



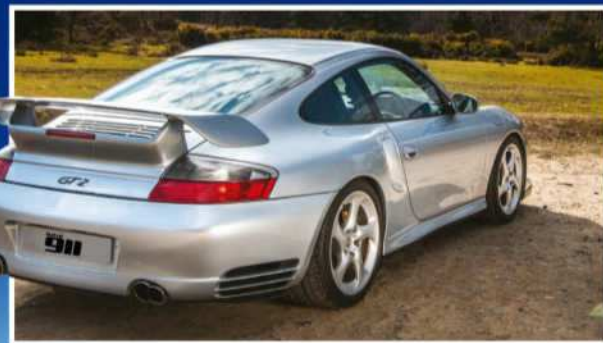
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THE PORSCHE MAGAZINE

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Porsche CEO discusses the 911's future with electromobility



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ISSUE 165



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# Welcome

**A**s first deliveries of Porsche's 991.2 GT3 with Touring Package take place, there has been much conjecture – particularly online – as to whether the car has legitimately watered on the fireworks of the halo R. As we know, these two flatback 911s have much in common, being lightweight, rear-drive, manual 991s with a 4.0-litre, 500hp, naturally-aspirated flat six.

It's not hard to see how enthusiasts are questioning why the R is still valued at more than double the Touring. However, there's more to consider. The R is a numbered-production special, giving it collector's appeal, and its spec shows a greater commitment to engineering finesse: it has a lighter body than the Touring, with a magnesium roof, and also boasts a single-mass flywheel. Of course the big question is: how do they drive?

We're going to bring you that very feature in a head-to-head test in the Alps later this year but, either way, I think that both sets of owners can be happy. The R is the 911 of its generation, a line in the sand where Porsche realised it can take its GT cars in a different direction. Likewise, Touring owners can be satisfied they have a car which is similar in spec to that special R, albeit at a more accessible price point.

Also, I think high praise is due to Porsche for even building the Touring in the first place. Lets not forget, it was only five years ago, with the unveiling of the 991.1 GT3 in Geneva, when Porsche proclaimed PDK transmission was the future of its GT line-up, yet here we are in 2018 comparing two manual GT cars without a rear wing. Kudos to you, Porsche. You have clearly listened to your customers.

“Enthusiasts are questioning why the R is still valued at more than double the Touring”





# 1911 Opening Shot

Porsche presents the 991.2 GT3 RS with a world premiere of its optional Weissach Package at the New York Motor Show. The Package, which strips 29 kilograms of weight from the new RS, is identifiable by its prominent use of carbon fibre on the front boot, roof and external mirrors, contrasting the car's vibrant Lizard green launch colour.

Photograph by Kyle Fortune



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“The Touring is noisy, more aggressively so than the 964 RS”

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# Update

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



## 992 GT3 spotted in early testing

First prototype gives early clues the next Porsche GT3 will be turbocharged

**Total 911**'s spies have uncovered what appears to be a very early test mule of the 992-generation GT3, with key design cues set to confirm rumours the car will be turbocharged for the first time.

Although the prototype appears to be clad in a wider Turbo body shell (GT3s currently utilise a mid-width Carrera 4 body, sitting in between narrow-bodied Carreras and the max-width Turbo), the Turbos are well known not to sport centre-locking wheels until very late in their test phase. The centre-locking wheels on

this mule therefore suggests the car is very likely not a Turbo, with changes at the rear of the car pointing to the likelihood of it being a GT in disguise.

As you can see, the car here features large bore exhausts, similar to that of the current turbocharged 991.2 GT2 RS, while gaping air outlet vents aft of the rear wheels are clearly reminiscent of turbocharged cars in the current range. Air outlet slats in the rear bumper of the current naturally aspirated GT3 are much thinner by comparison.

Meanwhile, at the front of the car, Porsche appears to be more relaxed about revealing key details of the 992's appearance. We can now clearly see a direct correlation between the Mission E Cross Turismo study and the design of the boot and front bumper on this prototype in what is the clearest inclination yet that the 911 and Mission E line will share a similar appearance.

Porsche's 992-generation GT3 is set for launch at the 2020 Geneva Motor Show, with **Total 911** keeping you updated in the meantime.

### Festival of Porsche returns to Brands Hatch

Porsche Club GB has announced its national event will return to Brands Hatch this September to celebrate 70 years of Porsche. The event on 2 September will feature racing, demonstrations and displays with significant Porsche metal, including 956s, 962s and 919s set to take to the famous Indy circuit. Tickets will be available from [brandshatch.co.uk](http://brandshatch.co.uk).



### RM Sotheby's announce Porsche-only auction

Esteemed auction house RM Sotheby's has revealed a Porsche-only auction at Porsche Experience Centre Atlanta to mark 70 years of the brand. The auction, to be held over the weekend of 27 October, will 'showcase 70 of the world's most sought-after collectible Porsches'. Additional information and early entries can be viewed at [rmsothebys.com](http://rmsothebys.com).





## RUF launches new SCR for 2018

Carbon-bodied 'Sports Carrera Ruf' features 4.0-litre, 510PS flat six capable of 200mph

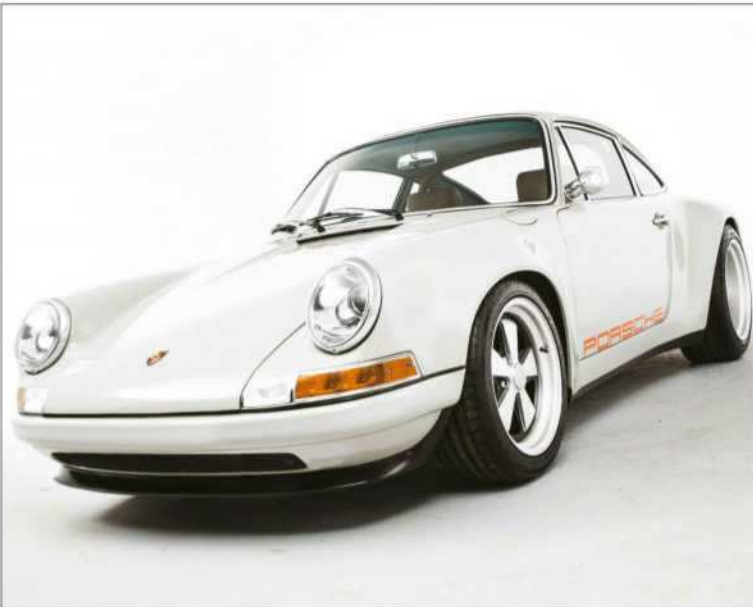
German tuning giant RUF Automobile has revealed its scintillating new SCR model as its marquee car of 2018. Given its public debut at the Geneva Motor Show, the SCR features a full carbon fibre shell designed by RUF with integrated roll cage, plus monocoque chassis. The car weighs just 1,250kg and

is powered by an air-cooled, 4.0-litre flat six with a power output of 510PS. RUF says design cues on the new SCR, such as the large front spoiler with round brake-cooling ducts and integral oil cooler, pay homage to the original ground-breaking car. "The SCR is a lightweight, naturally aspirated

driver's car that is designed to delight driving purists and enthusiasts alike," says director, Estonia Ruf. "The new chassis will provide us with the ability to continue to produce some truly stunning individual cars, while using modern technologies that will define a new era in the history of RUF."

### What's on in 2018

- FIA Spa 6 Hours  
**3-5 May**  
First race of new WEC 2018/19 'super season' begins in Belgium
- Supercup round 1  
**11-13 May**  
The first race takes place in Barcelona
- Le Mans 24 Hours  
**16-17 June**  
The world's most famous 24-hour race takes place in France
- Goodwood Festival of Speed  
**12-15 July**  
Porsche will headline the world's largest motoring garden party
- Festival of Porsche  
**2 September**  
Porsche Club GB's national event returns for 2018



## Theon Design reveal resto workshop

Independent specialists open new restoration-focused facility

Independent Porsche specialists Theon Design have opened a new workshop, focusing on 964-based restomod projects as well as restorations of pre-1974 911s. The premises in Deddington, Oxfordshire will be dedicated to "Recreations which optimise the Porsche 911 as well as restoring cars back to

their former glory with impeccable attention to detail." The business is headed up by Adam Hawley, a car designer with more than 15 years experience. Theon Design has now opened its order books for bespoke recreations, with additional information to be found at [theondesign.com](http://theondesign.com).



## 964 RS 3.8 sells for \$1.65 million

One-of-55 car smashes record for 964 Rennsport at auction

A stunning 964 RS 3.8 in Paint To Sample Ferrari yellow stole the show at RM Sotheby's 20th Amelia Island sale by commanding a final hammer price of \$1.65 million, usurping its estimate of \$1.2-1.5 million plus fees.

Boasting just 800 kilometres from new, the rare Rennsport was

part of an 11-strong group of cars for sale titled 'Exclusively Porsche – The 964 Collection' all assembled by one owner. The result heralds a new record for a Porsche 964 RS sold at auction. The Amelia auctions were otherwise quiet, with buyer fatigue likely, given the number of year-round sales at present.

# Motorsport

The latest news and results from racing series around the globe



## Factory RSR triumphant at Sebring

Porsche Motorsport North America claim first and third in 12-hour Florida epic

Porsche's GT team secured a fantastic double podium after a once-round-the-clock race at Sebring in round two of the 2018 IMSA SportsCar Championship. The #911 car of Patrick Pilet, Nick Tandy and Frédéric Mackowiecki took the chequered flag in first place after a scintillating 328 laps of racing in glorious spring weather in Florida. The sister #912 of Earl Bamber, Laurens Vanthoor and Gianmaria Bruni crossed the line in third place to join their teammates on the podium and move Porsche up to second in the manufacturer's standings.

After starting down in sixth and seventh on the grid, the two 991 RSRs promptly made up two

positions in the first lap, with Vanthoor's #912 car taking the lead by lap 40. Former **Total 911** columnist Nick Tandy then led the hotly contested GT field at the halfway mark, before handing over to Mackowiecki to dominate for his two-hour driving stint.

Mackowiecki eventually surrendered the lead during a pit stop in the fading daylight, yet the #911 car remained in the hunt for top spot. With teams representing BMW, Chevrolet, Ferrari and Ford all vying for the lead throughout the entirety of the race, round two of the IMSA SportsCar Championship made for a gripping watch. Pilet then took the lead after ten hours and ten minutes

of racing, eventually handing over to Tandy to expertly defend the team's position with what Porsche called an inspired drive to the flag. The British driver said after the race: "They say the best victories come from the toughest races – this was such a race. We didn't have the slightest problem over the entire distance and this was key to our success. My last two stints were incredibly intense, especially the duels with the Ferrari and BMW. We switched to new tyres during the last pit stop. After that, nothing could hold us back."

Round three of the Championship will see the teams head to California for a street race at Long Beach on 14 April.

