue’ pads, which are a medium friction compound and cost around £170 per axle, and will improve braking without introducing compromises in everyday use. A high performance fluid is beneficial, too, with RPM’s Darren Anderson suggesting the Performance Friction brand; their RH665 racing fluid is to DOT4 specification, has a high dry boiling point of 325°C and costs around £30 per litre. Up-rated hoses are a good move for around £60 per set.



Waterless coolant

Improves: Cooling
 Cost: From £643

7 If you’ve improved the performance, it stands to reason that you’ll want to make the most of it, but it’s easy to forget the fundamental issue of cooling. As RPM’s Darren Anderson explains, both M96 and M97 engines can suffer from weaknesses in this area, with poor

heat transfer and localised hot-spots contributing factors to bore-scoring. Upgrading the cooling system is a smart move, and using Evans Waterless Coolant is a part of that. With a much higher boiling point, ensuring heat transfer within the engine isn’t compromised, it will never need

replacing, which softens the blow of the £643 cost to convert your car. Anderson also advises fitment of a low temperature thermostat, which opens earlier, keeps engine temperatures low and fits in the existing housing. That will cost £102 if done in conjunction with the swap to waterless coolant.

Performance exhaust

Improves: Sound and bhp/tonne

Cost: £1,842 (996, from RPM Technik)

8 When it comes to replacing the standard exhaust system, there are a wide range of high-quality options from the likes of Quicksilver and Milltek, but our favourite is the CSR range from RPM Technik. The noise emanating from the flat six is a key part of the 911 driving experience and a pair of CSR sports exhaust boxes will certainly provide a glorious sound track to every journey.

Available for both the 996 and 997, the design has been carefully tuned to optimise gas flow throughout the rev range, while at the same time avoiding any annoying drone or resonance that could mar motorway cruising. The systems are made from 304 stainless steel and are TIG-welded for quality and longevity, and are designed to work with the standard exhaust tips for that original look (although RPM do say that you'll need the 'S' items if you're replacing the system fitted to a standard 997 Carrera).



Catalytic converters

Improves: Sound and bhp/tonne

Cost: From £1,500 fitted (Paragon Porsche)

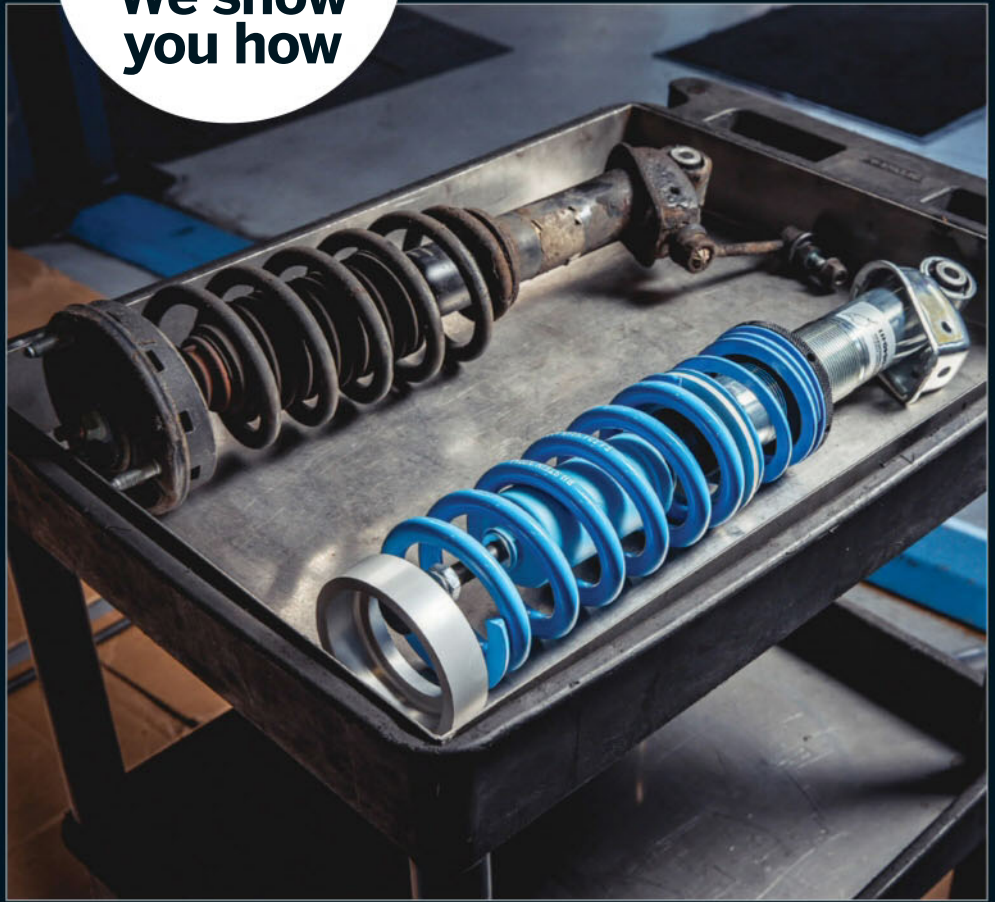
9 If you're considering improving the intake of your M96/97 engine, then it makes sense to consider the exhaust, too. The factory systems will always present something of a compromise between noise, performance and emissions but when it comes to aftermarket parts, there are plenty of ways to realise useful improvements.

When we asked Pete Twyman at Paragon, he was quick to recommend replacing the standard catalytic converters with Dansk 200-cell items (200 is the number of internal cells per inch, a number that will affect noise and efficiency). These top quality stainless steel parts not only reduce exhaust back pressure – giving an extra 10bhp – but will subtly improve the noise your car makes. Ideal if you want to make the most of that water-cooled burble without upsetting the neighbours. You'll need to allow around £1,500 to fit them to a 996 – a sum that allows for dealing with any rusty bolts or flanges – and £2,000 for a 997 due to slightly more expensive parts.

Coilover suspension

Improves: Handling
 Cost: £1,000-£3,000

We show you how



10 Whether the current setup is feeling tired and in need of a refresh, or you're looking to make the handling of your 996/997 as focused as possible, one thing specialists agree on is the potential gain from aftermarket upgrades.

Frankly, there isn't the space here to cover the huge range of options available but the likes of Bilstein, KW and Swedish suspension gurus, Öhlins, all offer parts that will transform the way your car handles. Indeed, Paragon's Pete Twyman says the latter's DFV (Dual Flow Valve technology, for the same flow on compression and rebound for consistent response) coilovers are a good option at less than £3,000 fitted, including a geometry check.

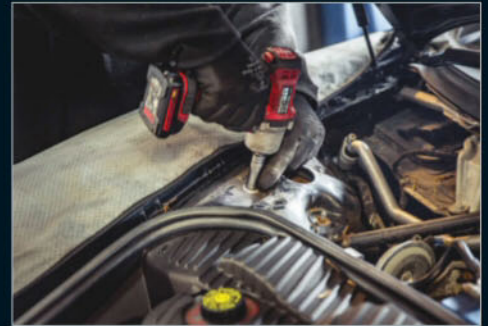
We're choosing to focus on the fitment of Bilstein's excellent PSS10 units, monotube gas dampers that have ten-stage adjustment for bump and rebound and feature a threaded body for accurate adjustment of the progressive rate springs. Alloy spring plates and a special coating resistant to corrosion will keep them looking good, and they are quick and easy to adjust when you want to switch between road and track driving. We're hugely impressed by the effect on handling and better still, they can be DIY fitted.



1 First of all you will need to remove the wheels on your 996 or Gen1 997. The rear top mounts have to be accessed from inside.



2 Remove the anti-roll bar link rod and the bolt at the bottom of the rear strut. The strut is then free to be removed and replaced.



3 The front top mounts are under the boot lid. The screw holes are oval – mark where they sat to ensure consistency with camber.



4 For the bottom, alloy on steel rust is an issue so plenty of spray grease is needed to free the strut.



5 We recommend new top mounts but if using old items you'll need to free them from the old strut. Check the bushing to see if it is splitting.



6 With the new struts fitted and the wheels back in place, the car will need a clean geometry setup.





A NEW

991.2 C2S V C4S

DIRECTION?

For the first time in the Carrera range, all-wheel drive is faster than traditional rear-wheel drive – but has the C4S really turned a corner in offering a better sports car experience than the C2S? Total 911 heads for some curved roads to find out...

Written by **Lee Sibley**

Photography by **Daniel Pullen**



Serendipity, they call this. It is the hottest day of the year in Britain, the 911's on-board thermometer showing a scorching 34.5°C, and your favourite automotive magazine team are out on road test with a delectable double of 991.2 Carrera Cabriolets. Basking in the sun's intense glare, both 911s are topless, their four-panel roofs stowed neatly under the curvatures of their respective posterior. I can't help but feel lucky to call this 'work'. Aside from the favourable bright sunshine beating down on Josh, my Features Editor, and I, our 991.2 Carreras are delivering the full accoutrement of the 911's traditional Cabriolet experience, namely a positively visceral auditory of the hard-working internal combustion engines behind us.

In 991.2 guise this means that, as an overtone to the snarling and popping of exhausts as each car rides in Sport mode, there's a high-pitched whooshing from the turbochargers as Josh and I traverse a narrow corniche along the breathtaking Elan Valley's southern front. Situated in the very centre of Wales, the road dissecting the Elan Valley has long been a **Total 911** favourite for its brisk changes in elevation, pace and accompanying scenery. Save for the obligatory sheep inevitably loitering close by (perhaps tyre detritus and surplus tarmac chippings are the perfect garnish to the habitual Welsh terrain?), the road is relatively quiet, giving us plenty of space in which to exploit the boundaries of our cars.

This is just as well, as the fact both cars are Cabriolets is of little relevance to today's journalistic test. The reason we're here, then, is because the Carmine red 991 I find myself in has drive going to all four wheels, while the Graphite blue example Josh is piloting employs the conventional 911 genetics of rear-wheel drive.

In years gone by, a C2 v C4 head to head would be a largely superfluous exercise. The rear-driven car has always been a purist-pleaser, is faster, and doesn't understeer so readily, while the C4 is intended for those whose 911 brief is unabated everyday usability. Now though, to use an apt metaphor, the terrain is different.

The 991 generation's 100mm extended wheelbase and revised engine position, now sitting more atop that rear axle, has blessed the entire model line-up with a deftly balanced chassis. As a result, understeer has been greatly reduced, the C2 and C4 included. Then, when the Carrera went turbocharged for the 991's second generation, something quite incredible happened: for the first time, the all-wheel-drive variant boasted a quicker 0-62mph sprint time over its rear-driven comrade. This means that in terms of true, outright performance, the new C4S is now the de-facto choice for those wanting the fastest possible Carrera. So where does this leave the rear-wheel-drive variant? Well, the difference in sprint time from 0-62mph between the C2 and C4 is just 0.1 seconds, hardly a night-and-day conclusion to proceedings. Besides, at **Total 911** we don't decide duels by statistics, we decide them by feel, deliverance and above all, emotion. The Carrera 2 may have its tail between its legs when it comes to a dash off the line, but overall the RWD and AWD cars are closer than ever before. So which edges it?

The Carmine red Carrera 4S was busy winning me over even before I took a seat in it. Entirely subjective I know, but the four-wheel-drive Carreras are visually superior to the Carrera 2s. Their wider body gives a more aggressive stance on the road (admittedly, I think this works better in Cabriolet form with the roof stowed)

while there's an undeniable beauty to that red connecting light between those rear clusters, something the rather more simple Carrera 2 doesn't have.

These extra aesthetic devices are a clue as to the additional engineering that's gone into the all-wheel-drive 911. For while its rear axle is always driven (and biased), the C4 employs an active all-wheel-drive system using an electro-hydraulic multi-plate clutch with variable map control (PTM) to send power to the front wheels, too. Honed on the first-generation 991, the new Porsche Traction Management system is taken direct from the Turbo and is more sensitive than the previous model, responding quicker than it, too. Tied in with Porsche Stability Management and a host of sensors monitoring the rotational speed of each wheel, steering angle input and longitudinal and lateral acceleration, Porsche says its PTM takes no longer than 100 milliseconds to react at any one time. Blink and you will have missed it, quite literally.

To add to the traction armoury, 4S examples such as this get a limited-slip differential with Porsche Torque Vectoring, which brakes the inside rear wheel (on manual gearbox cars the diff is mechanically locking but for PDK it's electronically controlled with PTV Plus, which is essentially more active). And that's not all: C4s have a wider track than C2s by 2mm at the front and 40mm at the rear, though interestingly tyre specifications are for the first time the same.

Incredibly though, despite all of this technology, the car is never noticeably punting drive to the front wheels. To its immense credit, the Carrera 4S predominantly *feels* like a rear-driven car. Save for the torque distribution indicator on the instrument panel, which



Model 991.2 Carrera
S Cabriolet

Year 2016

Engine

Capacity 2,981cc

Compression ratio 10.0:1

Maximum power 420hp @ 6,500rpm

Maximum torque 500Nm @ 1,700-5,000rpm

Transmission Seven-speed manual; rear-wheel drive

Suspension

Front Independent; MacPherson strut; anti-roll bar; PASM; track width 1,541mm

Rear Independent; LSA multi-link; anti-roll bar; PASM; track width 1,518mm

Wheels & tyres

Front 8.5x20-inch; 245/35/ZR20

Rear 11.5x20-inch; 305/30/ZR20

Dimensions

Length 4,499mm

Width 1,808mm

Weight 1,510kg

Performance

0-62mph 4.5 secs

Top speed 190mph



Model 991.2 Carrera
4S Cabriolet
Year 2016

Engine

Capacity 2,981cc

Compression ratio 10.0:1

Maximum power 420hp @ 6,500rpm

Maximum torque 500Nm @ 1,700-5,000rpm

Transmission Seven-speed PDK; four-wheel drive

Suspension

Front Independent; MacPherson strut; anti-roll bar; PASM; track width 1,543mm

Rear Independent; LSA multi-link; anti-roll bar; PASM; track width 1,558mm

Wheels & tyres

Front 8.5x20-inch; 245/35/ZR20

Rear 11.5x20-inch; 305/30/ZR20

Dimensions

Length 4,499mm

Width 1,852mm

Weight 1,580kg

Performance

0-62mph 4.2 secs

Top speed 187mph

gives you live updates of how power is being distributed over each axle, a driver is largely unaware of where and even how that power from the turbocharged 9A2 engine is distributed.