### 2018 RACING SEASON CALENDAR: CARS & KEY DATES

					
<b>6-8 APRIL</b>	<b>13-14 APRIL</b>	<b>13-15 APRIL</b>	<b>13-15 APRIL</b>	<b>3-5 MAY</b>	<b>13 MAY</b>
<b>Carrera Cup GB round one</b> Venue: Brands Hatch Car: 485hp 991.2 GT3 Cup (new for 2018 season)	<b>IMSA SportsCar Championship round two</b> Venue: Long Beach, California Car: 510hp 991 RSR	<b>ADAC GT Masters rounds one and two</b> Venue: Motorsport Arena Oschersleben Car: 500hp 991 GT3 R	<b>Carrera Cup Deutschland rounds one and two</b> Venue: Motorsport Arena Oschersleben Car: 485hp 991.2 GT3 Cup	<b>World Endurance Championship round one</b> Venue: Spa Francorchamps, Belgium (six-hour race) Car: 510hp 991 RSR	<b>Porsche Supercup round one</b> Venue: Circuit de Catalunya, Barcelona Car: 485hp 991.2 GT3 Cup



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(997) "45" 3.8 "GEN 2" PDK (59 - 2009)  
Basalt black with black leather,  
35k miles.....£48,000



(997) "45" 3.8 GEN 2 PDK (10 - 2010)  
Meteor grey with ocean blue leather,  
58k miles.....£46,000



(997) "25" 3.8 "GEN 2" PDK (60 - 2010)  
Atlas grey with black leather,  
40k miles.....£46,000



(997) "45" 3.8 "GEN 2" PDK (58 - 2008)  
Meteor grey with black leather,  
58k miles.....£44,000



(997) "25" 3.8 "GEN 2" PDK (10 - 2010)  
Basalt black with black leather,  
65k miles.....£44,000



(997) "C2" 3.6 "GEN 2" PDK (59 - 2009)  
GT Silver with black leather,  
23k miles.....£44,000



(997) "25" 3.8 "GEN 2" PDK (09 - 2009)  
Silver with black leather,  
59k miles.....£41,000



(997) "C2" 3.6 "GEN 2" PDK (09 - 2009)  
Red with black leather,  
46k miles.....£39,000



(997) TURBO 3.6 TIP (58 - 2008)  
GT Silver with black leather,  
51k miles.....£59,000



(997) TURBO CAB 3.6 TIP (57 - 2007)  
Basalt black with black leather,  
40k miles.....£58,000



(997) TURBO 3.6 TIP (08 - 2008)  
Basalt black with black leather,  
38k miles.....£58,000



(997) TURBO 3.6 TIP (57 - 2007)  
Silver with black leather,  
63k miles.....£50,000



(997) "45" 3.8 TIP CAB (08 - 2008)  
Basalt black with black leather,  
44k miles.....£38,000



(997) "45" TIP 3.8 CAB (57 - 2007)  
Midnight blue with ocean blue leather,  
36k miles.....£36,000



(997) "25" 3.8 (57 - 2007)  
GT Silver with black leather,  
55k miles.....£35,000



(997) "25" 3.8 TIP (07 - 2007)  
Silver with black leather,  
49k miles.....£34,000



(997) "25" 3.8 (57 - 2007)  
Midnight blue with black leather,  
63k miles.....£34,000



(997) "45" CAB 3.8 (07 - 2007)  
Silver with black leather,  
62k miles.....£34,000



(997) "45" 3.8 TIP (56 - 2006)  
Silver with ocean blue leather,  
51k miles.....£33,000



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Basalt black with black leather,  
66k miles.....£33,000



(997) "25" 3.8 (07 - 2007)  
Atlas grey with black leather,  
60k miles.....£33,000



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Silver with black leather,  
53k miles.....£33,000



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Basalt black with black leather,  
62k miles.....£33,000



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Atlas grey with black leather,  
50k miles.....£30,000



(997) "25" 3.8 TIP (55 - 2006)  
Silver with black leather,  
40k miles.....£30,000



(997) "25" 3.8 TIP (56 - 2006)  
Silver with ocean blue leather,  
57k miles.....£30,000



(997) "25" 3.8 (06 - 2006)  
Silver with black leather,  
61k miles.....£30,000



(997) "25" 3.8 CAB (06 - 2006)  
Atlas grey with black/grey leather,  
58k miles.....£30,000



(997) "25" 3.8 (06 - 2006)  
Midnight blue with ocean blue leather,  
61k miles.....£29,000



(993) C4 3.6 (N - 1996)  
Midnight blue with grey leather,  
94k miles.....£50,000



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PORSCHE CAYENNE "GTS" 4.8 TIP (09 - 2009)  
Meteor grey with black leather,  
60k miles.....£24,000



PORSCHE CAYENNE "GTS" 4.8 TIP (58 - 2008)  
Basalt black with black leather,  
61k miles.....£23,000



(997) "25" 3.8 (57 - 2008)  
Atlas grey with black leather,  
50k miles.....£34,000



(997) "25" 3.8 (06 - 2006)  
Seal grey with black leather,  
57k miles.....£30,000

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# Ben Barker

- **2017-18:** FIA WEC Gulf Racing 991 RSR
- **2013-2016:** Porsche Mobil 1 Supercup
- **2012:** Porsche Carrera Cup GB Runner Up

The FIA WEC driver shares all about his world championship campaign



## Revving up in the new RSR

Ben's back for another assault of the FIA World Endurance Championship with Gulf Racing

I don't know what's up with the weather in the UK at the moment but, as someone who prefers sun to snow, I can tell you I can't wait for the summer to arrive.

Of course, the closer we get to summer, the closer we get to the European motorsport season, and the good news on that front is that I have firmed up my deal to return to the FIA World Endurance Championship with Gulf Racing. I'll be back as the team's 'Pro Gold' driver alongside owner Mike Wainwright and former Porsche Supercup and V8 Supercar star Alex Davison, but this time at the wheel of the very latest version of Porsche's 911 RSR (top left versus old car, right).

We've had to wait a year to get our hands on the car, which debuted in the GTE-Pro category in 2017, but it should hopefully make both Gulf and Porsche competitive in what looks like a more hotly-contested GTE-Am class. The new RSR has been called 'the biggest evolution' in the model's history and moves away from Porsche's familiar rear-engined layout by putting the power in front of the back axle. This allowed the designers to include a larger rear diffuser, which should provide significantly more downforce than we had with the previous car, as well as improving the overall weight distribution.

The car also gets all-new suspension and aerodynamics, so it's a major overhaul for what

was already a decent race car. The new RSR certainly proved its potential in the Pro class last season, so I can't wait to see what it can do when we finally get it out on track.

As part of the build-up to the WEC campaign, Gulf has decided to debut the new #86 car in the opening round of the European Le Mans Championship at Paul Ricard, which means a ten-day stint on the south coast of France as we'll be taking part in the WEC Prologue event at the same circuit immediately prior to the ELMS opener. The race will allow the team to build on the initial development work it does at the Prologue, while at the same time giving Mike, Alex and myself the chance to get extra miles behind the wheel. It will also provide 'real-time' practice for the pit crew, who have a proud record to live up to after the past couple of seasons of exemplary work. The only drawback is that the ELMS runs on Dunlop tyres, rather than the Michelins that we use in WEC races, so that will take a little getting used to.

Of course, the coming WEC campaign is going to be a special one, given that it bridges two seasons and starts and ends with the Le Mans 24 Hours. I'm never going to complain about a season that has two Le Mans 24 Hours in it, but there will be some differences elsewhere on the schedule. I've already voiced my disappointment

at losing both the Circuit of the Americas and Mexico City but, equally, I'm already intrigued by the visit to Sebring next March.

Intrigued enough to have made the trip to Florida to check out the famous airfield circuit and its nuances, both as a race fan and as extra help for a friend of mine, Egidio Perfetti, who was competing in one of the support races at this year's 12 Hours. While I'm pleased to report that Egidio did well, our collaboration has also provided me with a lot of information to take into next year's WEC race at Sebring – it's amazing how much you can take from the theoretical side of racing, analysing video and following data traces, when you're not under the stress of actually competing...

Of course, the trip also allowed me to revisit old contacts – and meet new ones – on the US race scene as I look to get my name more widely known on that side of the Atlantic. I've been looking to return ever since a short spell with the GB Autosport team a few years back and, hopefully, I'll have made a strong enough impression to get a call or two in the future.

I know I can't just sit and wait for the phone to ring though, so a strong season in the WEC will go a long way to reinforcing everything I could tell teams during my trip. The hard work begins now. Bring it on!

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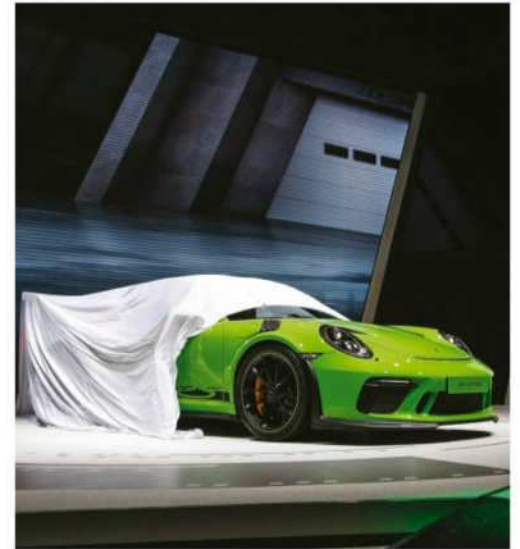
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GUEST COLUMN

# The secret RS owner



## How I got my 991.2 GT3 RS

Notoriously hard to acquire, Total 911's secret columnist sheds some light on getting a new RS...

I'm fortunate enough to be getting a 991.2 GT3 RS in the near future – very near, in fact. It's an April build, and could already be put to good use by the time you're reading this column.

I'm already a GT3 and RS customer of my local OPC, and with the impending RS that will be ten cars purchased within the last four years, making me one of their top customers in volume terms at least. I first registered my interest in this particular model before the 991.1 GT3 RS was launched, but that doesn't mean a great deal – no deposit was asked for as the new model wasn't even a certainty. They know I'm an RS man at heart as I regularly take my cars to the spiritual home of the RS, the Nürburgring, as well as other tracks, and my cars get properly used.

Many hours were spent searching the Internet for information on the new RS. After the GT3 was confirmed with an all-new 4.0-litre engine there were rumours of the RS having a 4.2-litre, but no official news – that may have come from one of the cleaners in Zuffenhausen! The car had been seen pounding the Nordschleife in disguise, both in still photos and videos. The NACA ducts in the bonnet were visible and all of this info was adding to my interest levels. I never thought the RS would be available with a manual though. The RS is all about speed and performance on the track, and indeed that is where it should be used and seen – not plodding along Kings Road in Chelsea.

Until the model was officially available to order my OPC did not ask for a deposit, but on launch

day I received the call and went in to pay the £10k deposit and place my order. I had been up late the night before as the official press release hit the internet – this was after the leaked info around three weeks earlier. Lizard green had already been leaked to the press, and some outlets had more stats, including price and power. The excitement factor was already built up with the teasers, although there was always the chance it could have been 'fake news'. Thankfully, on the night of the official press launch I was not disappointed. I stayed up late to watch all the videos and read the official news, with plenty of pictures and footage of a Lizard green RS to fawn over. However, I could not find the RS on a Porsche model configurator anywhere, which was frustrating.

In the morning I woke up early and found that the US configurator was up and running. By the time I had specced a car the UK configurator was up. I already had an idea of spec, similar to my 991.1 RS: Clubsport, of course; PCCBs; black LEDs; black alloys and so on, so it was quickly created and emailed through to my sales contact. There's no Weissach Pack unfortunately, which I would have likely gone for, but only because it would have made it a little more unique. In the end I went for a full-fat Lizard green spec: paint, interior rollcage and pin-stripe on the alloys. I had seen it in the metal at the Geneva motor show, and it looked stunning.

I must admit that I really like the Lizard green colour – an RS should be lairy and this ticks

that box. My 991.1 GT3 RS was in Ultra Violet, a similarly unique but perhaps slightly less lairy hue, but beautiful. As PTS colours aren't available in the UK I was very happy with the options, Lizard green making all the difference to the options available for the regular GT3. This is the modern-day RS equivalent of the green used for the 997.1 RS which was my dream car ten years ago.

I really can't wait to get behind the wheel of the new car. From what I have read I am confident this will have a more direct and hardcore feel than the Gen1. I believe this will be the case with the extra noise from the more manic engine and reduced sound deadening, but also from the stiffer springs and fully rose-jointed suspension components that are being used this time. These are all factors to make the RS stand out from the regular GT3 – which itself is a fantastic car – but I believe this RS will offer a more significant change over the GT3 than you got with the 991.1 iterations.

However good it will be, some things can always be improved upon. While not track-day friendly in the UK, the exhaust can be spiced up with a Sharkwerks or Akrapovic system, and the geometry can be improved for a more track-focused set-up, which is the way I tend to go with these cars... I'm sure I'll end up doing the same with this one. It will be seeing the Nürburgring in May and August (as I've already booked track days with Destination Nürburgring) and possibly September and October too. I mean it would be rude not to, wouldn't it?