Even at speed in a straight line, the C4S is supremely planted. There's much less movement from the front of the car, the 4S rocketing along the Elan Valley's more open stretches with an indomitable assuredness. When it comes to cornering, turn-in is razor sharp, the Carrera 4S leading from its nose through each turn as we cross the gorge and climb higher up the Valley's northerly incline.

Much like the 991.1 before it, understeer on the four-wheel-drive car has been greatly reduced through even medium and fast paced corners. Thanks to the work of PTV Plus and optional rear-axle steering, corners are disposed of in clinical fashion. The car's insistence on maintaining its natural balance is striking; there's no such weighting up of the front needed like on the 997-generation 911s and before, meaning you can brake later (even trail for much longer where necessary) and carry more speed into corners without even a hint of grip recession and understeer. Try as I might – and even with PSM completely deactivated – the all-wheel-drive Carrera seems unshakeable, its grip levels apparently boundless.

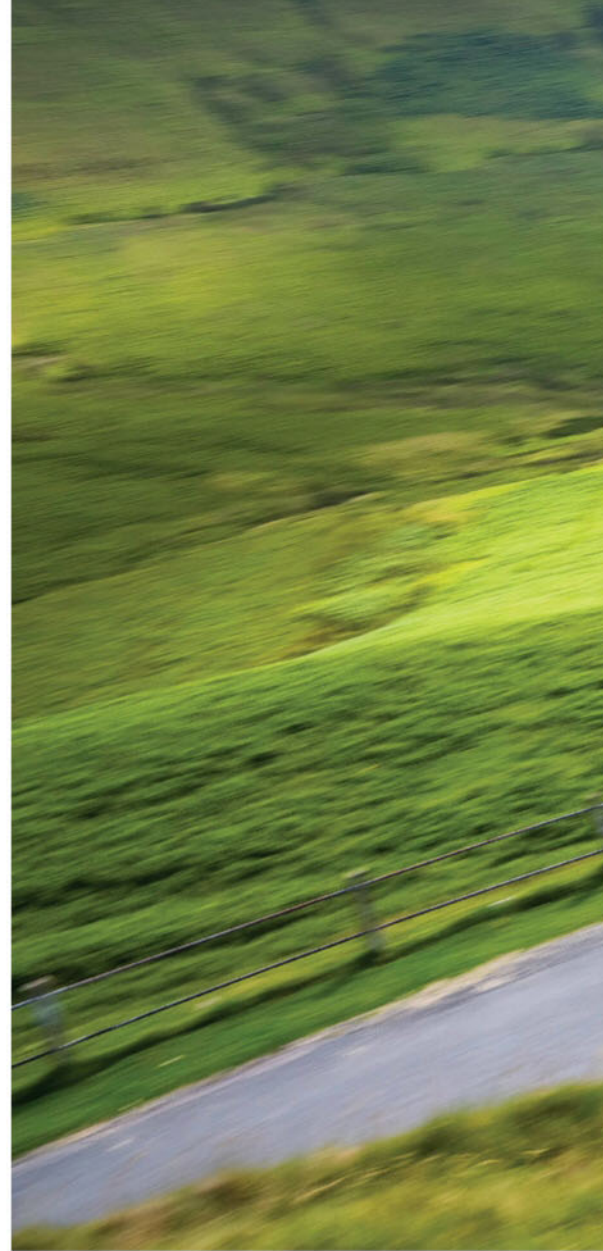
And that may well be where the 4S's problem lies. It's a fun car to drive, don't get me wrong, but to me the 4S errs just a little too far on the side of 'caution' in a duel against flair. Simply put, I don't feel like I'm getting anywhere near to the car's

or my own limit at any time, which curtails my enjoyment somewhat.

Eventually, we reach the historic remains of the Cwmystwyth lead mine where, after stopping for a look around its stone roadside carcass, Josh and I swap keys and I take my place at the helm of the Graphite blue Carrera 2S. Equipped with a seven-speed manual gearbox – and therefore a mechanically-locking rather than electrically-controlled LSD – the rear-driven car is technologically inferior to the 4S, with 100 per cent of available drive going to the rear wheels only and managed by Porsche Torque Vectoring. With no optional rear-steer here, the aft axle is passive, too, so it's the most basic (read: purest) 911 C2S you can currently buy.

Though at face value the rear-drive car employs a similar driving experience to its opposite number in four-wheel-drive, it doesn't take long for our twisting Welsh B-road to highlight some key differences. Pinning the accelerator to the floor, the chassis of the C2S moves around beneath the driver when at speed on longer stretches of uneven road, the load of the car more readily riding on the shoulders of those huge 305-section tyres thanks to the C2S's narrower track width at the rear. Occasional, incremental inputs into the steering wheel keep the car finely poised as we bob and weave along the road while chasing the horizon, though nothing less than gracious levels of grip are ever in doubt here.

Approaching the tighter turns on the other side of the Elan Valley again, it is clear that a



Above Cutaway of the latest Carrera 4's all-wheel-drive system shows how power – and weight – is distributed towards the front axle

Right The twisty tarmac sprawling right along the Elan Valley makes for an exemplary proving ground for our C2S v C4S test



“The C2S can kick out, if you let it, forcing the 911 into oversteer”



whole host of slow, medium and fast corners aren't a problem for the C2S in terms of turn-in precision, it too benefitting here from the deftly balance of the 991-platform's chassis. Pinpointing the apex doesn't exactly make for hard work here but while still plentiful, grip in the C2S isn't as limitless as the C4S.

That narrower rear track width doesn't let lateral load transfer so easily and, with a passive rear axle as here unable to push the car round a bend from behind, the rear of the C2S can kick out – if you let it – forcing the 911 into oversteer. Without that extra 50 kilograms of all-wheel-drive technology stuffed forwards in the C4S, the C2S is more vulnerable to that traditional 911 'pendulum swing' behaviour too, as its weighty rear steps out through tighter hairpins, though its manner is nowhere near as stubborn as the rump of wayward 997s.

This doesn't happen at will, though, and a concerted effort is needed to provoke the 991 C2S into oversteer. Even in rear-drive form, there's an awful lot of rubber to unsettle: unlike previous generations, with the 991.2 both the Carrera 2 and 4 employ the same specification tyres, meaning the contact patch to the asphalt is exactly the same in both cars. While that means grip is seemingly infinite in the 4S, those slight revisions to the chassis layout of the 2S provide matching

adjustments in the boundaries of available grip. The difference is therefore just that: slight, but enough to let the rear-drive Carrera retain its superiority in terms of flair.

It is for this reason that the rear-drive Carrera remains our favourite. Its dynamism is what defines it as a true 911, a sports car that has always delivered a dramatic driving experience. The latest 991.2 iteration is the most assured 911-generation to date in terms of handling superiority, yet crucially there's still a smidgeon of vulnerability about the car in rear-drive form that means, on the road at least, it's easier to break the hold of those rear tyres on the C2S. To provoke the same outcome in the all-wheel-drive car will involve a level of aggression that's not at all palatable for a public road space.

In a nut shell then, the Carrera 2S is just much more fun to drive – and there's even an additional 20 litres of space available in the front luggage compartment (145 litres versus 125 in the Carrera 4S), ever a worthwhile retort against the C4S's remit of enhanced everyday practicality. Yes, in the order of balance we'd need to drive the same road with the same cars again in the wet to see if our outcome is any different, but in the blistering heat of the sun-drenched Elan Valley, it's the rear-driven Carrera whose dynamic talents shine the brightest. **911**

EXHAUSTS: THE ART OF FINE TUNING

Defining and creating Porsche exhaust notes requires its own department. Total 911 looks at the evolution of flat-six sounds

Written by Kieron Fennelly



For the enthusiast, a car is defined among other features by its exhaust note. TVR is one of the best examples of this. The mass manufacturers historically fitted the cheapest mild steel pipes they could obtain and this gave rise to a huge aftermarket for companies like Peco or Speedwell, which sold chromed tailpipes and larger bore stainless steel componentry in their hundreds of thousands to owners seeking more noise and (often misguided) performance.

At Porsche, things were slightly different. The rear engine meant the exhaust was much shorter and more convoluted and the 911's exhaust, like the rest of the car, was properly engineered to duct away waste gases without compromising performance. Few Porsche fans complained that 1970s or 1980s 911s were not loud enough! Indeed, the apogée of 911 acoustics was probably the 964, whose barrel-chested baritone rumble remains one of the great Porsche sounds.

However, that began to change with the 993. The twin outlet setup – one exhaust per bank of cylinders effectively dividing the beat of the flat

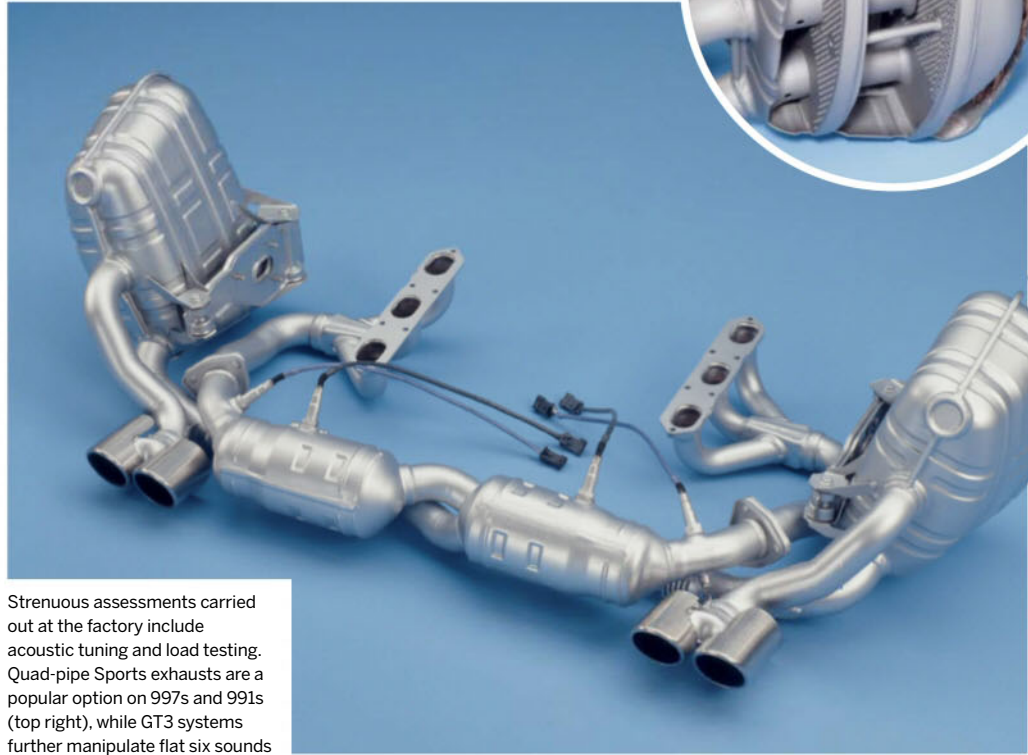
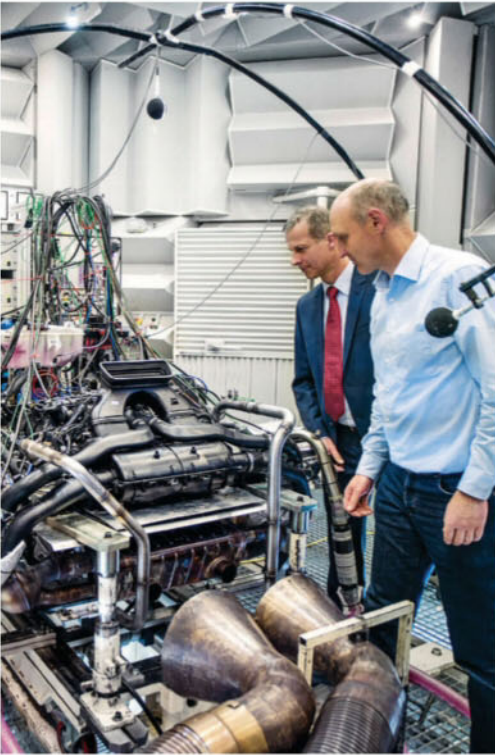
six – muted the sound effects. Louder aftermarket pipes for the 993 soon appeared, but in terms of efficiency, the standard system was said to be impossible to better. By the 1990s Porsche was also confronted with drive-by noise regulations, which were especially hard on the air-cooled 911, where engine and exhaust noise is concentrated at the rear. Indeed, for decibel reasons, the Swiss and Austrian versions were fitted with the higher ratio G50/20 gearbox of US specified cars.

For the 996, Porsche had already decided the all new water-cooled 911 would be altogether a more refined, sophisticated car, but it underestimated the sound-deadening effect of the water jacket: observers thought the 996 was almost *too* quiet. The answer was an exhaust note that, in the case of the 996, could be modulated by the driver. Porsche was aware of work going on at BMW Motorsport (which would result in the splendidly raucous *Auspuff* of the E46 BMW M3) and set up its own exhaust-tuning department at Weissach. A senior engineer, Helmut Flegl, hero of Porsche's CanAm campaign and former 928 project director, was

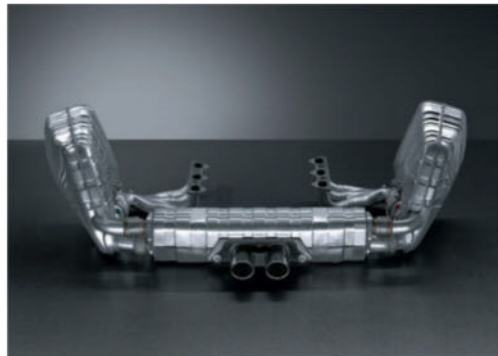
deputed to manage it and if it seemed to him initially that this was a slightly disappointing way to finish his Porsche career, Flegl would soon change his mind: developments in electronic engine management could now go far beyond monitoring a lambda sensor for the exhaust system and, as it was at BMW, exhaust tuning at Porsche would become another mainstream development activity. To give the 996 more aural definition, Flegl's engineers devised the Sport Exhaust which, controlled from the dash, opened valves in the silencer thus releasing more sound.

For some years, the Sport Exhaust was linked with Sport mode, operating only when the engine and chassis were in this setting. This was perverse for owners who at times wanted to pootle along, simply enjoying the growl of the Sport Exhaust without the harder dampers and hypersensitive throttle of Sport mode urging them to go faster. Priced at around £1,700 and making good profits for Porsche, the Sport exhaust option has long been a 911 must.

However, if opening and closing flaps in the exhaust is relatively straightforward, influencing



Strenuous assessments carried out at the factory include acoustic tuning and load testing. Quad-pipe Sports exhausts are a popular option on 997s and 991s (top right), while GT3 systems further manipulate flat six sounds



the sound emerging from the tailpipes is altogether more clever stuff and involves tuning comparable with setting up musical instruments. This was the challenge facing the now Vibrational Technology and Acoustics department led by Dr Bernhard Pfäfflin, when he and his group learned that the entire 991.2 range would be turbocharged. Besides the characteristic whistle of the turbocharger, the twin blowers also deliver much higher torque at low and mid range RPM compared with the atmospheric engine. The resultant larger volumes of exhaust gas shift the entire frequency range and certain higher pitches are damped more strongly than others, effectively dulling the exhaust sound. Pfäfflin and his acoustics engineer, Bernd Müller had to find a method of recreating that sharper, more characteristic '911 sound' for the Sport exhaust setting in particular.

While modifications (he does not specify exactly what) were made to the wastegate to reduce the intrusive turbo whistle, working with drivetrain engineers during development of the 3.0-litre 991.2, Müller created hundreds of digital

sound files. By means of a microphone and crankshaft speed sensor, his computer received input on the pattern of sound pressure waves emitted by the tailpipe. Exhaust gases emerge in pulses from each firing a high-pressure area followed by a low-pressure area and, like organ pipes, the resonance can be modified by the bore and even the length of the pipe. To achieve the desired note for the new Carrera, among other modifications Müller and his colleagues moved the tailpipes to the middle of the 911 to extend the pipe length between the catalytic converter at the manifold end, and they redesigned the silencer. What the group regarded as the best sound file profiles (around half a dozen) were presented to the board, where their merits were as hotly debated as any design subject, before a final version was selected.

Pfäfflin says each model has to have its own distinctive sound – the GT3 “has to rock,” for example (you might think it already does, but the forthcoming as of yet unannounced 991.2 GT3 has no doubt presented its own challenge). For the Carrera and Carrera S, Pfäfflin was

clear: “The 911 has to sound like its output. No synthetic pop music, but real tones from genuine instruments. We mix the sounds in such a way that a harmonious pattern emerges for every style of driving.”

Acoustic tuning is an extremely complex process and also a very competitive one and manufacturers will only disclose so much detail about their practices. When asked how it created the F-Type’s spectacular over-run crackle, all that Jaguar’s sound quality engineer would say was that “this is delivered through a combination of the exhaust internal tuning and fuelling calibration.” And Porsche is not any more forthcoming, though it is known that these over-run effects are usually achieved by deft manipulation of the exhaust valves.

Exhausts have come a long way since your dad bolted a Peco on the back of his MGB to enhance its familiar bark. Today, such is the sophistication of the 911, and so much has the exhaust become a key component of its engine management, that the aftermarket pipe has an almost impossible act to follow. **911**

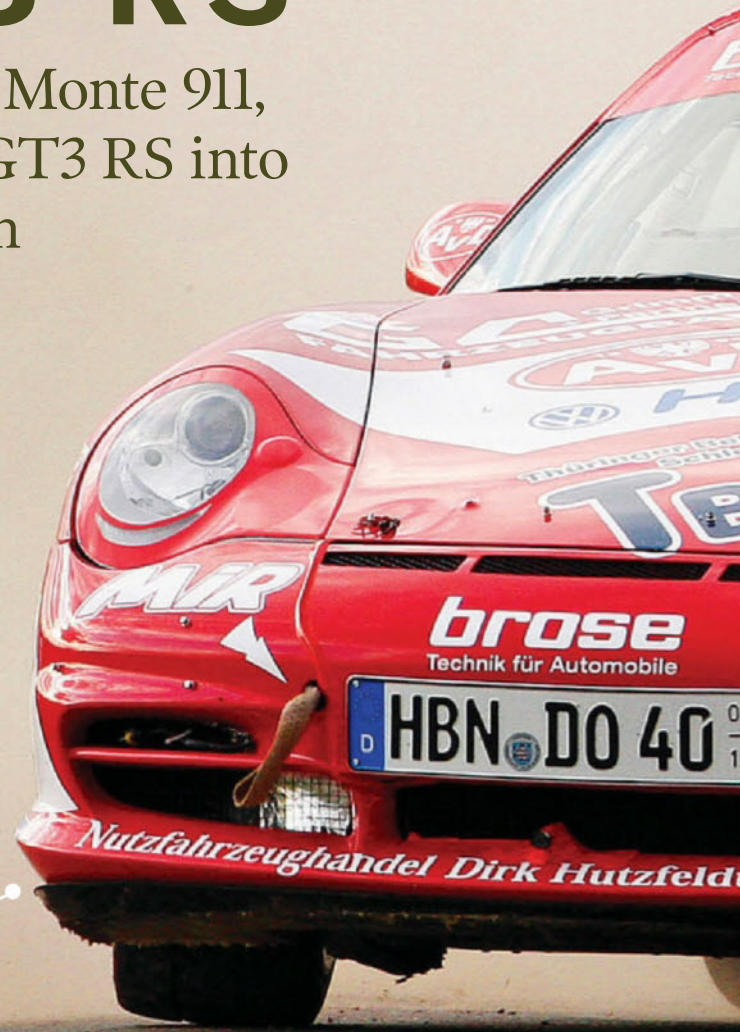
996 GT3 RS RALLYE

THE FIRST RALLY GT3 RS

Forty years after the original Monte 911, Weissach thrust its first ever GT3 RS into off-road competition

Written by **Kieron Fennelly**

Photography by **Maurice Tillaard**





It must have seemed like a brilliant idea: a one-make national rally championship using 911s. Certainly, the director of Porsche Motorsport, Harmut Kristen, was not alone in thinking so – after all, Porsche wouldn't even have to design a car: the template already existed in the shape of a specially built 996 GT3 that Walter Röhrl had driven to great acclaim as the 'hare' in the 2001 Deutschland Rally. As was later revealed, this car was the very first GT3 off the line in 1999, and it was kept by the factory and later turned into a rally demonstrator by the Motorsport department.

The man behind the one-make scheme was Belgian Gérard Magniette, an entirely plausible former national rally champion who had competed in Mercedes 190s, Escort Cosworths and a Hartge BMW M3. The northwest corner of Europe, which is centred on Belgium and overlaps with neighbouring regions of France and Germany, has long had a vibrant tarmac rallying scene, and in the 2000s, Magniette's workshops prepared engines for his own Future World Rally Team and for other rally clients. His approach to Porsche coincided with the end of production of the GT3 RS and for Porsche, it neatly resolved the matter of selling off the last few cars.

Magniette's plan was to sell these rally specials to wealthy clients and then manage their racing programme in a complete turnkey operation: clients would pay €125,000 for the 996 GT3 RS Rallye – named the Road Challenge – plus an annual running fee of €35,000. The offer involved garaging and maintaining the cars as well as delivery to the circuit and pits support. With catering and hospitality also included, the client simply had to turn up and drive. Made for the Belgian series, these WRC-compliant GT3s represented a cost-effective route into the sport in a part of the world where rallying has a large following. The advent of the new championship was widely flagged in the motorsport press, *Autosport* on 2 September 2004 quoting Harmut Kristen: "We are positive with respect to this private commitment of the 'Future World' team and are pleased that private persons are being given the opportunity to take part in 911 rally sport. This has not been the case for many years. It may even be the case that other manufacturers will adopt the idea to compete against the 911."

Although Porsche Motorsport had already built a rally 996, it developed the 996 GT3 RS Road Challenge specifically for the Belgian Rally Championship. Kristen deputed Roland Kussmaul to oversee construction of the cars – effectively modified GT3 RSs – which was carried out at Magniette's workshops near Antwerp, Belgium. The GT3 RS itself was still comparatively new, first shown at Frankfurt in 2004, and was 50kg lighter than the stock GT3 thanks mainly to a bonnet, rear wing and windows in polycarbonate. It had a stiffer, lower suspension and the engine was modified with the Cup car's intake and exhaust ports, raising output to 390hp.

Below Two fixed racing seats with six-point harnesses were the only substantive non-metal items in an otherwise bare cabin



The 996 GT3 RS Road Challenge took the weight loss programme slightly further. According to Jörg Austen's definitive *Porsche 911 – Rallye und Rennsportwagen*, the rear cover, wings and doors were made in Kevlar and window glass, except for the windscreen, was in Perspex. To improve ground clearance, the ride height was lifted from 75mm to 100mm, and the underside was given a light bitumen coating to afford some protection from gravel spray. The exhaust was as fitted to the Cup car, with catalytic converters, but fairly minimal silencing; the Road Challenge also took the Cup's titanium connecting rods and Weissach set a rev limit of 8,200rpm, some 400rpm higher than the RS, which was more appropriate for the special six-speed low-ratio gearbox. This was designed to offer maximum acceleration out of slow corners, which was crucial in tarmac rallying. This reduced maxima in all gears and gave a top speed – hardly a major consideration

Model	996 GT3 RS Rallye
Year	2004
Engine	
Capacity	3,596cc
Bore & stroke	100mm x 76.4mm
Maximum power	390bhp @ 7,400rpm
Maximum torque	380Nm @ 5,000rpm
Compression ratio	11.3:1
Engine modifications	Cup exhaust, titanium connecting rods, rev limit increased to 8,200rpm
Transmission	Low ratio with LSD
Suspension	
Front	MacPherson strut/damper
Rear	Multi-link; Unibal body mounts; adjustable dampers and adjustable castor/camber angle; and adjustable anti-roll bars
Wheels & tyres	
Front	8.5x18-inch; 245/40/R18
Rear	11x18-inch; 295/50/R18
Dimensions	
Length	4,430mm
Width	1,760mm
Wheelbase	2,350mm
Weight	1,300kg
Performance	
0-62mph	4.4 secs
Top speed	154mph

in rallying – of 'only' 247km/h (around 154mph), some 59km/h (36mph) lower than the production series GT3. As well as the single mass flywheel of the GT3 RS, the Road Challenge had a pure on/off racing clutch, fitted in the interest of gaining vital tenths of a second. The ABS was deleted as the 'feel' imparted under braking on the varying surfaces of a rally (which is largely eliminated by ABS) is essential for top flight drivers. A limited-slip differential was naturally a standard fitting.

The cabin of the 996 GT3 RS Road Challenge was almost completely bare metal, resembling that of the Porsche Cup car. Two fixed racing seats with six-point harnesses were almost the only substantive non-metal items, as the fascia was largely denuded leaving essentially not much more than the prominent rev counter. A smaller removable steering wheel was provided to assist with getting in and out, which involved clambering over the side bar of the racing-spec

“Porsche Motorsport developed the 996 GT3 RS Road Challenge specifically for the Belgian Championship”



roll cage. A distinctly unfamiliar control (for the track specialist, at least) was the large lever just to the right of the stock GT3 gearshift. Almost shoulder height, this item (which looks like an escape from a railway signal box) was the manual handbrake, its length giving the driver maximum leverage to be able to lock the rear wheels instantly. Other specific rally kit included a Tripmaster and a spare wheel, stowed behind the seats and reached by pulling out the rear window.

With a proven factory car similar to the successful Porsche Cup GT3 R, this promising championship should have been a winner: it was designed as a pilot for other regional European Rally series, but it singularly failed to get airborne. Whether Gérard Magniette was having difficulties selling the Porsches or had underestimated the running costs – which, in the harsh light of day, turned out to be nearer €100,000 per team and somewhat discouraged ➔



Above Ride height was lifted from 75mm to 100mm and the underside was given a light bitumen coating to protect the car from gravel spray

Driving the 996

You don't leap into 996 GT3 RS Road Challenge and blast off into the sunset: first you must negotiate the side bar of the roll cage, then strap up the six-point harness. If the seat needs adjusting, you'll need your socket set first, as the buckets are fixed – this is a real racer. On goes the demountable steering wheel, which seems a long way from the stripped-back fascia, but the key is in its usual place. The sound on start up is immense: with nothing to absorb the cacophony of sound from the engine, exhaust and transmission, the bare cabin is a sound box. The clutch is the biggest challenge: it's either on or off and inevitably you'll stall the car at the first attempt. Then you learn to rev up and drop the clutch smartly, ensuring that the next 25 metres in front of you are clear. With a great wail from the exhaust, this is an embarrassingly noisy procedure and discreet progress is quite impossible.

This 996 RS is road registered, though it is far too loud for most tracks, so urban progress involves trying not to over-excite the throttle. The ride is hard and the steering is very direct. With such low gearing, the 996 is always on the cam and shoots forward with the slightest encouragement. On faster stretches, the bond that develops between driver and race car is evident, but what this 996 cries out for is a road or a track with no oncoming traffic – it's hardly surprising the owner brought it on a trailer for our photoshoot.



FIA R-GT Championship: 997s back in the race

Andreas Preuninger might just be a shade pessimistic: a decade later, (almost) contemporary 911s can still win rallies. Promoted by Michelle Mouton and Jean Todt, the idea behind the R-GT Championship is to get affordable yet exciting cars back into the international rally scene. Initial teething troubles with homologation – the FIA has had to adjust to dealing with individual teams rather than major manufacturers – restricted the championship’s first season, but did not stop the Tuthill-prepared 997 winning the inaugural event, the 2015 Tour de Corse. Team principal Richard Tuthill says of his rally GT3: “The 997 GT3 makes a perfect entrant in this category. It doesn’t feel any wider than the air-cooled rally 911s we prepare and the extra weight (1,300kg as opposed to 1,100kg) is noticeable only when braking. The 997 looks good, sounds fantastic, is great to drive and the crowds love it. We are preparing next season’s car.” The best-supported event was the Ypres Rally, fittingly in the heartland of European tarmac rallying, where he says, the Tuthill 997 was “just brilliant”.



applicants – is not clear: in any event, before the 2005 season was underway, Magniette lost interest and closed up his workshop. He had other business interests including real estate and it was rumoured he had inherited a vast sum of money. Whatever the reason, it left ten rally 911s without a series and recalled the fiasco in 1992 of the 45 964 RSs that Weissach had prepared for a proposed Stateside Porsche Cup, which also collapsed at the last moment.