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# Views

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



## What to buy?

Dear Sir,

I'm building a Porsche 911 collection and I'd love to get some advice. I currently own three Porsche: a 1971 2.2S, a 1994 3.6 Turbo and one of Magnus Walker's personal cars that you've featured in the magazine: his 1972 STR 002.

I don't have the budget for some of the all-time great 911s like the 1973 Carrera RS or the 959, but I want to find truly iconic 911s that are fun to drive and immerse the driver in a truly connected, visceral experience. Some of the cars on my wish list are the 1976 Turbo, the 993 RS or, if I really stretch my budget, the 997 GT3 RS 4.0. If you have any personal favourites that you think I should look at, please let me know. I'd love to hear your thoughts.

Jason Patton



**What an awesome three-car 911 garage you have, Jason. The STR 002 in particular is one of only a handful of modified cars ever to feature on the cover of one of over 164 issues of Total 911 (and counting), which underlines its stature.**

**Our recent issue, 163, may be of considerable benefit to you, where we look at the cars to buy in 2018. We picked out nine models from different eras and for different budgets, so I'm sure one or two examples will resonate with you. This and all of our recent back issues can be ordered from [myfavouritemagazines.co.uk](http://myfavouritemagazines.co.uk). I hope you find it useful.**



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 3rd Edition** bookazine, worth £9.99!



## 991 Sport Classic

Dear Sir,

I was fascinated by the series of interesting news stories printed in **Total 911** issue 164 regarding forthcoming models and particulate filters, which I hadn't seen published elsewhere at the time. You mentioned we should expect a 991 Speedster at Goodwood's Festival of Speed, but what of a 991 Sport Classic? You'll recall for the 997 generation Porsche released both models at the same time via its Exclusive department. You also mentioned back in an article from issue 146 that early whispers had begun circulating regarding a 991 Sport Classic. What do you know?

David Sutton



**That's correct, around the time of issue 146 we did hear rumours that a Sport Classic could be on its way, prompting us to render a design of what we think the car could look like (below). However, rumours and, indeed, spy pictures have been thin on the ground for the last year or so. At this stage we don't believe a Sport Classic will be released with the Speedster, as the 991 Speedster will be made in much greater numbers than the 997 and most likely won't be a product of Porsche Exclusive. However, Porsche is sure to offer a few surprises in what is its 70th year of existence, so watch this space...**



## 964 C4 Lightweight

Dear Sir,

While I enjoyed the magazine's compendium of 4WD history with the 911 (**Total 911** issue 164), I notice the article omitted any great reference to the 964 Carrera 4 Lightweight. As you know, the C4 Lightweight is a special car, built by one Jürgen Barth while heading up Porsche's customer motorsport division. With only 22 examples built, the car is a rare beast, yet undoubtedly one of the cornerstones of the 911's 4WD story.

Christian Ramsay

**You're absolutely right, Christian. The 964 Carrera 4 Lightweight is a fascinating car, though as a competition-only model we felt it fell outside our focus on how 4WD technology has evolved in Porsche's road-going 911s. The C4 Lightweight's approach to maximum traction is nevertheless fascinating: borrowing drivetrains from the Paris Dakar-winning 953, the car also featured two prominent turn dials above the gear shifter, these 935-spec dials controlling the car's trick differentials. And we haven't yet mentioned the car only weighed 1,100 kilograms...**



## Ask the expert

Got a question for our Porsche technician? Email us [editorial@total911.com](mailto:editorial@total911.com)



**Scott Gardner**  
Job Title  
Gold Diagnostic Technician  
Place of work  
Porsche Centre Bournemouth, UK  
Time at Porsche  
12 years

**I want to get into my first 911 and am targeting a 997.1 Carrera S. The Internet is doing its damned best to put me off the car due to bore scoring, which I'm told is a common problem on the model. Is the 997.1 C2S really that bad for it?**  
James Hickey

Scott's answer: It's not as common as people make out. My last engine rebuild for bore scoring was four months ago on a 997.1 C4S. I have seen just over a dozen in my time at Porsche, so that averages out at just over one per year, however, I know more and more people visit specialists due to the costs involved, so that's perhaps why we don't see as many people complain about it here in a Porsche Centre.

If you can, have a car checked for rev ranges and even bore scoped as well as a thorough visual check before purchase. It's a small cost to pay to ensure you are buying a good car. Full Porsche history is advisable so you know the correct engine oil has been used, and look out for oil leaks between the engine and gearbox too.



## The elusive GT3 Rennsport

Dear Sir,

I tried and failed to get a 991.2 GT3 Rennsport, despite leaving a deposit with my local OPC for the best part of a year. I am distraught; I have two other GT 911s and track them all regularly around Europe. The whole experience has left a bitter taste in my mouth and I've considered selling my 911s and persevering with another brand. I saw in your last issue you've had information there will be a second batch of 911s. I have also been told this via other sources but when speaking with my dealer they deny all knowledge of the car. It's beyond frustrating. I appreciate not getting a car is a first-world problem, but what I find hard to accept is my dealer not being honest with me, particularly in

light of the considerable sums of money I've spent with them in the last ten years.

**Anonymous**

**There are two likely reasons why main dealers deny all knowledge of batch two cars or other models: firstly, they have not been fed any information from Germany. Secondly, OPCs are in constant fear of being sued, so most adopt a lips-locked policy to avoid making promises they may not be able to keep. The harsh reality is there's no set way of guaranteeing a GT3 RS allocation, as OPCs have complete autonomy on how they select owners, and many execute their own selection processes as a result.**

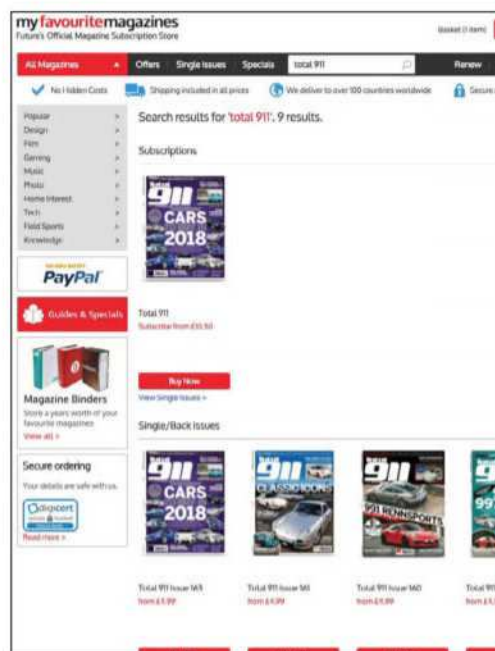
## Back issues?

Dear Sir,

Regarding **Total 911** back issues: in the Newsstand app there is an offer to buy issues going back to issue 50. I assume this is digital only? Also when I try to follow the link on the **Total 911** homepage to back issues I'm getting a failure message that the [imagineshop.co.uk](http://imagineshop.co.uk) is not reachable. Please help as I'm desperate for back issues!

**Immo Schröder**

**Apologies you've not been able to get hold of any back issues, Immo. Unfortunately when we were taken over by a bigger company much of our paper back catalogue was discontinued. Our paper library only goes back approximately a year to issue 157. However, every single digital edition is available to download to any Apple or Android device from our Newsstand app, though if you're desperate for a paper copy I'd recommend eBay or other online auction sites.**



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# BLOOD BROTHERS

The Touring marks a new chapter for Porsche's GT3, but has this inventive new model been inspired by a 911 from the company's past?

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





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**RIGHT** It is a shame the Touring doesn't follow the 964 RS's penchant for providing plenty of detail in its engine bay, though there are hidden engineering gems all over the 991, including an R-inspired diffuser to manage airflow at its rear





## 964 RS vs 991.2 GT3 TOURING

POWER TO WEIGHT	
<b>213bhp</b> per tonne	<b>353bhp</b> per tonne
BRAKE DISCS	
FRONT <b>322mm</b> REAR <b>299mm</b>	FRONT <b>380mm</b> REAR <b>380mm</b>
FORWARD GEARS	
<b>5</b>	<b>6</b>
WHEELBASE	
<b>2,270mm</b>	<b>2,457mm</b>
TRACK WIDTHS	
FRONT <b>1,435mm</b> REAR <b>1,493mm</b>	FRONT <b>1,551mm</b> REAR <b>1,555mm</b>
HEIGHT	
<b>1,270mm</b>	<b>1,271mm</b>
FUEL TANK	
<b>77</b> LITRES	<b>64</b> LITRES
DRAG COEFFICIENT	
<b>0.32Cd</b>	<b>0.35Cd</b>
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Porsche's 911 GT3 has been on quite a journey of late. Just five years ago, 'Mr GT3' himself, Andreas Preuninger, met with journalists to talk through the company's latest, seemingly indomitable GT3 in 991.1 guise after its public reveal at the Geneva Motor Show. The venue is a long-time happy hunting ground for Porsche to unveil its hottest GT cars.

On paper at least, the car represented something of a technological tour de force: Porsche's new 991 was its most clinical take on a track-focused GT3 yet. With an active steering rear axle, electrically assisted steering through the wheel inside plus a compulsory seven-speed PDK gearbox, this was the do-it-all GT3, supposedly providing greatness on both road and track. However, despite this influx of tech and the plethora of inevitable Porsche acronyms describing it, journalists had just one question to ask: "Why no manual gearbox?"

Preuninger's response, championing the merits of a clinical transmission system in a car built for performance driving, was of course perfectly sensible, yet it drew little inspiration among hacks. Surely Porsche, the company famed for its mantra of 'it's not how fast you go, but how you get there,' wasn't in the process of killing off the manual gearbox? That reaction from the press at Geneva, plus the ensuing wave of outcry from the buying public, forced Porsche to reconsider. From there, the GT3's story – and inevitably, its future – has drastically altered.

It began with the 2015 Cayman GT4, Porsche GT department's first foray into fettling the company's mid-engined, baby sports car. It boasted the usual repertoire for a car blessed with Weissach wizardry, including a tuned engine, a healthy weight reduction and, for the first time in four years, a six-speed manual gearbox.

Needless to say, the Cayman proved a popular acquisition. While there's little doubt enthusiasts were intrigued by a mid-engined GT car built by Preuninger's team, **Total 911** also witnessed staunch Neunelfer customers ditching the 'uninvolving' GT3

in favour of the analogue GT4. Estimated worldwide sales of up to 5,000 units later, Porsche had well and truly got the message.

Though the GT4 proved successful, enthusiasts still coveted a lightweight, manual 911, which was cut from the same cloth. This duly arrived in 2016 with the 991 R. Considered by many to be the 911 of the decade, its only problem was the fact it was largely unobtainable, with 918 Spyder owners offered first dibs on a car with a limited production run of just 991 cars globally. The debacle sparked widespread anger among long-time buyers of Porsche GT cars who missed out in favour of the super wealthy, many of whom didn't share that passion for the brand and who consequently flipped the R for obscene sums of money. However, Porsche was clearly getting warmer in its mission to deliver an analogue experience in a modern, blue-chip 911, but it still needed a launch that would really appeal to the masses. That car came in 2017 with the launch of Porsche's 991.2 GT3 with Touring Pack which, for the first time since the 997 generation, would come only with a six-speed manual transmission. The Touring's repertoire is impressive: gone is the fixed wing and PDK gearbox resplendent on that 991.1 car, replaced by a discreet, traditional 911 silhouette and, of course, three pedals in the driver's footwell.

Sound familiar? It should do, for while the Touring represents new ground for Porsche's GT3 lineage, there's evidence to suggest the company may have looked to its past for inspiration when building it. We are talking, of course, about the 964 RS.