Eventually, the ten 996 GT3 RS Road Challenge rally cars did find customers and certain cars appeared in high profile competition. One participated in WRC stages driven by Sebastien Loeb, Jean Alesi and Colin McCrae among others. The car in our photography is 093, the third of ten from Weissach and its history is typical: first rallied by seven-time German rally champion Matthias Kahle, in 2010 it was acquired by Olaf Dobberkau, owner of a demolition business and local hero, who used it to demolish much of the opposition in rallies in North West Germany, as exemplified in several exciting YouTube clips. In 2012 Dobberkau traded up to a 997 GT3 and Sönke Milon bought the GT3 RS Road

Challenge. However, he found the car beyond his skills and its fourth owner was Dutchman Erik Kouwenhoven, who runs the Porsche enthusiast website www.vierenzestig.nl. Here, Kouwenhoven lists the biographies of nine of the other Road Challenge GT3s. Only no. 099 – car number nine – has so far proved untraceable. Fascinated by these rare 911s, Kouwenhoven acquired both the second and third cars. He has recently restored this third car, chassis no. 698093, including painting it white as opposed to the red visible in the YouTube clips of Dobberkau.

“I wanted to make it exactly as it was when it left Weissach,” Kouwenhoven explains. More than ten years old and inevitably no longer competitive at the top level, he felt this example – which had 21,000 largely competition kilometres on the clock, but was still absolutely original – should be representative of the very last 996s. As Austen’s book shows, chassis numbers WP0ZZZ99Z5S 698091-698100 were the final 996 chassis numbers. And no. 093’s very full history file begins with a letter signed by Harmut Kristen and his deputy Frank-Steffan Walliser, confirming that no. 093 is a derivative of a 996 GT3 RS, together with details

of its N/GT homologation and the sentence: “sold to Future World for use in the Porsche GT3 Road Challenge.” Appropriately, no. 093 has now gone to a seasoned Porsche 911 collector in Antwerp. “He is delighted with this 996 GT3 RS,” comments Kouwenhoven. “What appeals to him is that this is a proper factory developed car, [it is] not an aftermarket Porsche, and it has a genuine competitive record in the hands of top class drivers. It is an extremely rare Porsche 911, too. Porsche built 20 of the 911Rs and SC RSs, but made only ten 996 GT3 RS Road Challenge cars.”

Will Porsche return to building rally cars? They say you should never say ‘never’, but it seems unlikely. At the 2015 Rennsport Reunion at Laguna Seca in the US, Erik Kouwenhoven asked Andreas Preuninger, chief of Weissach’s GT programme, that very question. His reply: “I would love to do another rally 911 and we’d have no trouble finding clients, but the Porsche 911 has become too big. The 996 was just small enough to make it as a rally car.” Preuninger recalled the Future World programme very well, saying, “I worked on that and they were fantastic cars. Too bad those days are gone.” **911**



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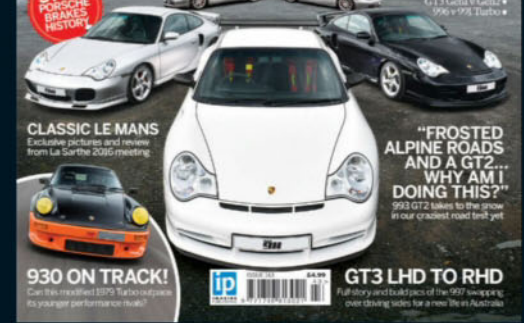
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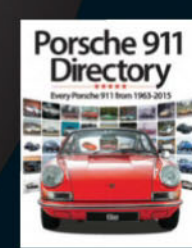
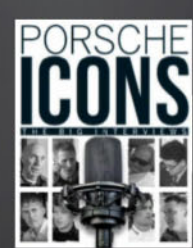
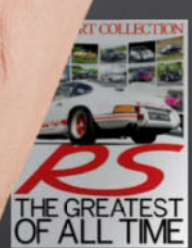
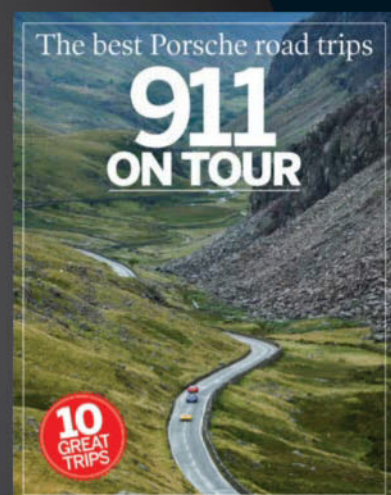
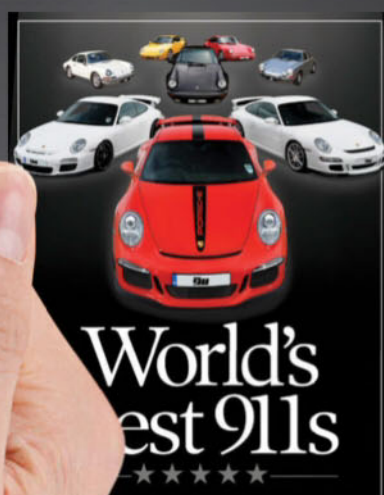
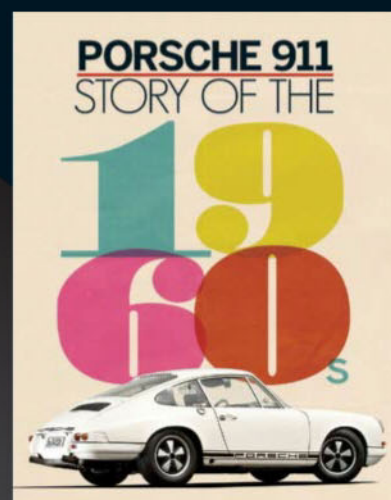
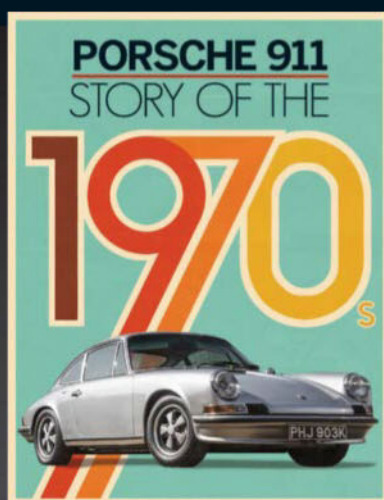
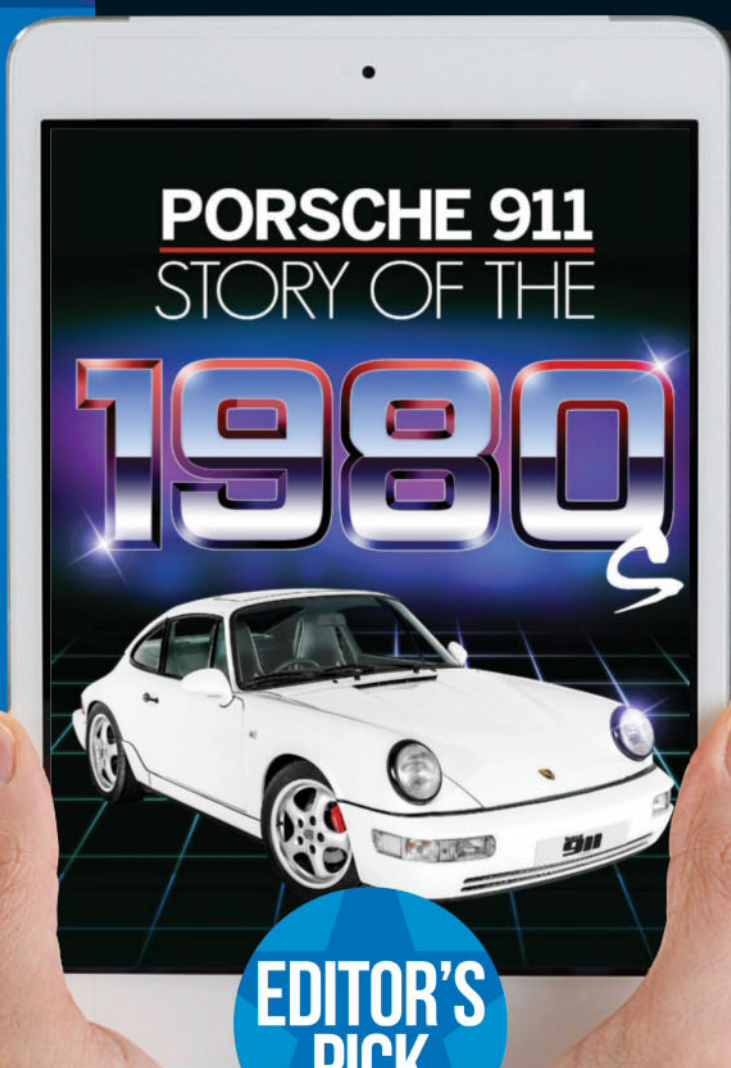


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Living the Legend

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



Tony McGuinness
San Diego, USA

Model 997.2 GT3 RS
Year 2011
Acquired February 2011
Model 991 GT3
Year 2015
Acquired December 2014

Nowhere in the world has a car culture like Southern California. Cars are a necessity in this part of the world. Without one, getting around is very much a hardship.

While this part of the globe has a form of public transport for all intents and purposes it is very limited in its geographical reach and only serves a small percentage of the population. Unfortunately, the reality is that most people who live here would never ride public transport unless they absolutely had to. Unfortunately, it's a sad fact of this car-mad society.

Because the region is so expansive, cars in Southern California are simply a

way of life. Whether they are navigating the notoriously packed freeways or driving for pleasure along the scenic coast roads, people here love their cars and Porsche has been a huge part of this ongoing love affair.

I've mentioned previously that Southern California has more Porsches than any other part of the country. It's no accident that there are more Porsche dealers here than any other state in the Union. The market in Southern California is so important to Porsche that soon it will open a Porsche Experience Centre in the city of Carson, one of only a handful of such centres in the world.

Southern California is where America's most famous Cars and Coffee

event started. Since that famous event in Irvine, similar gatherings have been popping up all over the country; the latest and one of the most glamorous of these Cars and Coffee events being in La Jolla, a town that is home to some of San Diego's wealthiest residents and itself a car mad enclave.

The La Jolla Cars and Coffee event takes place in a location called "The Lot" – a unique upscale cinema, restaurant, bar, and cafe. The place that professes to create "the ultimate entertainment and lifestyle experience", indeed, provides a fantastic backdrop for La Jolla Cars and Coffee events. Recently, the event organisers decided that 25 June would be "Porsche Day".



A wonderful variety of Porsches turned up and in particular many 911s. It has to be the most unique Cars and Coffee event in existence. How many similar events from around the world can say they have a Porsche 356 Speedster in the bar and lounge area and a Mint green 991 GT3 Street Cup car on the cafe deck where people are enjoying their breakfast?

With flat screen televisions all over the bar showing the Wales vs Northern Ireland Euro quarter-final football match, the entire morning had a surreal feeling about it. Then again, this is Southern California and The Lot "Porsche Day" Cars and Coffee event successfully epitomised what Southern California is all about... a car culture unlike any other in the world.



Joel Newman
London, UK

Model 996 Turbo
Year 2003
Acquired April 2014

It's a question that came up in a chat with Editor Lee recently, and one that I feel may be of interest to all 911 owners. Over the past couple of years I have developed a certain bond with my car as a lot of 'my' joy is centred on improving the driving experience and personality of my 996. As I like my cars stiff, light and loud that's generally the direction I take, and it's a wonderful feeling to know that your time, input and investment has made a great car better (in my opinion). But how long do you drive a car before you look for a new challenge, a new relationship?

It's because of this conundrum that the car's value starts to come into play; I'm not sure I've ever owned a car that appreciated, so first off I don't want to do anything silly. That makes me wonder, is my Turbo an asset or a friend? Can I enjoy it and still see its value increase, or am I going against the spirit of enthusiast ownership?

If I am now approaching profit territory, I must consider that any modification may affect the value. With mileage at the 83,000 mark, it is no garage queen, but I realise



that with every mile I'm reducing my chances of making a profit. A depreciating, sub £15,000 911 is not the same proposition as a Turbo with a sticker price that continues to rise.

So, my issue is this: do I continue to upgrade and potentially make a resale more difficult, but enjoy the car? Do I put it away as an investment, praying that it may continue to vigorously increase in value? Do I sell the car and use the money to invest in a different 911? Or do I just drive it and forget the rest? They say the grass is always greener, but I do love a challenge and a car that needs me as much as I need it! Getting foibles fixed is half the fun, and it would be great to fall in love all over again, maybe just not for my pocket.



Gina Purcell
Oxford, UK

Model 911 SC
Year 1982
Acquired April 2014
Model 964 Carrera 4
Year 1989
Acquired September 2004



The simple joys of driving get super-concentrated in a 911 and I've been busy putting as much mileage under my cars' wheels as I can of late. Steffi the SC suffered a return of her stutter under load, so while she was at BS Motorsport, I've been enjoying Wolfi the 964 C4. Any excuse for a drive: Tesco's, visit Mum, today ends in a 'y', the sun's out... just driving for the sheer pleasure of allowing 911 motion to move my soul.

Swapping between the cars a lot recently again points out their fundamental differences. One with solid state, once-cutting-edge 1980s microchip-controlled reflexes and the other, though born on 15 January 1982, still fused to a time of groovy flared trousers and fondue parties (in an engineering sense at least).



It's all Kraftwerk vs Led Zeppelin, and massively enjoyable.

Steffi's recent bout of hiccups was traced to blocked injectors, which, considering how much fuel has flowed through them since the launch of the compact disc player, came as no surprise. They stubbornly resisted all attempts at ultrasonic cleaning, so new injectors were fitted – and what a difference. Wow! Acceleration is noticeably better in all gears, especially fifth, and I've grabbed every chance to put her to use.

With an odometer reading nudging 210,000 miles, and my avowed intent to double that figure, Steffi can look forward to some restoration work. She's booked into the bodyshop for January 2017. Must dash. The sun's out again and I have the keys to a 911.



Rob Clarke
Bristol, UK

Model 996.1 Carrera 4
Year 1999
Acquired February 2014

Emotionally, it has been a mixed month with my 911. After a few days of Macan ownership I had fallen out of love with my 996; it was uncomfortable and it wasn't handling well. I almost considered selling it but it had a weekend of TLC planned so I gave it another chance. This TLC session was a bit more hands on than usual, as I was actually doing some of the work myself (being directed by a mechanic who knows far more than me)! When I arrived he said, "the tracking is done and it was miles out!" That explains the really bad wear on the winter tyres when I took them off, and probably accounts for the poor handling too.

We started dismantling the rear of the car to get at the exhaust. I had prepared myself by looking at the steps detailed in the respective *Pelican Guide* (highly recommended for anyone who wants to know what the job entails before attempting it yourself or paying someone to do it). Anyone familiar with an exhaust change on a 911 will know it is like open-heart surgery; bumpers and heat shields have to be removed before you can get at the system. The removal of the old back boxes required some encouragement, but they came off.