Introduced in 1991, it was the first 911 Rennsport since the iconic 2.7- and 3.0-litre RSs of the mid-1970s (21 examples of SC RS were also built in the '80s, though these were competition cars not permitted for the public road). While the 964 followed the early traditions set about by those first Porsche Rennsports, stripping weight and adding firecracker performance, it also broke new ground by maintaining a humble appearance disguised, in the main, as a base Carrera 2. The 964 RS, ➔



### 991.2 GT3

with Touring Pack

**2017-18**

#### Engine

3,996cc

13.3:1

500hp @ 8,250rpm

460Nm @ 6,000rpm

Six-speed manual

#### Suspension

MacPherson struts; anti-roll bar; selected ball joints; PASM Independent; Multi-link with helper spring; anti-roll bar; selected ball joints; PASM

#### Wheels & tyres

9x20-inch centre-lock alloys;

245/35/ZR20

12x20-inch centre-lock alloys;

305/30/ZR20

#### Dimensions

4,562mm

1,852mm

1,413kg

#### Performance

3.9 seconds

198mph

#### Model

**Year**

**Capacity**

**Compression ratio**

**Maximum power**

**Maximum torque**

**Transmission**

**Front**

**Rear**

**Front**

**Rear**

**Length**

**Width**

**Weight**

**0-62mph**

**Top speed**

### 964 RS

**1991-92**

#### Engine

3,600cc

11.3:1

260hp @ 6,100rpm

310Nm @ 4,800rpm

Five-speed G50 manual

#### Suspension

MacPherson struts; gas-filled dampers; coil springs; anti-roll bar Semi-trailing arms; gas-filled dampers; coil springs; anti-roll bar

#### Wheels & tyres

7.5x17-inch magnesium Cup alloys;

205/50/ZR17

9x17-inch magnesium Cup alloys;

255/40/ZR17

#### Dimensions

4,250mm

1,650mm

1,220kg

#### Performance

5.4 seconds

162mph





**LEFT** Alcantara from Clubsport GT3 is replaced with smooth leather in the Touring, though all other options – including Chrono Package – are available. Black cloth seat centres are unique to the Touring, too



**RIGHT** Interior of 964 is pure Rennsport, with basic door skins, manual window winders, and supportive bucket seats all present



available in super-rare Touring trim, which kept some luxuries from the Carrera, or Lightweight, as here – is therefore the grandfather to the ideology of being a wolf in sheep's clothing.

Resplendent here in Guards red, the 964 sits alongside its identically hued progeny in the 991.2 GT3 Touring, their colour contrasting vibrantly against the snow-covered and tone-saturated landscape around Spa Francorchamps. The Touring has been specced by its owner, Warren Gardiner, to match the 964 forebear it shares a stable with, and so there are matte-black handles and window surrounds, a black kick plate and silver wheels present on both cars. It takes less than a second to decide they look absolutely gorgeous together.

Aside from their more personalised options, there are plenty of traits clearly shared between both 911s from a design point of view. The most obvious is their classic, flowing silhouette, uninterrupted by any fixed aero addenda more familiar to their respective contemporaries.

Instead, both utilise an active rear wing to increase downforce at a given speed, a discreet Gurney flap on the trailing edge of the Touring's module casting a striking resemblance to the delicate upturn at the base of the 964 RS's extension. A

striking black engine grille is otherwise the focal point of each car's rump. Inside them both, a manual H-pattern gear shifter protrudes at the head of a transmission tunnel driving between two front Sports seats, the void behind them filled by nothing more than carpet over the rear bulkhead.

There is, of course, some disparity between these driver-focused 911s, the most blatant being size. The wide-bodied GT3 Touring absolutely monsters the tiny, narrow hips of the 964 RS, which looks more like a 911 Junior when parked next to the 991, such are its comparatively diminished proportions. It is the chiselled form of the GT3's bodywork which gives it a slightly racier appearance than the entirely innocent-looking 964. However, by contrast it is the air-cooled car which benefits from looking less bloated and more appreciably simple than its younger GT compatriot. Preferences to either will only be found in the eyes of the beholder, but we're not here to judge merely on aesthetics. To get the full picture, we'd better compare their drive.

Though the kink of Eau Rouge and famous rise of Raidillon lay just over the shoulders of snapper Dan Pullen as he bags some early shots, our test today will take place on the flowing asphalt around Belgium's famous FIA-approved circuit. The Touring, after all, is

built with twisty roads in mind, while the 964's 260hp is modest enough to exploit away from the track.

Having ambled to our location at the helm of the GT3 Touring, it's time to acquaint myself with the confines of the 964 RS – which, at first, presents something of a culture shock. Compared to the sizeable 991, the 964 is a relative shoebox inside: the more upright windscreen feels like it's sitting just past the end of my nose, and I can comfortably reach both doors from the driver's seat. The door skins are plain and devoid of pockets, of course, with pull straps providing typical Rennsport mise-en-scene.

There's no rake or reach adjustment on the 964's steering wheel, so I'll have to work around its large circumference imposing itself awkwardly in front of my knees, but favour is found with the hard-backed Recaro seat I've parked myself into. One of my favourite thrones affixed to the floor of any 911, these leather-covered buckets offer a great hold around the midriff (nomex-clad RS Clubsport seats are another 30mm narrower) and open up at the shoulders to provide a well-judged blend of comfort and support. The pedals, too, are perfectly positioned – left-hand-drive cars don't possess the awkward offset blighting right-hand-drive examples. Already I just want to drive. ☺

**BELOW** Touring's Gurney flap is reminiscent of profile on 964 RS's active rear wing



**“It’s difficult to think Andreas Preuninger hasn’t been influenced by the 964 RS mantra when creating this Touring”**

Twisting the 964’s slender key in the ignition sees the air-cooled M64/03 motor rumble to life, its deep burble on tick-over permeating right through the cabin. Only a customary rattling of the car’s single-mass flywheel – saving 7kg – interrupts the engine noise (the former halting when the clutch pedal is depressed). I select the first of this G50/10 manual gearbox’s five forward ratios, quickly find the bite point and let the car spring forward. We’re off.

There’s a wonderful simplicity about the 964 that has long endeared it to enthusiasts. Everything about the car feels so mechanical: it’s gloriously unfiltered, especially in RS-trim, giving a ride that’s brilliantly communicative. Its steering system in particular, devoid of power assistance in LHD-spec, is utterly marvellous, giving oodles of feel through the four-spoke wheel.

In fact, everything about the 964 RS is just built to inspire confidence – it teases you into a spirited drive. Placing the car on the road is effortlessly easy; its sublime steering, slender hips and paltry

1,220kg weight making it feel slight and nimble. A squeeze of the right foot is met with a sharp turn of pace, the 964 RS’s throttle response being legendary, and braking is taken care of by ample Turbo-spec stoppers with ABS. It’s not a car you can just jump in and thrash, though. This air-cooled Rennsport can get twitchy in response to reckless inputs, but a considered approach rewards handsomely with a car which comes alive the harder it is pushed. Surely such a feat can’t be repeated by that herculean 991 hogging the road ahead?

Sitting in its drivers seat an hour or so later, the GT3 appears at first to be a wholly different affair. You’re more cosseted here than in the 964, with bulky ‘A’ pillars, a deep dash and obtrusive centre console surrounding the driver’s electrically adjustable Sports seat. There are no RS-spec basic door cards, and starting the Touring reveals no clattering of a single mass flywheel (Porsche says the car doesn’t need it, so never offered one). What it does share with the 964 though is a pronounced engine sound in



**ABOVE** There's clear synergy between the GT3 Touring and 964 RS's approach to a visceral driving experience

the cabin. The Touring is noisy, more aggressively so than the 964 RS, a significant removal of sound deadening letting that thrum of the GT3's 4.0-litre flat six reverberate right through your ear drums.

That enthusiasts hail the Touring as a purists' car because of the presence of a six-speed manual shifter is very much a sign of the times, for the GT3 is still wrought with technology. Switchable maps between 'normal' and 'Sport' modes for the engine and suspension are a case in point; the 991's steering column remains electrically assisted and active steer is still provided at the rear wheels. Clearly there are mutations in the DNA, but the GT3 otherwise displays traits that confirm it as a modern interpretation of the 964's ideology.

That first similarity is the gearshift. Like its air-cooled stablemate, the Touring's shift is wonderfully slick, gliding effortlessly through each gate without fuss. There's no notchiness or recalcitrance to its movement, yet it doesn't feel superficial either. The GT3's steering system is resoundingly positive, too,

easily marked out as one of the best of the current range. It doesn't quite let the nose hunt for every nook and cranny in the road's surface like the 964, but there's a welcome level of intel being fed from the floor to my fingertips.

Perhaps the crowning resemblance in the cars' behaviour, though, lies in their chassis. A little on the firm side around town, dial some speed into the mix and it's clear both cars like to move around, and the Touring can be weighted up into corners in much the same way as the air-cooled RS – the only difference being the speeds at which this happens, which of course is much greater in the 991. Similarly, both cars display a tendency to feel floaty at high speed, only the Touring's definition of high speed is again shifted on somewhat compared to the 964, it lacking the additional downforce provided by a fixed rear wing previously attached to a GT 911's rear.

There are corresponding compromises to both cars too, the chief drawback being loudness. The 964 RS's acoustics means it isn't a car for long drives,

while the audible smattering of stones constantly flicking up into the GT3's arches is something you'd only readily accept in a track-focused Rennsport. I'm also not sure if I'd rather have the 964's pedal positioning and general lightness incorporated into the GT3 Touring's set-up, or just the thumping 4.0-litre flat six of the 991 shoehorned into the back of the 964. Providing plenty of torque south of 4k and pulling strongly past 8 grand all the way to its redline at 9,000rpm, it is without doubt the best ever engine fitted to a 911 for the road.

No matter, for these are visceral 911s high on driver engagement, and there's clear lineage in how they go about achieving this. Parking them back up at the end of a fun day blasting around the Ardennes, it's difficult to think Andreas Preuninger hasn't been influenced by the 964 RS mantra when creating this Touring. Separated by 25 years of Porsche engineering, they are blood brothers. It just goes to show, sometimes you need to look back to move forward. **911**



# 991.2 GT3 MANUAL v PDK

How does a change in transmission choice alter the driving experience of Porsche's latest GT3? Total 911 pits a manual Touring against a Comfort-spec with PDK

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

**W**hen it comes to its beloved Neunelfer, Porsche has continuously proved, speaking here in automotive realms, that there are

many ways to skin a cat. After all, walking into a dealership and asking to buy a 911 is as ambiguous as walking into a boutique and merely asking to buy 'a shirt'. What size, material, fit and colour would you like? There are many options to be had, many choices to make.

In the case of the current 911, there are 24 different models in the 991.2 generation alone. You might narrow it down to a GTS, but would you like drive via two or four wheels, and in Coupe, Cabriolet or Targa body style? How about a 911 Turbo: would you like your Turbo in 'S' spec, with or without a convertible top? Even Porsche's GT3 is now available in three guises, these being Touring, Comfort or Clubsport spec, the former billed as boasting a greater road bias, the latter more track oriented, and the Comfort model supposedly somewhere in between. So just how different are they?

Our ride out from the UK to the Guards red Touring in Belgium is a Comfort-spec GT3 in GT Silver, affording us an opportunity to compare apples with apples between these 991.2-generation cars. A visual observation reveals two key differences between them:

one has a fixed wing and semi-automatic PDK transmission, while the other sports a more traditional flatback design and H-pattern manual shifter. But does the very make-up of these two GT3s go beyond that?

In short, yes. These both offer very different takes on Porsche's GT3 moniker, with meticulous optimisation carried out to better serve the precise purpose for which they are intended.

The Touring's six-speed manual gearbox offers an engaging drive on the public road, its throw short and direct, its clutch pedal unexpectedly light. Gear ratios are longer than the PDK-equipped Comfort, which provides instantaneous shifts using the beautifully weighted aluminium paddles mounted just behind its steering wheel. In theory, the clinical aspect of PDK should provide greater intensity to the driving experience, yet the reality is on a speed-restricted public road, this only lasts a matter of seconds, whereas the Touring's re-introduction of a third pedal gives the driver an additional focus point for much longer periods.

Unsurprisingly, the Touring is noticeably softer than the Comfort, its more pronounced body roll the result of revised spring rates more suitable for the lumps and bumps of a public road. That's not to say the Comfort is too stiff for anything but the snooker table-like surface of a race track, because it's not, but whereas

the Comfort displays an eagerness to stay glued to the road's surface, the Touring's chassis has a greater tendency to move around beneath you. This is especially evident at speeds above 100mph, where aero comes into play.

Bizarrely it's the Touring which is the louder of the two from inside, as it has had more sound deadening removed. This is something of an error in judgement from Porsche – it should surely be the track-oriented Comfort which benefits from the most sound deadening being removed in a bid to further reduce its weight.

While this does unquestionably make the Touring's driving experience more visceral by comparison, there comes with it a caveat in that the car displays a tendency to emit a reverberating engine drone into the cabin at cruising speed (just under 4,000rpm in sixth gear). Not ideal for a car built to drive to the Alps, tour around it and then drive home again. Conversely the Comfort car's acoustics are entirely more palatable over medium to long distances.

There are further, minute differences too. The Touring sits marginally higher (we estimate by 5mm) and Porsche tells us the flatback car even gets its own unique wiring loom. Not sure which transmission to spec in your 991.2 GT3? It appears there's far more to consider besides how you'd like to shift your gears. **911**



“These both offer very different takes on Porsche’s GT3 moniker, with meticulous optimisation carried out to better serve the precise purpose for which they are intended”



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HOW TO

# BUY A PROJECT 911

Restoring a classic 911 can be rewarding – and potentially profitable, too. Autofarm founder Josh Sadler explains what to look for...

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Written by **Tim Pitt** Photography by **Alisdair Cusick**

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**H**ow brave do you feel? Buying a project 911 isn't for the faint-hearted; we've all heard tales of running repairs that snowballed into fully-fledged rebuilds. But for those with sufficient time, patience and money, restoring a car can be an edifying and enjoyable experience. Here we round up what you need to know and look out for, with help from Autofarm founder Josh Sadler and his 911 2.7 Sportomatic.

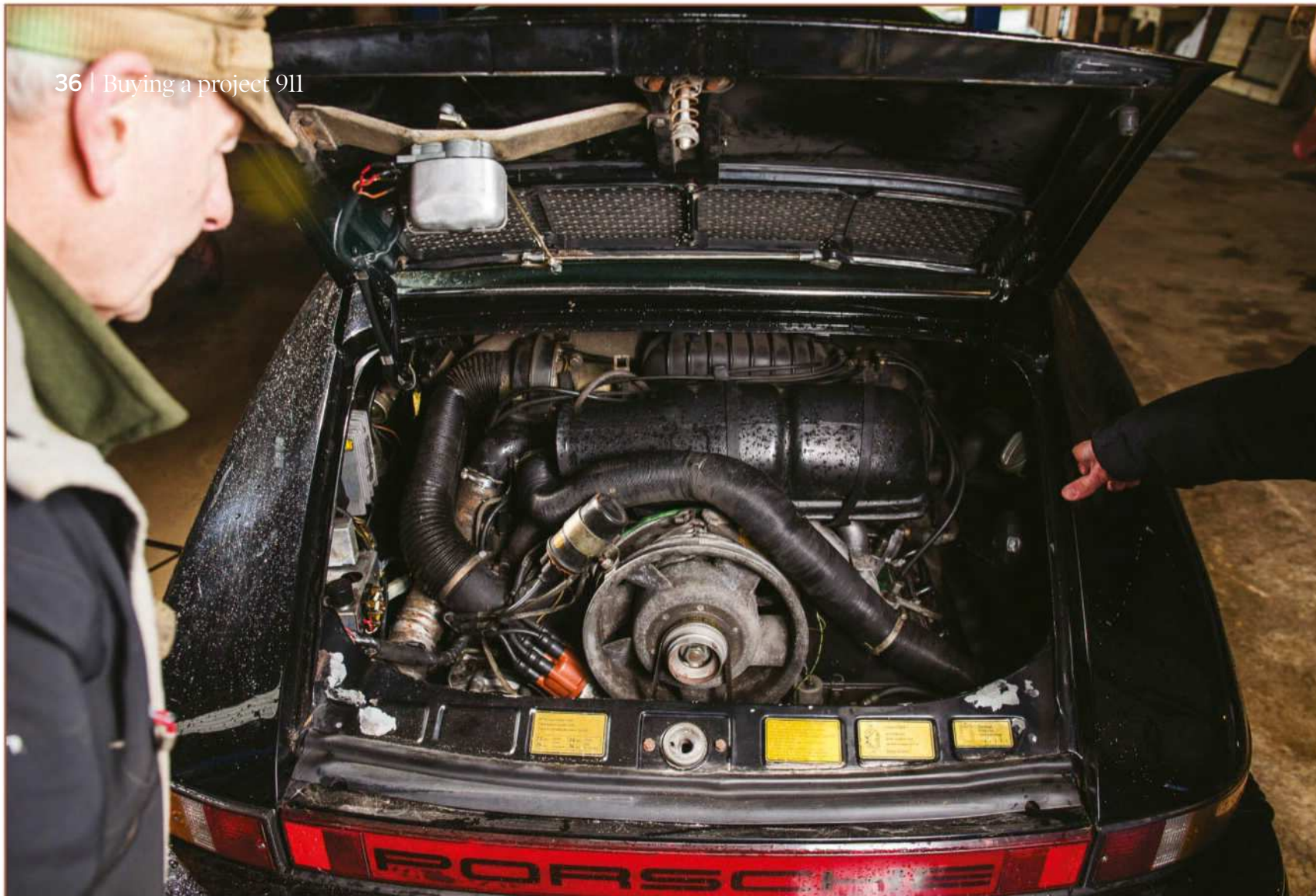
Money is, of course, the elephant in the room. Parts availability for classic (1964-1989) 911s is at its best since the late 1990s – one positive side effect of rising values – but many components are expensive, and some still need to be custom made. Also, since most of us don't possess the skills to restore a car ourselves, the task usually involves paying a specialist. With labour rates typically around £60 to £100 per hour, costs soon escalate.

It's therefore best to approach most projects as a labour of love: a chance to save an ailing 911 from the scrapyard, rather than a business opportunity. Unless the car you plan to restore is a special model, such as an RS, you may find it hard to make a profit – even in the current, still-buoyant Porsche market. Work out how much you're willing to invest before you start, not forgetting the cost of the car itself.

Josh's 1976 2.7 Sportomatic is a perfect example of a project-in-waiting. On the plus side, it's a very original, three-owner UK car with a verifiable MOT history and no obvious structural rust. Less positively, it's covered 183,000 miles and hasn't run since 1999 due to an undiagnosed engine problem. Josh wants £30,000 for the 911 and estimates it would cost a further £30,000 to fully restore. If you feel fired-up after reading our guide, please contact Autofarm on +44 (0) 1865 331234 or visit online at [autofarm.co.uk](http://autofarm.co.uk) for more details. ➔







## ENGINE

**T**he engine is nominally the most complicated part of a classic 911, yet frequently the easiest to fix. “They’re a great big Meccano kit,” says Josh. “There are very few electronics to worry about compared to a modern car, and engines are potentially good for 200,000 miles if looked after properly. That said, I’d usually factor the cost of a rebuild into any project.”

The air-cooled flat six doesn’t suffer a pivotal, defining fault like the IMS issue that plagues early 996s. However, it evolved hugely over the years, so later cars are markedly more reliable. Josh singles out the final evolution of the original 911, the 1984 to 1989 model year Carrera 3.2, as having “a very solid and sorted engine”.

One persistent problem that was fixed for the 3.2 concerns the timing chain. As 911 engines got bigger, torquier and lower-revving, more strain was put on the chain tensioners, partly with emissions in mind. These were pressurised in the 3.2, and many older cars have these upgraded tensioners retro-fitted – including Josh’s 1976. “Ironically, if you rev an early 911 hard, you get dynamic tension in the chain,” explains Josh. “So if you want your Porsche to be reliable... drive it like hell.” Advice we’ll happily adhere to.

Some oil seepage from the engine is almost inevitable, but oily cylinders are bad news. Look

carefully at the crankcase: the O-ring seal around the crankshaft nose bearing expires, meaning the entire case needs to be removed and opened up. Cylinder head studs are problematic on earlier 911s with magnesium crankcases and also the 1978 to 1983 SC, as they can pull out or rust. Porsche partially solved this issue with coated studs for the Carrera 3.2, but the best replacements are 993 studs or ARPs.

Corrosion can also affect the oil tank (located on the offside of the car, alongside the engine), although they were stainless steel from the mid-1970s onwards. Many owners upgraded to stainless exhausts, too – Josh recommends the ‘aircraft quality’ systems from American company, SSI. In general, though, mechanical mods should be treated with suspicion, not least because they detract from a car’s originality.

The market’s desire for original spec means that, were Josh keeping this car, he’d opt to restore the three-speed Sportomatic gearbox rather than replace it. “Autofarm has performed dozens of five-speed manual conversions over the years, but these clutchless ‘boxes are becoming quite rare. There’s even a Sportomatic register now,” he explains. Worn synchromesh is the most common issue with gearboxes generally. Porsche only sells some replacement parts in sets, so repairs on particular parts can be expensive.



**ABOVE** Air-cooled engines can be good for 200,000 miles, but a rebuild should be factored in – and originality is key



## C H A S S I S

To examine the chassis properly, you need to poke around underneath the car with a torch. Rust here could be the difference between a viable project and a basket case, so unless you have a trailer and a friendly local garage with ramps, it's probably worth paying a specialist to inspect the car alongside you.

Starting at the front, all original 911s have the battery mounted in the luggage compartment. Battery fumes can corrode the front cross-member, which spans the floorpan below. The condition of this is "a good indication of how bad it's likely to be further up," according to Josh. Moving backwards, you may discover rust on the bottom of the fuel tank where underseal has peeled off, while unbolting the guard behind the tank allows you to inspect the fuel lines and brake master cylinder for deterioration on pre-SC cars.

The next major problem area is the sills. The heater tubes are routed from the engine bay between the inner sills and inner chassis rails, then upwards into the cabin. Their regular warming and cooling causes condensation, leading to rust here and along the chassis rails at the back. Josh says that "Replacement sills are common on older