Before we put the new system on we tackled the new anti-roll bar drop links; I thought this would be easy, but the nuts are welded into the bottom of the suspension struts and coupled



with bad corrosion, these required the careful application of heat. You see oxyacetylene torches being used all the time on TV car shows but when it's your car it makes you a little uneasy!

Next up was to rebalance the front wheels as I was getting bad vibration at high speed – a few minutes and a change of weights and it was sorted. We started assembling the new exhaust; this was purchased from Topgear and my first impressions were that it was a well-made system – it came with all the fixings and went together nicely. The only criticism is that since the system has some adjustment for position, there were slots instead of holes for the mounting bracket (to give a bit of adjustment), which required some extra penny washers to locate the fixings.

Next up was a new set of tips; I opted for a pair of Dansk Ovals

purchased from Design 911. We initially installed these then offered up the bumper to check alignment and they were spot on, so we tightened them up and then started assembling the heat shielding and replacing the bumper. The final bit of TLC was a new oil filler pipe and then, the test drive... Wow! What a transformation, the handling and sound are fantastic; it feels like a new car. The exhaust has a mild growl on low down revs and there is a sporty rasp as it climbs the rev range. All my concerns are gone – I am keeping it!

This brings me to my next worry: while driving the car 'enthusiastically', I have discovered a new warning on the dashboard. The light indicates "low coolant", so I've been topping it up every 150-200 miles. This is the next job on the list, so while we're on holiday I will be having it checked and sorted.



Greg James
Mercer Island,
Washington

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

Nothing exciting has happened in the last couple of months as I've been busy with my kids and travelling during the summer vacation period. In mid-June, I did something I've wanted to do for a while and went for a thrilling romp through the Cascade Mountains in the 993 Turbo. My girlfriend Lisa and I had a free weekend without the kids (she's also divorced), and we decided to drive a road that we've travelled many times before in my Chevy Suburban, but usually with the kids. It's a stretch of highway that runs north to south and connects two major freeways that head east from Seattle.

As I mentioned, we travel the road frequently with the kids on our way back from a cabin I have in the north central part of the state, near the Canadian border. Last summer, while on the drive home in the Suburban, a Ferrari 458 shot past me at over 100mph on a wide, uphill, two-lane section of the last mile before the summit at Blewett



Pass. The wail of the engine and my son's comments of "Dad, did you see that?" cemented in me the knowledge that I was going to drive the same road in my Turbo. Needless to say, it was an amazing trip.

We left Seattle on a beautiful warm summer morning and drove over the Cascade crest listening to Lisa's latest music on the Porsche's adequate mid-1990s stereo (I'm still not sure what the black box in the side pocket does, or is for). After a relatively slow drive east and north, and after stopping for lunch at the Hot Rod Cafe in Cashmere,



Washington, we started back and up the faster, smoother and more open northeast to southwest side of the pass. This is a stretch of highway that is mostly two lanes as it makes its way up toward the summit at 4,000-plus feet.

Big pine trees and slower cars were a blur as the Turbo seemed to be in its element on the smooth, wide blacktop curves. I've always thought the saying, "If you had to ask, you wouldn't understand" was apt for the thrill you get when driving a beautiful, high-performance car on a great road under ideal conditions. And I still do.

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Richard Klevenhusen

Rio de Janeiro, Brazil

Model 930 3.3
Year 1976
Acquired May 2012

As the Olympic Games were taking place in Rio de Janeiro in August, where I live, I decided to take a trip out of town as the city was overcrowded with sports fans and spectators. Taking advantage of the winter we have had this year (the average temperature was around 20°C, which is far too cold for a tropical country), we decided to hit the road with my 930 and headed up into the mountains to the city of Itaipava, which is an hour and a half from Rio de Janeiro.

The route provides a wonderful drive with captivating views of the mountains, which are covered with beautiful, luscious green rainforest.

There is no better place than this to enjoy the delights of a Porsche 930, though I should make it clear that I kept to the speed limit of 100km/h.

When we arrived in Itaipava the winter sun was shining high in the sky and the temperature was a comfortably cool 15°C. We stopped off at a lovely little restaurant that specialises in local mushrooms and sampled some of their delicious red wine, enjoying the sunshine and the beautiful scenery. After a wonderful day out, we returned to the city of Rio de Janeiro and attended a regatta at Guanabara Bay, right next to the famous Sugarloaf Mountain. It was a truly beautiful day.



Chris Wallbank

Leeds, UK

Model 997.1 Carrera S
Year 2005
Acquired November 2012



I've wanted to do a tour of the Lake District roads ever since I bought my first Porsche and this month I finally got to. We set off early on Saturday for the first overnight stay in Bowness-on-Windermere, taking the A65 out of West Yorkshire and then on to the A590/A591; this was the least exciting part of the trip but it still had a great mix of open and winding country roads. Our plan was to do all the best driving on Sunday.

The following morning we woke up at 8am to grey clouds, damp roads and unusually cold weather for July, but that couldn't stop us! We headed north from Bowness-on-Windermere on the A591 towards Lake Thirlmere. The road was a little congested at first but as soon as we got into the open country it got much more interesting, with lots of elevation changes and a couple of switchbacks.



After driving alongside Lake Thirlmere and taking in the stunning scenery, we took a right-hand-turn off the A591 and onto the B5322, which took us up to the A66 – this brought us east to the A5091, which is a fast, twisty but narrow road that heads south towards Lake Ullswater. The views were truly spectacular!

As we approached the lakeside we took a hard left onto the A592 running all the way up the side of the lake. In my opinion, this was the best stretch of road we encountered, boasting freshly laid tarmac and no car in sight! It's a great road with fast straights and a lot of twists and turns, and the over-hanging trees bounced the sound of the Milltek exhaust back into the cabin. The A592 led us back to the A66, which sadly marked the end of our road trip, although it won't be forgotten anytime soon.



Joe Croser

Northamptonshire, UK

Model 997.2 Turbo
Year 2010
Acquired March 2016



We are blessed to drive these amazing cars. For some, it's a daily pleasure, for others – like me – it's a 'high days and holidays' treat; at least it was until I began using my 997 to bridge the two-week gap between selling the old 'family taxi' and taking delivery of the new one.

Our weekends are often jam-packed with Saturday morning classes, kids' parties, family outings, and DIY. This weekend was no exception and the 911 whisked us around from one to the other with gusto, collecting paintbrushes along the way. Sunday allowed us to go a little further afield as we set the sat-nav for Canons Ashby – a beautiful National Trust property at the other end of the county. We were meeting friends for a catch-up and with a mix of dual carriageways, A- and B-roads to traverse, the Turbo gobbled up the miles voraciously.

It's amazing how quickly two weeks pass when you're having fun. All too soon my ten days of daily driving the Turbo were over. I have no idea what MPG I achieved – it's probably best that I don't look. But I didn't buy this car with economy in mind, I bought it to enjoy and with each drive I enjoy it more and more. The new car arrives soon and my 911 will, once again, be reserved for special occasions. But I had one more mission – to collect Max from football summer school. His eyes were out on stalks when I dropped Lucy off at school the week before, so I asked his Mum if I could pick him up in it. He loved the car! Perhaps when he's playing in the Premiership he'll remember his ride in my 911 and return the favour for another car-mad child.



Ben Przekop
Georgia, USA
Model 991.1 Carrera
Year 2013
Acquired January 2016

I am approaching one of the most challenging and rewarding roads in the North Georgia Blue Ridge Mountains, US Route 19 over Blood Mountain between Dahlonega and Blairsville. It is a continuous ribbon of steep switchbacks that are heavily banked and positively cambered, so if you get in just the right rhythm you can keep up some serious speed, especially in a Porsche 911.

I have driven this road many times in a variety of Porsches, from my 1988 Cabriolet through a succession of 911s, Caymans, Boxsters and GT3s, but I have not yet taken my 991 to this fantastic road. And, of course, just as I begin the ascent, it starts to rain. What is already a very tricky route has just turned into an even more challenging one, and it won't take much of a miscalculation on braking distances or tyre adhesion to turn a fun drive into a very different kind of afternoon. But after determining how much I need to dial back my speed and adjust my braking, I am soon passing streams of slow SUVs, and with all senses fully alert I am pushing right up to the safe limits advisable on a public road. When I reach the 4,500ft summit, I pull over, take a deep breath and think about what I have experienced. How did the 991 stack up against my other Porsches?

Turn in was awesome and cornering only slightly compromised by the wet, but if I was smart about where to put down the power, it was fantastic. Braking as always was sure-footed and easy to modulate, and I never felt I needed any more torque or power. But due to the wet conditions, I still haven't experienced what this 991 really has to offer, so I guess I'll just have to come back again... what's the forecast for next weekend?



David Grover
Harpenden, UK

Model 991 Carrera S
Year 2014
Acquired March 2016

July is usually a manic month with car events filling the calendar. This year there seems to have been less, or I've been too busy. We have a local car show in July with over 1,200 classics coming from all over the country. There are surprisingly few Porsches there though, and this year was no exception with only half a dozen old 911s on display.

This week was also the start of the Silverstone Classic and Porsche were well represented both at dealer level and through the club parking and hospitality area. Anyone who reads their PCGB magazine, as well as this one, will be familiar with the recent challenge set by dealers to restore old classics, and there were over a dozen front-engined Porsches that had been rebuilt from a bare shell to perfecting standards – I know we can't talk too much about them as they aren't 911s.

Fortunately, there was a great display of 911s brought by enthusiasts and members alongside modern race cars and my favourite road car, the



991 GT3 RS, which sat side-by-side with where my heart currently lies in racing, a 991 GT3 Cup car. It looked perfect and in desperate need of an owner. I am still hopeful with my local dealer (if they bring out a Gen2 version) and for the 991 GT2 RS, but we all know allocation can be a hit and miss affair. A group of 996 Cup cars were due to go out later in the day but sadly I couldn't stay. It's a great event, with Porsche very well represented.

With our September road trip getting closer, it's time to get the cruise control fitted and the ongoing problem with the sat-nav sorted in the 991. I will report back on progress.



Sean Parr
Harpenden, UK

Model 912
Year 1967
Acquired November 2014

Model 911 SC
Year 1976
Acquired May 2015

After sharing my thoughts on the 'progress' of my SC last issue, I'm pleased to report Fenn Lane, the current specialist tending to the car, seem to be fixing the issues that still linger on this never-ending restoration project. They've done a pressure test on the fuel injection system, cleaned the injectors, fixed the steering rack and the sunroof, and

all channels have been cleared so there's no more leaks spoiling any drive in the wet! I'm hopeful of a decent drive in the car before the summer's out.

You'll remember last month I bought a 1971 2.2-litre 911T engine that I'm pondering putting into the 912 – there's great appeal behind the thought of running a 912/6. Watch this space!



Kyle Fortune
Warwickshire, UK

Model 993 Carrera 2
Year 1994
Acquired December 2014

I know I'm not alone in only having my 911 as an occasional car, but work means that my daily drivers change regularly. A Mercedes-Benz E-Class was on my drive the last time I had the 911 out – a quiet, efficient and comfortable saloon that can pretty much drive itself. That's fine for commuting but I

love driving, so my 993 had a lot more use that week. There's more use on the horizon, too, as I'll have to get my 993 fix before the winter.

There's talk of a meet up with the British LTL columnists, which I'm hoping to attend. I'll need an MOT and a service first though; I usually go to Autofarm but, as a judge on the **Total 911 Awards**, I should perhaps try some other places. Also, has anyone managed to get a bike in a 993?



Michael Meldrum
Houston, Texas

Model 911T Targa
Year 1972 Acquired 2013

Model 911E
Year 1972 Acquired 2014

Model 930 Turbo 3.0
Year 1977 Acquired 2014

Model 930 Turbo 3.0
Year 1977 Acquired 2015

Model Carrera 3.0
Year 1977 Acquired 2016

Model 911 SC
Year 1981 Acquired 2015

Model 911 Carrera
Year 1986 Acquired 2015

Model Carrera M491
Year 1988 Acquired 2015

Model 993 Carrera 4S
Year 1996 Acquired 2016

Model 964 Carrera 4
Year 1994 Acquired 2016

I love all aspects of classic air-cooled Porsche 911 ownership: hunting for the right car, finding the impossible-to-locate part, modifying the car, oversharing it on social media, road trips and great drives, car shows, magazines, memorabilia and so on. In fact, some would say I have an obsession, perhaps even an addiction, to the world of the classic 911.

One of the best aspects of the obsession is that it's very contagious with many others with the same "affliction". There's certainly no need for any weather-related small talk with fellow addicts when you can have a spirited debate about the merits of the 915 vs G50 transmission (just in case you're wondering, the 915 with the JWest Engineering short shift kit is the firm winner all day long in my book).

The social connection of the Classic Porsche 911 world is one of the most amazing and endearing parts of the obsession with these cars, which led to an idea. A few months ago, a couple of the local Houston Porsche addicts had a eureka moment. Houston needed a new type of Porsche 911 event; and so Tejas Treffen was born.

It's not the traditional early morning show, judging who's got the shiniest



car, instead, it's a laid back event with interesting Porsches including rare vintage race cars, custom outlaw builds, daily driver cars with patina, and even a few special water-cooled cars. Having a special car event is great but it has to be in the right setting and we have hit a home run with the location. We've found an incredible art gallery with space to show some special cars inside and lots of parking outside to display more cars.

As the event will be at a gallery, it was a natural progression to include art, so we are inviting artists to display their work and there will be a few specially commissioned items for the show.

Finally, add in a sprinkling of great local food, drink and music and we have all the ingredients for a special event. We're all super excited, especially as



the event is supporting the Snowdrop Foundation, a wonderful local charity that helps child cancer patients.



Lee Sibley
Bournemouth, UK

Model 996.2 Carrera 4
Year 2004
Acquired February 2016



© Courtesy of Porsche Club GB



© Courtesy of Porsche Club GB

Last issue you'll recall I had new Pirelli P Zero Rosso rubber fitted to my 996. A direct replacement for the Continental Sport Contact tyres I was previously running, I wanted an N-rated performance tyre capable in both wet and dry conditions. I liked the idea of returning the car to the tyres it came fitted with when it left the factory in early 2004, made possible by the fact Pirelli's P Zero Rosso range has been revived with new technology behind its original tread pattern. So how would the new tyres stack up? I had plenty of driving ahead of me on both road and track to find out.