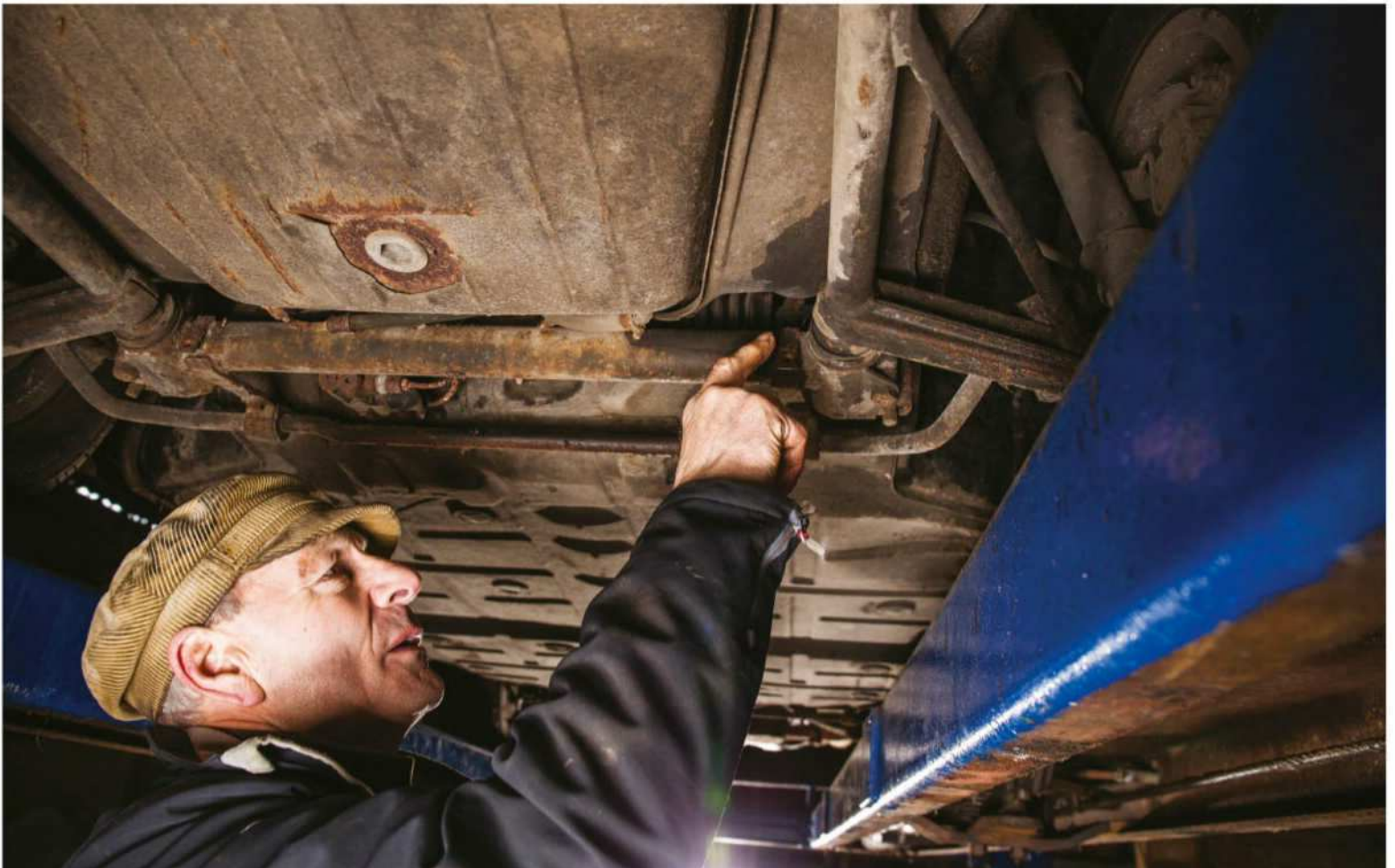
911s, and not necessarily a problem. If you find rust on the floorpan, scuttles and inner wings, though, you're probably looking at a bare-shell restoration." Unless the car justifies that expense – because it's particularly rare or valuable – that may mean swallowing your pride and finding a new project.

In general, the 911's suspension is very hard-wearing. Cars built from the mid-1970s onwards have additional bracing for the rear torsion bar – "the heart of any 911, where all the forces meet," in Josh's words – to boost chassis rigidity and improve handling. One issue Josh highlights are the rubber bushes at the back of the front suspension wishbones. These degrade, causing the cap on the end of the torsion bar to rub on the housing and make an infuriating squeak. Nonetheless, they're parts that are likely to be replaced as part of any in-depth restoration, so you needn't be unduly concerned.

Rust protection improved steadily over the lifespan of the A- to G-series 911. Galvanising was introduced for some elements of the car, such as the floorpan, in the early 1970s, with full-body treatment from 1976. But as Josh points out: "This 2.7 is evidence that galvanised cars rust, too – the protection doesn't last forever." ➔



**ABOVE** Kidney bowls may be the obvious place to look for rust, but a detailed inspection is needed under the whole car



## INTERIOR

Sourcing interior trim is a common headache for classic car owners, particularly when originality is at a premium. Josh's car is a case in point. Its fabulously 70s red and blue tartan cloth has faded in areas exposed to the sun, and pulled away from the leatherette base on the driver's seat. However, with so many patterns offered by Porsche at the time – from houndstooth Pepita to zebra-striped Pasha – finding the right fabric for retrimming can be tricky. Josh recommends Southbound, based near Winchester, for replica trim if the genuine article isn't available.

The top of the dashboard merits careful checking, too. It can crack, particularly on cars kept outside in hot climates, and replacements don't necessarily exist. "Finding a left-hand-drive dash top: no problem," says Josh. "But this right-hand-drive 1976 has a unique top without the central speaker grille of earlier cars or the extra air vent that 1977 models had. Tracking down another would be nigh-on impossible. Luckily, this one is very good."

Original 911 electrics are rudimentary, but essentially robust, so long as they haven't been tampered with. If you're faced with a fuse box that resembles Spaghetti Junction, Porsche Classic can supply a new, bespoke wiring loom – but they won't be cheap. Josh's noted trouble spots are the electric windows and automatic heat-control system, the latter introduced on all UK cars from 1978 onwards (optional in Europe). This uses a sensor to regulate the cabin air temperature and is notoriously fickle. "Autofarm regularly backdates 911 heating systems to the old-style manual levers alongside the handbrake," he says. "It's just a simpler and more reliable set-up."

Lift the carpets and check for rust in the rear seat wells from leaking rear windows. Other areas to check include the door pockets, which flex and distort (replacements are available), and the door opening mechanism. This is a fragile system of metal connecting rods and plastic clips that are prone to snapping. Annoying, if hardly deal-breaking.

There are two numbers inside the car that help you confirm its identity. The first is the paint code, stamped on a metal plate on the nearside door-shut. Check it matches the colour of the car. The second is the production number, located behind the dashboard knee-guard on the passenger side (remove the two studs underneath). This was used internally by Porsche, who will be able to confirm whether it tallies with the chassis (VIN) number inside the luggage compartment. If not, serious questions need to be asked.

**ABOVE AND RIGHT**  
Condition of the pedals is usually overlooked when deciding if a car's mileage seems genuine; Early clocks are easy to tamper, so check for signs of foul play



## B O D Y



Let's start at the front again. Open the luggage compartment and examine the fronts of the inner wings. On post-1973 91Is, the mounting brackets for the impact bumpers trap mud and moisture, leading – inevitably – to rust. The VIN plate is also attached to the inner wing in impact-bumper models, or the front slam panel in early 91Is. Ensure the details match the V5C registration document.

Pull the boot carpet out and take a look at the luggage floor and the flat panel behind the fuel tank. If the car's had a front-end shunt, the metal is often pulled straight again afterwards. However, ripples in the metal are a common giveaway, as this panel is difficult to repair properly. Check also around the brake fluid reservoir, where spillages can cause flaking paint and corrosion. And point your torch underneath the scuttle panel at the base of the windscreen; if the car has been resprayed, you may discover its original colour here.

Moving to the sides, open both doors and inspect the areas where the roof A-pillars meet the tops of the front wings. This complex box-section is a stress point, and rust here means removing the windscreen, dash top and possibly the heating system, too. "Quite an involved job," says Josh. The bases of the B-pillars also rust where they arc downwards into the sill: blame the 91I's notorious 'kidney bowls' in front of the rear wheels. "If this corrosion has spread to the rear wings, which are welded on, you need to consider how far you're willing to go," advises Josh. "Very soon, you could be into a massive renovation."

While you've got the doors open, check the trim strips beneath the rear side windows. They're a further sign of crash damage, as the movement of the door in its aperture knocks a V-shaped dent into the leading edge of the chrome. "Many people neglect to replace them, but those witness marks tell a story," reveals Josh.

The 91I Coupe's roof is a perfect double curvature, so corrosion here is hard to repair. Examine sunroofs carefully where fitted – they start to swell from corrosion where the roof skin is doubled back. The rear window is also prone to leaks, leading to rust in the box-section underneath. And bear in mind that window frames – brass on early cars, anodised aluminium later – are expensive to replace if damaged. ➔



**ABOVE AND LEFT** Rust and evidence of a shunt are your main worries for the body. Check for structure of 'A' & 'B' pillars. Accident repairs could be shoddy, so look out for any hints which give them away



So there we have it, your guide to buying a project 911. As we said, your main challenges are money and time, but if you have both then bringing a 911 back to life can be a hugely rewarding experience.

Of course there is a wealth of advice and expertise out there, so do your homework beforehand. This includes research through respected books or articles, but also in speaking with professionals too. Some of the most respected specialists have been in the industry for years now, and will likely have seen it all. Their knowledge is golden, so don't be afraid to call on it at any time.

Restoring a 911 can prove to be something of a minefield, and every project is going to be different from the next, but we've nevertheless come up with ten top tips we think are crucial for any build. So, rip this page out and pin it to your wall (or just bookmark it if you value the condition of your magazine collection) to help you remember these golden rules when you're first looking to embark on a project – any project. **911**

### Thanks

Thanks to Josh Sadler and Elan PR. Anyone interested in buying the 911 Sportomatic should contact Josh via Autofarm on +44 (0) 1865 331234.

## TOP 10 TIPS FOR BUYING A PROJECT 911

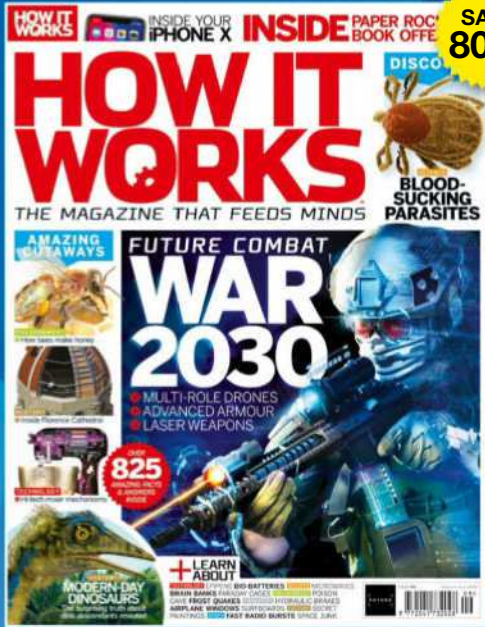
- 01 Take your time**  
Taking on a project 911 is a big commitment. Do your research: don't simply buy the first car you find.
- 02 Get a professional inspection**  
Pay a Porsche specialist to inspect the car before you buy. It could save you thousands in the long run.
- 03 Stick to your budget**  
Work out a total budget for buying and restoration. Include some wiggle room for unforeseen bills.
- 04 Check the numbers**  
Matching numbers' cars are worth more. At the very least, make sure the car's chassis number (VIN) matches its logbook (V5C).
- 05 Provenance is important**  
Ownership documentation and service history are vital for Porsche values, even if you plan a bare-shell restoration.
- 06 Seek out special models**  
Choosing a limited-run 911 may help you make a profit from your project. However, headline-grabbing 'barn finds' are few and far between.
- 07 Rust is your enemy**  
Bodywork is generally trickier and more expensive to repair than mechanical problems. Look for rust everywhere.
- 08 Trim can be trouble**  
Tracking down specific pieces of exterior or interior trim can be a nightmare. Another reason to buy an original car.
- 09 Spares are always useful**  
Some project cars will come with a garage full of spare parts. Take everything: you never know what you'll need.
- 10 Be prepared to walk away**  
Don't become too emotionally attached to a project. Even a classic 911 isn't worth bankrupting yourself over.



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# SIX INTO

Written by **Neill Watson** Photography by **Chris Wallbank**

# FOUR

The 912/6 was never an official Porsche model, but is it a viable way into long-bonnet 911 ownership?

For a great many of us, the prospect of owning an early Porsche 911 disappeared years ago. Cars that were once financial possibilities in our budget-regulated bucket list have soared away to stratospheric heights in value. In addition, the advent of a passion for the iconic 'barn find' has given rise to excitement and hysteria whenever an early 911 emerges from those old buildings that used to supply us with a project to be renovated a little at a time. Today, the barn find is wheeled on to the auctioneers platform complete with decades of dust and what dealers call 'patina', so the prospect of owning an early 911 for anything under a six-figure sum is now pretty much impossible. However, there is one final possibility: the 912/6.