In the 400 miles covered before my trackday, I discovered the P Zero Rossos need little heat in them to come to life, offering very good grip levels near enough immediately. I found this to be

most impressive. Rolling tyre noise is more noticeable, though it's not enough to make long journeys irritating. For the acid test in performance on track, I booked my brother Jack and I into an evening session with the Porsche Club GB on the Indy Circuit at Brands Hatch. Save for a passenger ride in a 997 Cup car with **Total 911** columnist Ben Barker in 2012, I had no previous on-track experience at Brands and, with the standard of driving at Porsche Club GB events usually reasonably high, it wasn't just the new tyres under scrutiny!

To add further spice to the evening, monsoon-like rain descended during the first group's initial sighting laps, leaving a completely sodden track in our wake. This meant the first half of the evening was largely processional

as all cars attempted to skate through the conditions, meanwhile contending with vastly limited vision thanks to the spray from cars in front. However, I felt the Pirelli tyres held their own in truly adverse conditions, communicating to me nicely when grip was in short supply (and, on one occasion skirting around Clearways, completely gone!).

As the track started to dry out for the second half of the session, my brother and I could push the car a bit harder. The P Zero Rossos began to excel as we rode the tyres on their shoulders through the infamous Paddock Hill bend and on to Druids, their progressive feedback communicating fluidly where we could push more or ease off.

It was great to share track space with like-minded Porsche owners and I'm already eyeing up another session with Porsche Club GB before the year's out. But before then, I need to look at a serious understeer problem that dogged the car at Brands Hatch. That will involve starting again with the 996's geometry, but the problem likely stems from the fact a lot of different people have tinkered with the car's adjustment in the last few months.



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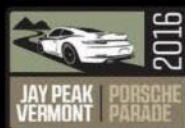
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Tech 9

There's far more to this specialist than being the UK's official TechArt supplier



Data file

Full specs, ratings and market values of every 911, including the 3.0 and 3.3-litre 930 Turbos, can be found beginning on page 86

Plus

- 094 **Showroom**
Looking for a new 911? Whether it's a coveted classic or a modern supercar, our classifieds are the first place you should look
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Get the very best from your Porsche 911 with the help of our selected performance and maintenance specialists

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TECH 9

Known for being the UK's only official TechArt supplier, Tech 9 have plenty more tricks up their sleeve

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





Top right Phil Hindley established Tech 9 in 1993, where he prepared a series of successful race cars in the Porsche Cup. The business now undertakes restos, servicing and sales of 911s and 911 car parts



The OPC versus independent specialist debate is a perpetual quandary facing Porsche 911 owners. Both carry huge positives in their favour though the overriding factor for many is that, with a specialist, their smaller size in terms of personnel means you're more likely to regularly speak with or come across the business proprietor. That in turn gives rise to greater accountability and therefore trust between you, the 911 owner, and those tasked with looking after your pride and joy.

Those well heeled with the independent specialist side of the industry will know these businesses often personify the views, beliefs and passions of their owners. It's important, then, for the business owner to be well-grounded in the Porsche world - any charlatans purely in it to make a quick buck are soon found out. Fanaticism and pedigree are two key ingredients here, as is immediately evident upon meeting Phil Hindley, managing director at Tech 9 Motorsport.

Located near Liverpool's John Lennon airport in Hale, Tech 9's premises is quiet and unassuming from the outside. However, step inside and you'll find a thriving business with an enthusiastic workforce attending to a variety of projects concerning Porsche's finest cars. When not on the phone to clients and partners front of house, Hindley can be found right here in the

workshop, putting to good use an impressive mechanical mindset and fastidious knowledge surrounding the Porsche 911, which is illuminated as soon as you meet him.

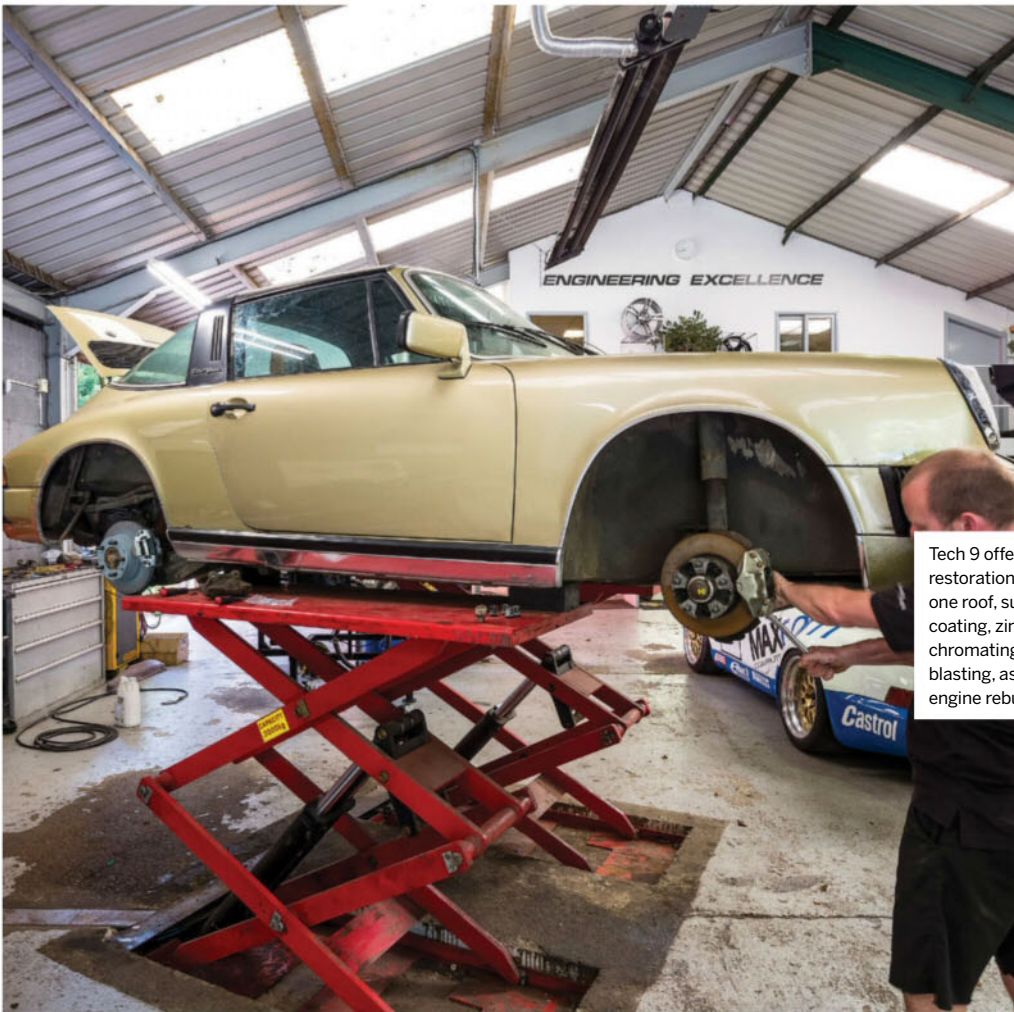
This is the fruit of over two decades of hard work and dedication to the brand, with Hindley opening Tech 9 Motorsport in 1993. Hindley's first love was clearly motor racing, as testified by the framed pictures adorning the walls of his reception area at the rear of the workshop. However, unlike the glut of historical Porsche motorsport pictures adorning the walls at other specialists, here the pictures are action snapshots from races that Hindley himself has competed in. Our favourite picture depicts a mirror-to-mirror duel with Paragon's Mark Sumpter in 997 Cup cars, though each shot neatly demonstrates Hindley's long-standing and deep-rooted passion for Porsche sports cars.

Racing is where the business started, Tech 9 preparing a series of successful race cars in the Porsche Cup in the early 1990s before the move into GT racing in 1997, culminating in campaigning a 993 GT2 in British GT at the turn of the century. Hindley's competitive Porsche endeavours have also seen him net second in the 2002 Carrera Cup (in a 2001 MY car, no less), culminating in a venture into the newly-formed FIA European GT Championship in 2006 (winning the Championship), with Tech 9

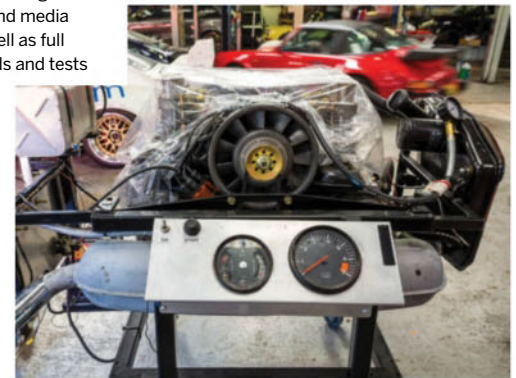
represented through a trio of 997 GT3 Cup cars. Hindley's racing ventures today come in the form of a short wheelbase, FIA Appendix K 911, used for historic meets, which he is keen to show me around upon my arrival to the workshop.

There's far more to Tech 9's armoury than solely Porsche motorsport prep and competition, however. Aside from being the UK's only official TechArt dealer (as typified by two Cayennes modified with TechArt goodies sitting behind the 1965 racer currently in the workshop), Tech 9 are clearly adept at the restoration, servicing and maintenance of road-based 911s, too. Given Hindley's deep-rooted understanding of the 911's mechanics and evolution here over the years, this is hardly a surprise.

In terms of restoration, Tech 9 has an abundance of experience across the entire breadth of the air-cooled generation, from early long hoods right up to an original right-hand-drive 993 GT2. Newly restored cars on site on the day of our visit include a 930 3.0 and a 2.7 MFI Targa, both of which are in super-rare right-hand-drive spec. Hindley is rightly proud of the restoration process at Tech 9, explaining how it works: "We can cater for anything according to a client's brief, from a sympathetic resto to a full-on concours-spec rebuild," he says. "We enjoy a worldwide network of suppliers of New Old Stock and remanufactured classic Porsche parts, so



Tech 9 offer a variety of restoration services under one roof, such as powder coating, zinc plating, chromating and media blasting, as well as full engine rebuilds and tests



“There is far more to Tech 9’s armoury than solely Porsche motorsport preperation and competition”

any restoration we do can be executed down to the smallest detail.”

Perhaps more impressive though is the amount of restoration work that Tech 9 can do on site. Aside from full engine and gearbox rebuilds, there’s powder coating, zinc plating, chromating, and media blasting services all housed under the one roof, ensuring a consistency to any work undertaken in Hale. The Tech 9 website is a great resource for their online parts business that continues to expand, with successful partnerships with Dansk for exhausts and body panels, Ohlins suspension, and their expanding stock of rare and hard to find Classic parts. Their comprehensive inventory covers all aspects of Porsche 911 restoration to ensure the finer details are covered.

Every restoration at Tech 9 is fully documented too, with monthly updates, digital photographs and even a detailed log book supplied to the client to illustrate any work undertaken. Porsche Certificates of Authenticity

provide a neat finishing touch for the car’s new history file, and early cars even get a copy of the factory Kardex document.

As for servicing and maintenance, Tech 9 are again well equipped to cater for a wide range of 911s coming through the door, as Hindley explains: “Our staff are main dealer trained and use the latest diagnostic software where appropriate. We also operate with fixed menu servicing for peace of mind and, obviously, use genuine Porsche parts and Mobil One lubricants.” While the mention of diagnostic software points to OBD-equipped cars, Tech 9 are no strangers to maintenance of earlier air-cooled cars, with a flat-six engine rig as the jewel in the crown of a dedicated room for those aforementioned engine and gearbox rebuilds. Of course, if you’d rather not wait for your car to be restored, then customers can take a look at Tech 9’s stock list of cars for sale for a ready-made Porsche investment. The cars are sourced from around

Company profile

- **Founder:** Phil Hindley
- **First opened:** 1993
- **Location:** Liverpool, UK
- **Standout restoration project:** RHD UK-spec 993 GT2
- **Interesting fact about the business:** TVR Tuscan Champions 1998; Runner up in the Carrera Cup 2002; British GT winners 2003, 2004 and 2005; FIA GT3 European Championship winners 2006; five-time Tour Britannia winners

Contact

- **Website:** www.tech9.ms
- **Telephone:** +44 (0)151 4255 911



the globe, with worldwide shipment available for international customers.

As you can see then, Hindley’s knowledge and enthusiasm has garnered lots of exciting projects throughout his business, which operates very much as a multi-faceted Porsche specialist today. Fanaticism and pedigree? This is the very definition of Tech 9 Motorsport. **911**



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Silver with Ocean Blue Leather, Sat Nav,
37k miles.....**£43,000**

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Basalt Black with Black Leather, Sat Nav,
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Basalt Black with Black Leather, Sat Nav,
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Silver with Black Leather, Sat Nav,
41k miles.....**£34,000**

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Basalt Black with Black Leather, Sat Nav,
30k miles.....**£34,000**

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Silver with Black Leather, Sat Nav,
40k miles.....**£34,000**

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Atlas Grey with Grey Leather, Sat Nav,
51k miles.....**£33,000**

997 "4S" 3.8 Cab (2006 - 06)
Basalt Black with Black Leather, Sat Nav,
44k miles.....**£33,000**

997 "4S" 3.8 Tip (2006 - 56)
Silver with Ocean Blue Leather, Sat Nav,
44k miles.....**£33,000**

997 "2S" 3.8 (2007 - 07)
Basalt Black with Grey Leather, Sat Nav,
44k miles.....**£33,000**

997 "4S" 3.8 (2006 - 06)
Basalt Black with Black Leather, Sat Nav,
54k miles.....**£32,000**

997 "2S" 3.8 (2007 - 56)
Silver with Black Leather, Sat Nav,
55k miles.....**£31,000**

997 "2S" 3.8 (2006 - 06)
Slate Grey with Grey Leather, Sat Nav,
45k miles.....**£31,000**

997 "2S" 3.8 Tip Cab (2006 - 06)
Basalt Black with Black Leather, Sat Nav,
50k miles.....**£31,000**

997 "4S" 3.8 Tip (2006 - 06)
Seal Grey with Grey Leather, Sat Nav,
55k miles.....**£30,000**

997 "2S" 3.8 Tip (2005 - 55)
Silver with Black Leather, Sat Nav,
59k miles.....**£27,000**

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Red with Black Leather, Sat Nav,
21k miles.....**£46,000**

Cayman 2.7 PDK (2014 - 64)
White with Black Leather, Sat Nav,
11k miles.....**£44,000**

Cayman 2.7 PDK (2014 - 64)
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14k miles.....**£44,000**

Cayman 2.7 PDK (2014 - 64)
Red with Black Leather/Alcantara, Sat Nav,
13k miles.....**£43,000**

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6k miles.....**£42,000**

Cayman 2.7 PDK (2014 - 14)
White with Black Leather, Sat Nav,
10k miles.....**£42,000**

Cayman 2.7 PDK (2014 - 14)
Red with Black Leather, Sat Nav,
16k miles.....**£41,000**

Cayman Gen 2 2.9 PDK (2012 - 12)
Basalt Black with Black Leather, Sat Nav,
22k miles.....**£31,000**

Cayman Gen 2 2.9 PDK (2012 - 12)
Basalt Black with Black Leather, Sat Nav,
39k miles.....**£30,000**

Cayman Gen 2 2.9 PDK (2011 - 61)
Platinum Silver with Black Leather, Sat Nav,
41k miles.....**£29,000**

Boxster "S" 3.4 PDK (2013 - 63)
Basalt Black with Black Leather, Sat Nav,
12k miles.....**£42,000**

Boxster "S" 3.4 PDK (2013 - 63)
Rhodium Silver with Black Leather, Sat Nav,
21k miles.....**£40,000**

Cayenne 4.8 Turbo (2012 - 12)
White with Black Leather, Sat Nav,
22k miles.....**£55,000**

Cayenne 3.0 Diesel Tip (2012 - 12)
Basalt Black with Black Leather, Sat Nav,
44k miles.....**£37,000**


Cayenne "GTS" 4.8 Tip (2009 - 09)
Basalt Black with Black Leather, Sat Nav,
53k miles.....**£27,000**

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PORSCHE WANTED (2003 TO 2014)

(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-dip 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



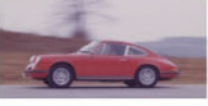
The 911S had the same upgrades as the 911E, including deletion of the external oil filler. It also adopted black trim around the front and rear lights and black front quarter grilles.