There is, of course, officially no such thing as a 912/6. It's a term used to describe the once-popular move to take the four-cylinder 912 and transplant a six-cylinder 911 engine into it, effectively creating a Porsche 911 in the process. Engine transplants in many different cars are nothing new of course, though for the most part they don't work. The extra engineering work needed, added to the heavier weight of the larger engine, the bigger brakes needed and the extra cooling all conspire to make engine transplants done for love and enthusiasm, not cost effectiveness. The 912/6, however, is different.

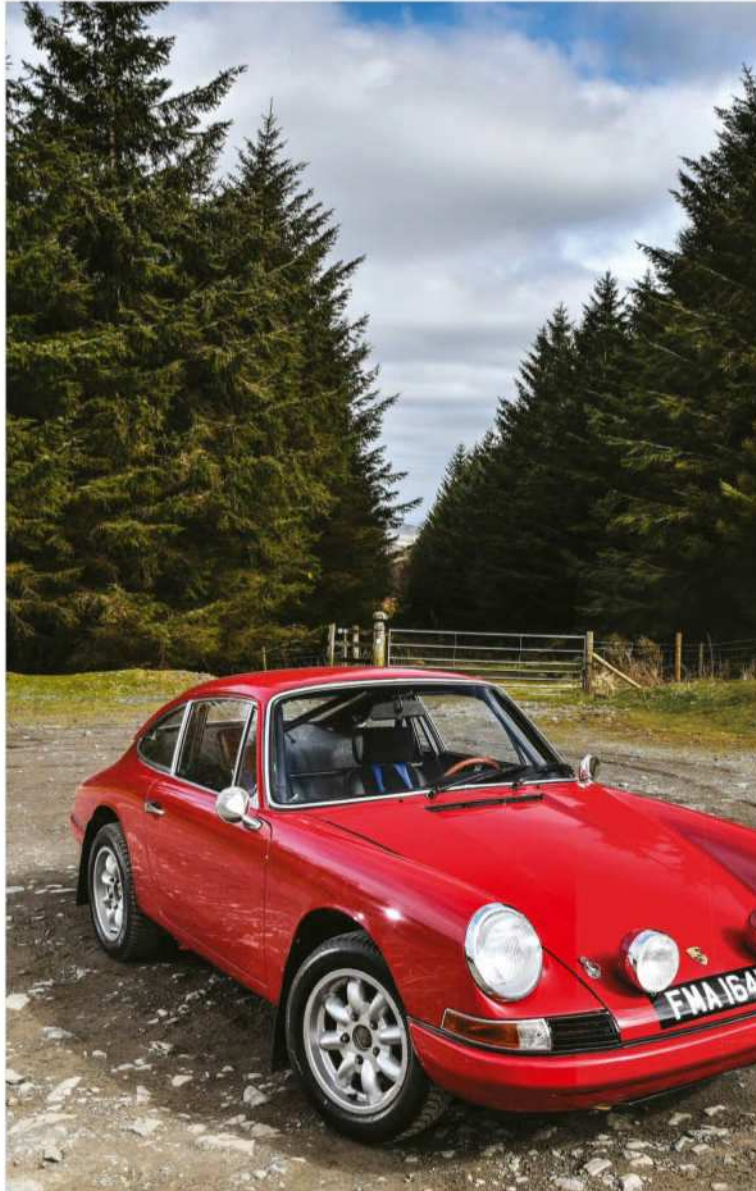
Conceived by Porsche very soon after the launch of the 911, the Porsche 912 was intended to bridge the gap in price between the outgoing 356 and the new 911. Porsche executives were worried that the price point of the new flat six was too high and would encounter resistance. In 1965 the 912 was launched with a four-cylinder, 1.6-litre engine. For Porsche the judgement call was inspired: the 912 sold 6,400 cars in the first year compared to 3,390 911s. In the following years the ratio gradually shifted in the 911's favour, and 912 production ceased in 1969.

Many of the components of the two cars were shared. The same brakes, suspension and overall chassis was common to both cars, including the five-speed 901 gearbox with dog-leg gearshift as an option. Add in the quite numerous production volume and it is easy to see why the creation of a 912/6 became such a popular thing to do.

In the motorsport world, the 912 is credited with giving Porsche victory in the European Rally Championship, Polish driver Sobieslaw Zasada taking his privately entered 912 to victory in 1967. Which brings us along quite nicely to the subject of this feature. A historic, rally prepared Porsche 912/6.

Today finds us in Chester, in many ways the spiritual home of British rallying and, of course, the northern gateway to Wales. Business partners Howard and Chas have been involved in classic rallying for decades, and we have talked in **Total 911** previously about their experiences with the Porsche 911 and historic rallying. This particular car is a project that has been some time in the works. "It started as a car we bought from our friend Phil Hindley," explains Howard. "At the time, we needed another car for rallying, this one was available so we bought it from Phil. Then various other





**Model** Porsche  
**912/6 SWB**

**Year** 1968

**Engine**

**Capacity** 1,991cc

**Compression** 9.0:1  
**ratio**

**Maximum power** 130bhp

**Maximum torque** 173Nm

**Transmission** Five-speed 901 manual

**Modifications** Fully rebuilt engine to 2.0-litre 'S' specification; fully rebuilt gearbox with short-shift gearchange; complete new wiring loom; full suspension rebuild with newly powder-coated arms and all-new bushes; new discs, brake pads and fully reconditioned calipers and adjustable pedal box; all-new brake lines; front and rear underbody protection in powder-coated aluminium; bolted-in half roll cage; new sports seats with full harness belts; map lights, spot lights, Brantz Pro 2 trip meter, Brantz Rally timer, navigator footrest; retrimmed interior; new heated front and rear windscreens; plumbed-in engine bay fire extinguisher; new stainless steel heat exchangers and silencer

**Suspension**

**Front** Torsion bars; Bilstein damper

**Rear** Torsion bars; Bilstein damper

**Wheels & tyres**

**Front** 4.5x15-inch; 165HR

**Rear** 4.5x15-inch; 165HR

**Dimensions**

**Length** 4,163mm

**Width** 1,610mm

**Weight** 1,080kg

**Performance**

**0-62mph** Not tested

**Top speed** Not tested

**LEFT** Red fan shroud isn't a mere decorative ploy: this 912 has been converted to 2.0-litre 911 'S' specification





“In the motorsport world,  
the 912 is credited with  
giving Porsche victory  
in the European rally  
championship”

projects came along and it was put on the back burner for a while!”

What began as the passion of two men who had recently sold a business and needed something new to focus on has quickly blossomed into a business specialising in early Porsche 911s for classic and historic rally events. Today they are busier than ever, with word of mouth being the marketing tool as more and more owners have asked them to care for early Porsches. So the 912/6 project had to wait a while.

But today, on this bright but cold early spring day, the car is sitting outside, pristine paintwork shining in the sun, sitting on a set of Minilite wheels with brand-new Vredestein tyres still to be scrubbed.

“It needs some miles putting on it”, says Howard, sliding the key and motorsport cutoff across the desk. “It’s literally brand-new, so everything will need bedding in; have fun.” What could possibly go wrong?

Sitting alongside a new Porsche 991, I’m reminded at how small, almost delicate, the early 911 bodysell looks in comparison with today’s technology-laden missiles. Clicking open the lightweight door, sliding down into the bucket seat, I fiddle with the four-point harness, still very stiff and new. A few minutes of fidgeting and adjusting and I have a good seat position relative to that slim OMP steering wheel. A push and twist of the motorsport cut off key and the Brantz trip lights up. Snap the ignition switch down and there’s a high-pitched buzz from the fuel pump. A quick squirt with the right foot to prime the Webers and I thumb the start button.

The 2.0-litre snaps instantly to life, then stops. I try again. This time, I catch it on the bounce and get a few gentle blips on that featherlight throttle as I check the gauges are moving the right way. I’d forgotten just how instant the throttle response from these small Porsche sixes was, and this freshly built one is like a flick knife. I sit for a few moments as the engine warms through, the whiff of oil combined with the honey aroma of 98 octane and that telepathic throttle all combine to gently quicken my pulse.

Across and back for first, the cold gearbox, together with the newness of the internals combine to make the move stiff, as if moving through treacle. Rolling gently through Chester town centre, it’s a little tricky at first to make smooth progress, as the utter newness of the gearbox, coupled with the beautifully responsive engine, means that matching RPM and road speed requires practice. Moving out of town, the speed rises as everything warms through, and now I’m beginning to enjoy the flow of the drive a lot more.

Driving over the border into Wales, in just a few miles the geography changes as we head to our photo location of Llanbedr, and now the A494 is sinuous and winding. The view through the open bends, combined with the strong response from the 2.0-litre flat six, means I need little encouragement to press on more. The car is really flowing now as I regain my muscle memory of driving these lovely, lightweight cars, the thin-rimmed OMP wheel feeling far more delicate ➔

## Building the 912/6

Historically, the conversion of the Porsche 912 from four cylinders to six was quite popular, principally as it is not a hard conversion to physically undertake. We talked to Howard about the work involved in converting the car you see here.

"It's actually very straightforward. The original four-cylinder engine sits tight against the bulkhead, very similar to the VW Beetle. The forward mounts are still used. At the rear, the addition of two new pick-up points is needed. This is done by adding two 45-degree plates on each corner of the engine bay."

Assuming your 912 came with the five-speed gearbox, the only other addition is the oil tank, as the four-cylinder engine wasn't dry sumped. However, the biggest issue facing anyone contemplating this conversion today is one of parts availability and cost. Six-cylinder 2.0-litre Porsche engines are now rare and expensive. The chances are that whatever engine you find will need a rebuild, assuming that you can convince anyone to sell one in the first place.

Howard continues, "You often have to buy them unseen and, of course, you never know what's needed

until you strip it down. It's safe to assume it will need a rebuild of some kind. A base engine will cost a minimum of £10,000. If it needs a crankshaft, add on £4,000. Piston sets are £3,600."

So a good, freshly rebuilt flat six and overhauled gearbox will run to around £30,000 by the time you are done, in reality. So, depending upon the cost and quality of your base car, you could possibly own a 912/6 for around £60,000 finished. For now, that represents decent value in today's marketplace. For how much longer is the biggest question of all.







**LEFT** Spot lights, mud flaps and a revised ride height immediately mark this 912 out for competition use, but plenty may seek a 912/6 build as a viable way into long-bonnet Porsche ownership for road use



than the thick, chunky airbag and Alcantara of modern GT Porsches.

Braking into the tighter bends, the motorsport brake pads need a firm push, making the solid brake pedal now the perfect platform for an addictive blip on the downshift. The warmed-up gearbox benefits from those last few miles as the shifts go in smoothly, the Vredestein tyres bite on turn in before picking up that sharp throttle and balancing the weight mid-corner before powering out, always mindful of the engine's newness. Arriving at our photo location, I have to suppress a giggle.

This particular car had been involved in historic and regularity events for some time before Howard and Chas obtained it. The rebuild started a while ago, but as mentioned, other projects meant that it dropped down the schedule before they focused their full attention on it. Today, the hundreds of hours of body shell preparation, that brilliantly responsive 2.0-litre flat six built to 'S' specification and the brand-new Bilstein dampers all combine to give the feel of a car that is absolutely box fresh. With decades of historic and regularity event experience between them, they have incorporated the many small details into the build that both help long-term reliability and also add strength to the car. Regularity events are not as hard on machinery as stage rallying. Nevertheless,

this car has under-body protection added both front and rear, as well as the sensible addition of a bolt-in half roll cage.

Photography complete, it's time to investigate more the feel of this early 911, and, indeed, whether a six-cylinder 912 would be a good entry point into early Porsche ownership. The engine is fully warmed up now: half a pedal of prime for the Webers and it cracks into life. Even though there is no need to, I simply cannot resist some gentle blips of that super-light throttle, revs zipping up and then instantly back down again, cracking out through the stainless steel exhaust. The gearshift easily slips across and back into first now, the warm oil and those miles we put in on the way here have certainly bedded things in, both mechanically, and probably also mentally remapping the driver too. I personally prefer driving left-hand-drive cars. For me, shifting gears with my right hand is far more intuitive, and it becomes evident that the dog-leg layout of this sort of gearbox was designed for that seat position.