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: 6x15 inch; 185VR
Rear: 6x15 inch; 185VR

★ ★ ★ ★ ★

(G, H, I, J series)

911S
1974-77




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

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

★ ★ ★ ★ ★

(G & H series)

911 Carrera 2.7
1974-76




From 1974, Carrera name was given to range-topping 911. Essentially the same engine as previous year's RS for all markets except USA. Whaletail available from '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: 7.0sec
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

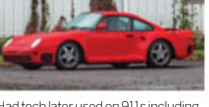


Slant-nosed and based on 935 race cars, with pop-up headlights. Front spoiler made deeper to accommodate extra oil cooler, rear intakes fed air to brakes.

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: 178mph
Length: 4.260mm
Width: 1.775mm
Weight: 1,335kg
Brakes:
Front: 304mm discs
Rear: 309mm discs
Wheels & tyres:
Front: 7x16 inch; 205/55/VR16
Rear: 9x16 inch; 245/45/VR16

★ ★ ★ ★ ★

959
1986-1988




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

Production numbers: 337
Issue featured: 142
Engine capacity: 2,850cc
Compression ratio: 8.3:1
Maximum power: 456hp @ 6,500rpm
Maximum torque: 500Nm @ 5,000rpm
0-60mph: 3.9sec
Top speed: 196mph
Length: 4.260mm
Width: 1,840mm
Weight: 1,450kg
Brakes:
Front and rear: Ventilated drilled discs; 4-piston aluminium callipers
Wheels & tyres:
Front: 8x17 inch; 235/45/VR17
Rear: 9x17 inch; 255/40/VR17

★ ★ ★ ★ ★

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/ZR17
 Rear: 9x17 inch; 255/40/ZR17



964 Turbo 3.6 1993-94



Engine based on modified 3.6-litre 964 unit. Distinctive 18-inch split-rim Speedline wheels covered the big-red brake 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/ZR18
 Rear: 10x18 inch; 265/35/ZR18



964 Anniversary 1993-94



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

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



993 Turbo 1996-98



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

Production numbers: 5,937
 Issue featured: 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/ZR18
 Rear: 10x18 inch; 285/30/ZR18



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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/ZR18
 Rear: 10x18 inch; 285/30/ZR18



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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; 225/40/18
 Rear: 10x18 inch; 285/30/18



Sales debate:

Can the 996 Carrera follow in the 3.2 Carrera's tracks?



We've caught RPM Technik's sales director, Greig Daly, reminiscing: "I remember being sat at a table five years ago and one of my partners said, '3.2s will never go up.'" The tide has well and truly turned though, with RPM currently selling a 3.2 for close to £50,000; that exact car was last in the specialist's showroom in 2012 when Daly sold it for £25,000. Despite being built in significant numbers, an abundance of 3.2 Carreras hasn't dented its investment potential. So could the equally popular 996 Carrera eventually hit similar heights?

What once seemed far fetched now doesn't seem so crazy according to Daly and Autofarm co-owner, Mikey Wastie. "Ultimately, I think there are 996 Carreras that could reach £50,000, but that would probably be for a special car," the latter explains. "I think we are some way from a £50k Carrera unless it has history or a prominent owner," the Autofarm proprietor continues.

On top of a general reappraisal of the 996 Carrera, Daly feels the upturn in the early water-cooled market is being driven by rising values at the top end. "The RSs are leading the way and, as they continue to go up, it makes a humble 3.4 or 3.6 look astonishingly good value." That's why, in Daly's mind, good Carreras have gone from £7,000-£10,000 to £12,000-£20,000. "Between £25,000-£30,000, you used to be able to get a Turbo. Now the game has moved on and people are looking for what else they can get for around £20k," Daly continues. "Porsche isn't making any more of these old cars so everyone is thinking, 'If I can get a low mileage 996 C2, I might just stick it away.'"

The Carreras most likely to hit the £50k mark are, according to Wastie, those with "low mileage, in excellent condition and with great provenance." In the Autofarm expert's opinion, he'd bet on "an original spec, manual Coupe in a subtle colour", if he were looking for a 996 Carrera with investment potential (although his main advice is to "enjoy it"). Daly points out though that despite the huge number of 996s built, those desirable "driver's spec" Carreras are actually in shorter supply than most imagine, with only 20 or so on the market at any one time. The problem is, ironically, exacerbated by "the IMS issue that has seen some more leggy cars broken," explains Wastie.

Price rises in the market have slowed down recently, meaning both Daly and Wastie expect that 996 values won't inflate at anything near the same rate as the 3.2 Carrera did. However, with Daly recently spotting the first "£40,000 996 C4S for sale", maybe we're closer than we think to the first £50k 996 Carrera...

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



997 Carrera S 2004-08



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

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



997 Carrera 4 2005-08



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

Production numbers: 8,533
Issue featured: 3
Engine capacity: 3,596cc
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



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



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996 GT3 RS
2004-05



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

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



996 Turbo S
2004-05



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

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



997 Carrera
2004-08



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

Production numbers: 25,788
Issue featured: 112
Engine capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 330hp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
0-62mph: 5.0sec
Top speed: 177mph
Length: 4,427mm
Width: 1,803mm
Weight: 1,395kg
Brakes:
Front: 318mm discs
Rear: 299mm discs
Wheels & tyres:
Front: 8x18 inch; 235/40/R18
Rear: 10x18 inch; 265/40/R18



997 GT3
2006-07



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

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



997 GT3 RS
2006-07



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

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



997 GT2
2007-09



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

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



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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: 9x19 inch; 245/35/ZR19
Rear: 12x19 inch; 325/30/ZR19



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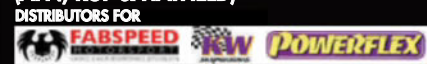
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997 Speedster 2010



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 @ 5,750rpm
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: 8.5x19 inch; 245/35/ZR20
Rear: 11x20 inch; 295/30/ZR20



991.1 Carrera 4 2012-15



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

Production numbers: Unknown
Issue featured: 98
Engine capacity: 3.436cc
Compression ratio: 12.5:1
Maximum power: 350hp @ 7,400rpm
Maximum torque: 390Nm @ 5,600rpm
0-62mph: 4.9sec
Top speed: 177mph
Length: 4.491mm
Width: 1.852mm
Weight: 1.430kg
Brakes: Front: 330mm discs
Rear: 330mm discs
Wheels & tyres: Front: 8.5x19 inch; 235/40/ZR19
Rear: 11x19 inch; 305/35/ZR19



991.1 Carrera 4S 2012-15



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

Production numbers: Unknown
Issue featured: 118
Engine capacity: 3.800cc
Compression ratio: 12.5:1
Maximum power: 400hp @ 7,400rpm
Maximum torque: 440Nm @ 5,600rpm
0-62mph: 4.5sec
Top speed: 185mph
Length: 4.491mm
Width: 1.852mm
Weight: 1.445kg
Brakes: Front: 340mm discs
Rear: 330mm discs
Wheels & tyres: Front: 8.5x20 inch; 245/35/ZR20
Rear: 11x20 inch; 305/30/ZR20



991 GT3 RS 2015-



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

Production numbers: 60 (UK)
Issue featured: 136
Engine capacity: 3.996cc
Compression ratio: 12.9:1
Maximum power: 500hp @ 8,250rpm
Maximum torque: 460Nm @ 6,250rpm
0-62mph: 3.3sec
Top speed: 193mph
Length: 4.545mm
Width: 1.880mm
Weight: 1.420kg
Brakes: Front: 380mm discs
Rear: 380mm discs
Wheels & tyres: Front: 9.5x20 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 turbos, exhaust and engine management to produce an extra 50hp. Rear axle steering now an option.

Production numbers: Currently in production
Issue featured: 132
Engine capacity: 2.981cc
Compression ratio: 10.0:1
Maximum power: 420hp @ 6,500rpm
Maximum torque: 500Nm @ 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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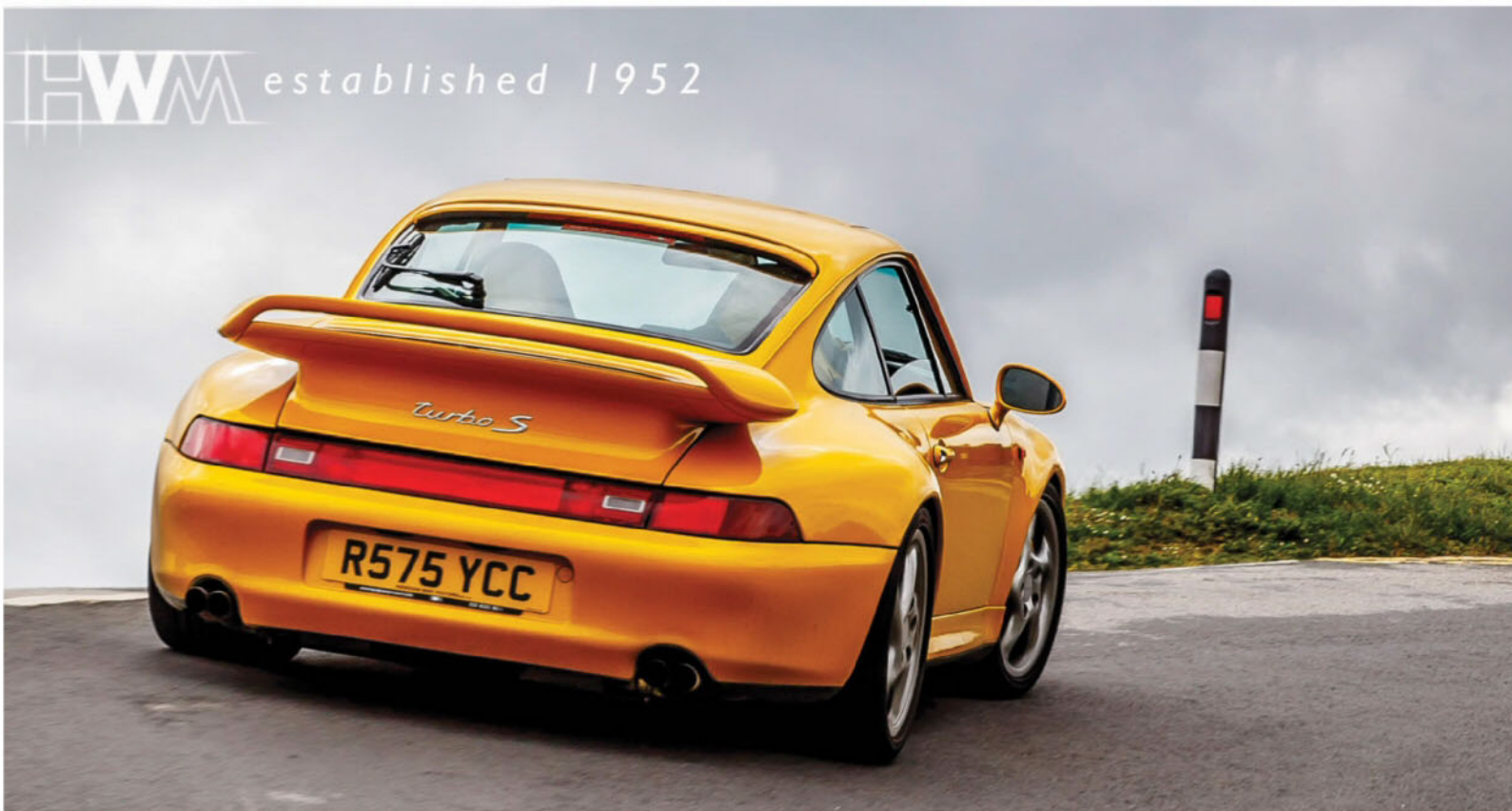
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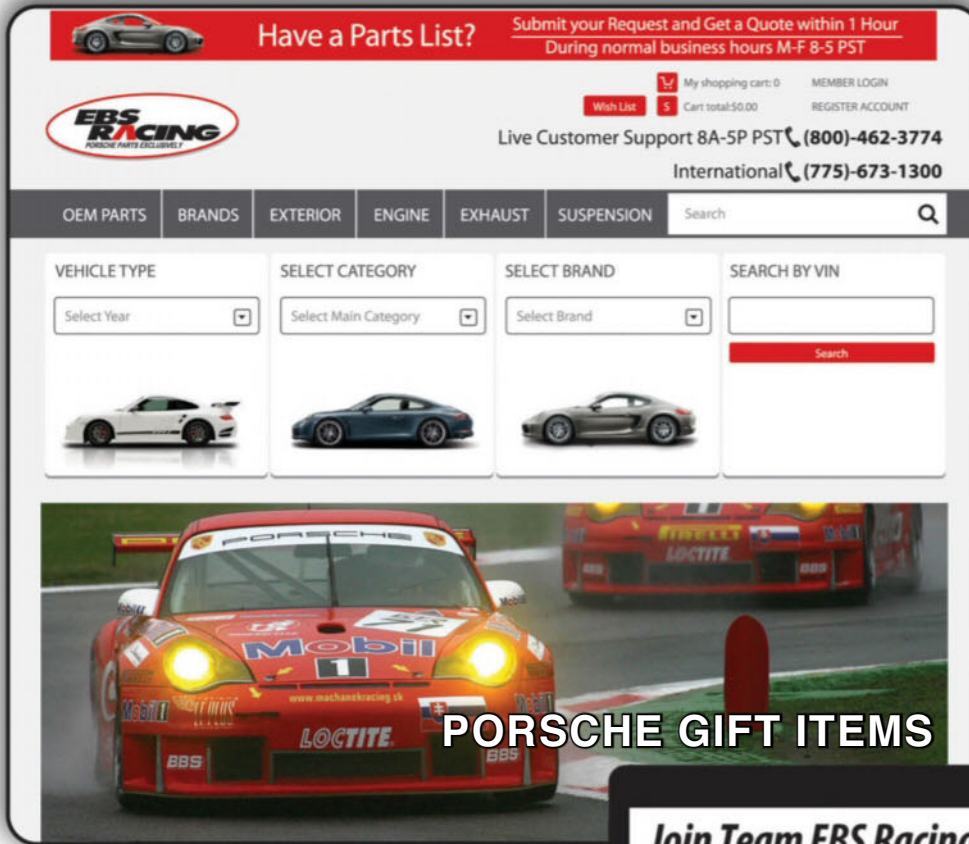
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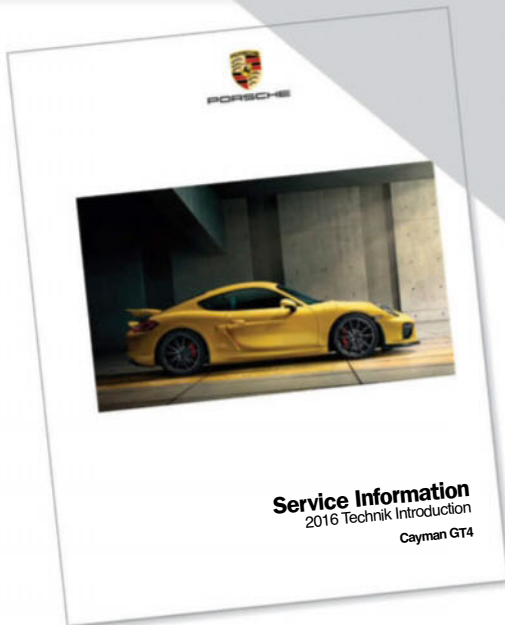
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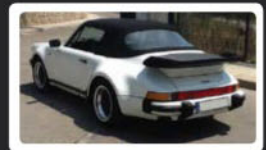


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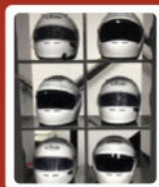
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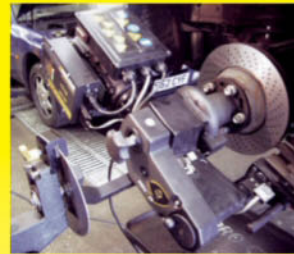
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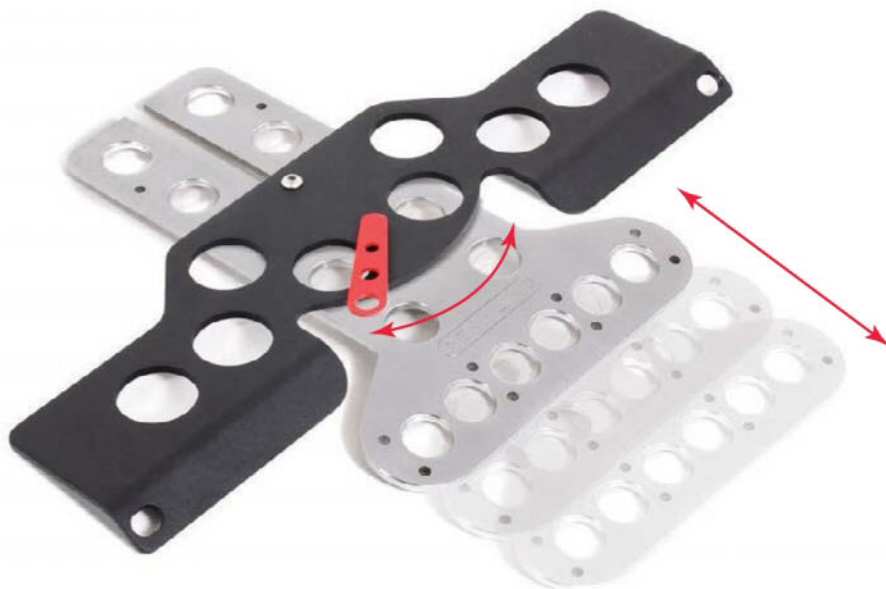


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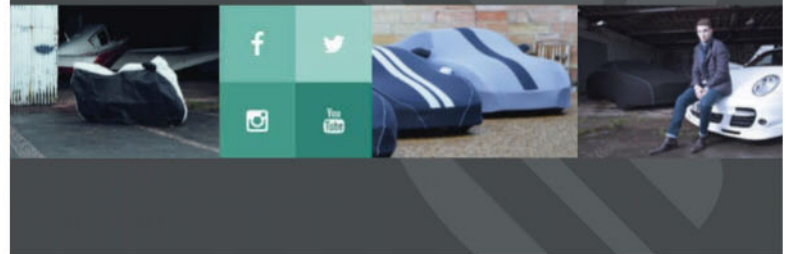
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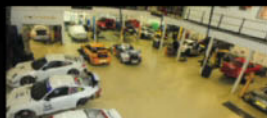
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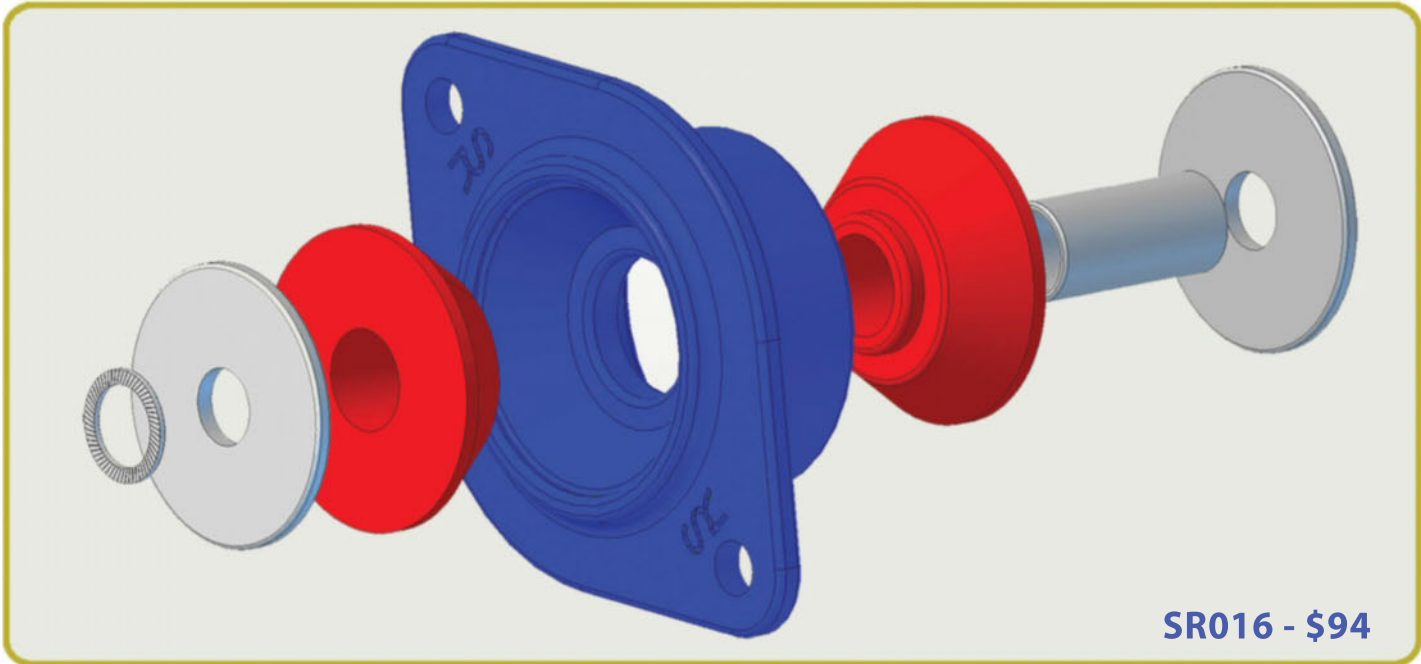
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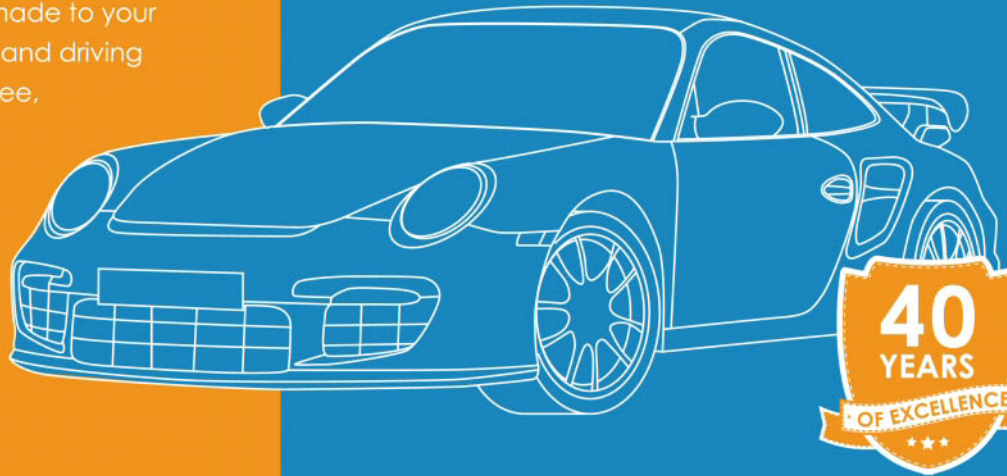
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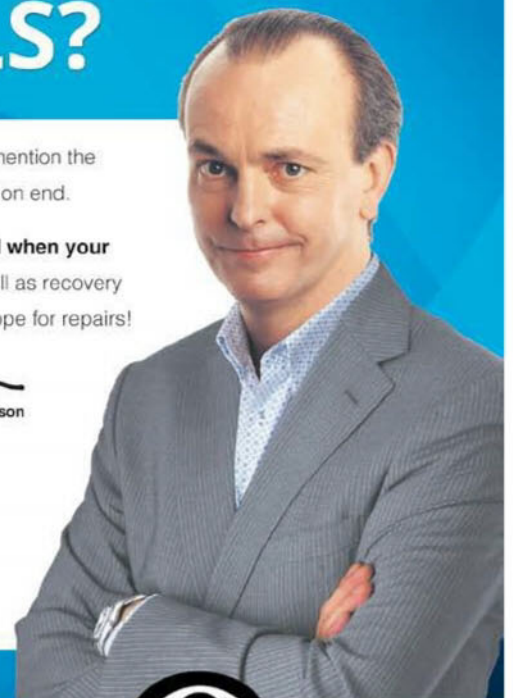
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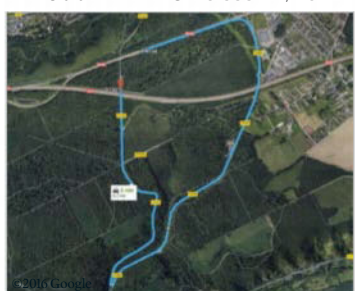
Written by **Josh Barnett**
Photography by **Dan Pullen**



Essential info

LOCATION: Rouen, France

COORDINATES: 49.3354 N, 1.012 E



TOTAL LENGTH OF DRIVE:
6km

POINTS OF INTEREST:

Rouen Cathedral;
Jardin des Plantes de Rouen
www.rouen.fr/jardindesplantes

FOOD AND ACCOMMODATION:

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This blast through a French forest follows in the wheel tracks of Porsche's one and only World Championship Grand Prix victory

You'd think that the site of Porsche's solitary Grand Prix success would be easily identifiable. Today, all that marks the old Rouen-Les-Essarts track is a bus stop sign near to where the start-finish line used to be. But you can still follow in Dan Gurney's wheel tracks; the circuit may not exist but the public roads can still be driven.

Situated between Calais and Le Mans, you want to be heading east along the N138 in order to drive most of the track. Take the slip off onto the D938 (the location of the 'Scierie' right-hander) and 400m down, a roundabout marks the spot of 'Virage du Paradis'. The first exit takes you onto the old pit straight,

and as you drive past the bus stop, the road disappears, providing a daunting setup for the first super-fast right-hand sweep that had the drivers in 1962 holding their breath.

The old track carves downhill, running through a sweeping left before the infamous right at 'Six Freres'. After another fast left, you're on the brakes and down through the gears for 'Virage du Nouveau Monde'. Cobbled in the days of Gurney, the road is now tarmacked but it's easy to imagine the hordes of spectators who gathered on the steep bank to cheer on their heroes. The tight right takes you onto the D132 and here the circuit becomes narrower, more technical and more fun. Bereft of traffic, you can push a

bit harder, fighting against the steep gradient through a right-hand kink before a medium-speed curve.

There's little time to relax as you cut through the hillside, pitching into the 'Virage du Samson', the camber hugging you into the apex before spitting you out towards 'Virage de Beauval'. A final right-hand kink takes you over the brow of the hill and onto the straight. Unfortunately, the super-fast curve that would have taken you back onto the N138 no longer exists, the Grésil Forest having reclaimed the land. Instead, retrace your steps, turning left onto the D132A, and you'll come out just before the bus stop, allowing you to drive the circuit over and over – one lap simply isn't enough! **911**

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1970 Porsche 911 Coupe
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1970 Porsche 911T Targa
Matching numbers in original Irish green with gold script and black interior. Five-speed manual transmission, fuchs wheels and workshop manual.\$54,500



1973.5 Porsche 911T Targa
Matching numbers in white with black interior. Five-speed manual transmission, air conditioning and fuchs wheels. Includes jack, spare tire and owners manual.\$44,500



1976 Porsche 912E
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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



1978 Porsche 930 Turbo Coupe
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1984 Porsche Carrera M491 Coupe
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1986 Porsche Carrera Targa
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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



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