For those who are adequately funded and are considering an early 911 to actually drive, rather than merely collect and hold in suspended animation, then a car like this would be a great choice. If you own a newer, water-cooled 911 and want an Espresso shot of the purest air-cooled 911 experience and feel to add

to your collection, then these early cars deliver the purest drive. Devoid of all of the elements that have subsequently been added to the evolutions of the car, from larger engines to turbochargers, creature comforts and modern safety, they are superb.

Would you buy a 912 with the four-cylinder engine, or opt for a six-cylinder upgraded 912/6? Both are equally involving to drive, though for me the beautiful 2.0-litre six cylinder adds that additional spice to the drive and extra punch out of the corners that is both physically and aurally intoxicating.

While this car may have been built with classic regularity competition in mind, I would be quite happy to have it as part of my Porsche garage. Perfect for those occasions early on a Sunday morning when everyone is still sleeping, the roads are dry and there's a bacon sandwich and Espresso around forty miles away across a winding B Road.

The Porsche 912 or 912/6 is probably the last affordable chance you will get to be an early 911 owner. If you love the DNA of a Porsche 911, you owe it to yourself to investigate it at its purest source. **911**

## Thanks

The car in our pictures is currently for sale. Interested parties should contact Howard at the CHC Partnership on +44 (0) 1244 375773.

# OB Oliver Blume

Total 911 sits down with Porsche's CEO to talk electromobility, hybrid 911s, production capacity and even where the 911's engine should be...

Written by **Kyle Fortune**



**Total 911:** At Geneva you have been exhibiting two very different ends of the company. You've got your very focused, very singular road car in the GT3 RS, and then you've got your Mission E. How does Porsche fit in the wider sense within the group, because the wider VAG parent seems heavily focused on urban mobility solutions, e-mobility solutions, car sharing, taxi services, and that doesn't really square with Porsche as a company, which instead is very much a driver-based, emotional brand. Can you explain where the company fits in that context?

**Oliver Blume:** I would like to start with the first part of your question. We attempted to present today the whole spread of Porsche, and where it stands for the future. We have on the extreme side the GT3 RS, and on the other a fully electric car. We think that's a very good fit for Porsche. Also, the electric cars: Porsche won the 24 Hours in Le Mans three times in a row with a hybrid engine, therefore we have a lot of credibility for electro-mobility, and with regards to the future, the possibilities are huge. It's very, very good for the brand.

A big topic for us is to have a future credibility. Therefore, we are concentrating in three directions: to improve our combustion engines we will go further on with our 911; we concentrate on plug-in hybrids, which works very good with the new Panamera for example – in Europe 60 per cent of our Panamera range is plug-in, and we have thought about it to get into this region – and on the third pillar is electromobility. We will start series production next year with Mission E. An option that we can do is to use old technology and build and engineer a totally different car.

Talking about the second part of your question and what does it mean for Porsche, car sharing and all the mobility, Porsche in future will always be a Porsche you will want to drive on your own. We never will engineer Porsche without a steering wheel. That's important. But we also look for mobility and services for the future that fits to Porsche. Everything we do has something to do with Porsche and must present for what Porsche stands for. For example, when in the US we have a model where you can rent a Porsche for a monthly rate and you can pick what car you want in what range, at the end of the year we will think if it's a model for the future. And what





ABOVE Seen here with Wolfgang Porsche, supporting the company's extensive motorsport programme

we see today is there are a lot of customers that have never driven a Porsche before and they try a package for a year, try Porsche and then order Porsche, and maybe that might be a very good bridge to get new customers.

There are a lot of mobility services we have to prove that there's a business behind. Today we can't say, so we have to do some pilot studies.

**Total 911:** But monthly rent, even though it's very expensive, it does get people in cars?

**Oliver Blume:** Yes. In Atlanta we have two packages for \$2,000 and for \$3,000 an exclusive package. With the exclusive package you can change every day what car you want from the model range, and for \$2,000 you can choose the reduced range. For example, a Cabriolet in the summertime and an SUV in the wintertime, or to a race track with a 911, and that's what we think about and offer to our customers.

**Total 911:** That requires a massive pool of vehicles, where would you draw those from?

**Oliver Blume:** We organise it in Atlanta with our organisation Porsche of America. The intelligence which is behind it is a computer system that manages it. You need a big car pool to organise everything and the intelligence is when we have a lack of, for example, 911, to talk with the customers and say "Hey, we have a Panamera, do you want to try it?" We contact with our customers, and that's what you have to manage.

Therefore, we need to know, how does it work, and at the end of the year we will make evaluations if it fits for our business model. It's only an example, as also we have some prototypes with Uber or Gett in London, Uber in Australia or

it's Didi in Shanghai, to have a feeling of what's on the market and does it fit for Porsche.

**Total 911:** Looking at the forthcoming Worldwide Harmonised Light Vehicle Test Procedure (WLTP), the new fuel economy standards, some manufacturers are saying that this could affect handling of vehicles due to elements like de-sizing tyres and more. How does that affect Porsche?

**Oliver Blume:** We are working on this topic now for over a year and I think Porsche is well prepared. The challenge to work on was acceleration of the process and legislation to do it one year before it was planned previously, and to start this year. Therefore, for our organisation it's a lot of work to do to realise everything, and we can produce up to 1 September all of the combustion engines without a particulate filter. In future we will have the particulate filter, therefore we decided to concentrate on special models we will change, and other models we leave or we come to later on, to prioritise our work.

**Total 911:** With the electric cars, will they be standardised cars made by Porsche: Boxster, Cayman, Panamera, Mission E or will you share models within the wider group?

**Oliver Blume:** With the first electric body style, the Mission E, we had the opportunity to share it with other brands in the group, but it was a single engineering we did with the Mission E. It wasn't planned to do it together with other brands because we started in 2015, when few brands thought about electromobility. For the future we started collaborating together with Audi for the so-called premium platform electric, and there we see a lot of possibilities to do it together. We have



a lot of opportunities working together in a group like Volkswagen.

**Total 911:** Within Porsche, will you keep electric separate from the traditional Porsche models?

**Oliver Blume:** As an example, we will produce the Mission E at the same factory where the 911 is produced. What we did is, for example, it's kind of our strategy to have most possible production flexibility, in body shop, in paint shop. The models of the 911 and the Mission E are totally mixed. 100 per cent. We can produce whatever we want in assembly, that's more a topic of capacity. We have two different assembly lines where we do it, but in future it is possible to do that.

**Total 911:** You touched on it there, but capacity is something that we hear a lot from you guys in the GT department and from your mainstream models. It's clear that you can build more cars, or you can sell more cars than you currently build. Do you have any plans to increase capacity, specifically in things like the GT department?

**Oliver Blume:** Volume wasn't ever a very important topic for Porsche. Volume was



**ABOVE** Mission E is spearheading Porsche's push towards electromobility, with series production due to start next year. Blume says Porsche still has work to do to improve the combustion engine, however



“The new 911 will be prepared to host a plug-in version... depending on our strategy we think it will come a bit later”

more the consequence of good product politics, or strategy. Talking about the Mission E, today nobody knows how will it go with the Mission E, but you need a frame to make your calculation and to make the planning with all the suppliers, and what we do is to think about flexibilities. What flexibilities do we have from the organisation side, to work weekends and so on, and what flexibilities do we have to install from a technical side? A third fact is to talk with the suppliers, what flexibilities do they have, plus 20 per cent, or something like that, that you have to agree before when you start to produce more volume.

Now at the end of this process we are driving in our prototypes of the Mission E, and have the possibility to show the car to our dealers. We will have a big conference in the middle of this year to evaluate once more the volume opportunities, and then to make a clear calculation of what we need from the capacity side. Then we will continue to set volume, but it isn't an important goal for Porsche. It's a consequence. We want excited customers, we want future-orientated work places. That is what Porsche stands for, and at the end good profitability.

**Total 911:** When do you think we are going to see a hybrid 911?

**Oliver Blume:** The new 911 will be prepared to host a plug-in version; depending on our product strategy we think it will come a bit later in production. But it's possible, and when we bring a plug-in hybrid version of the 911, it must be very sporty. What we see now with the Panamera is the strategy to position top-of-the-line products like a plug-in hybrid worked, and a lot of customers who took top-of-the-line versions now take a plug-in hybrid and are very excited. It was totally the right decision. Therefore, when we bring a plug-in hybrid, it will be the most powerful 911 we've ever had. To use the electric punch and combine it with combustion opportunities.

**Total 911:** Sort of Turbo S level?

**Oliver Blume:** Yes, something like that.

**Total 911:** The flagships being hybrid, that's been successful with the Panamera, what's driven that?

**Oliver Blume:** I think different points. Coming from the technology side, the perfect combination between electromobility and combustion engines. You can drive full electric 50 kilometres per hour in town and then go out to another road and have acceleration where you can use the electric punch, and we have a special button for it. On the other side, environmental aspects for emissions might be another reason for the customers. A



**ABOVE AND LEFT**  
Parading the latest  
Le Mans 24-Hours  
trophy, though Porsche  
Motorsport will now turn  
its attentions to Formula E

lot of people feel cool to have a kind of electro-mobility, because it's modern and it's a new technology. I think these are the aspects for the success of the plug-in hybrid. It is always our idea to transfer our technology from the race track to the road. That's what we did from the 918, which is a purely racing car. We are using, for example, our race car from the 24 Hours of Le Mans, also a plug-in hybrid, with four cylinders. And we are using this experience also to develop our plug-in hybrid systems for our road cars.

**Total 911:** But is it purely for performance, or is it for emissions as well, the road cars?

**Oliver Blume:** Both of them. For the Le Mans racing car, it's more from the performance side because you have acceleration with electric power, but for the 918 or now for the Panamera it's coming from the emission side.

**Total 911:** Will you have around 700 horsepower in this 911 plug-in hybrid when you've got the electric motor and the petrol engine?

**Oliver Blume:** The Panamera has got 680 horsepower and it might be possible to go in this direction. When we think about the turbo engine in the GT2 RS with 700 horsepower, and when we think about future generations of the Turbo, I think it will come to this direction.

**Total 911:** It should be able to hit 700 easily...

**Oliver Blume:** For example, the power of the electric engine of the Panamera plug-in – only electric – is 136 horsepower, and then combined with the turbo combustion engine it's easy to get there. Therefore, I think 700 horsepower, we haven't thought about it, but it might be a possibility. Good idea!

**Total 911:** Speaking to some of your colleagues at rival firms there are several that are talking about a theme, 'hyper analogue', where they see a future of electromobility where most cars will be hybrid and will eventually become electric, but there's also a branch in the tree where there will be people who want combustion engines and manual gearboxes. Yes, you are providing that now, but how long do you think you can continue to provide these cars within the current legislation and the future legislative framework and make a business case for it at the same time?

**Oliver Blume:** It's difficult to say what the future brings. I think it depends on different world regions. In China, we learn very fast we have only electric cars in the big cities. But you have other regions of the world, like the Midwest of the United States, where the combustion engine will survive another 15 to 20 years or more.

When you have the situation, for example in Europe where you have big cities but you have landscape also, I think it's a very good idea for a car manufacturer – especially a manufacturer like Porsche – to have this flexibility to concentrate on strong pillars, and what is a very important task for us is to transfer our Porsche tradition to the future and combine it with modern technology.

We have to be very careful here because we have such a good tradition in Porsche, and we want to keep it in the future as well. For example our tradition with the 911 is to stay on this route, but also think in new technologies in order to keep the brand fresh and young.

**Total 911:** So no mid-engined 911?

**Oliver Blume:** We have a clear strategy. Mid-engine we will use for the Boxster and Cayman and the rear motor we will use for the 911 for the tradition. What we did in motorsport is we put the motor in the 911 a bit forward of the axle, but that was only for more of a dynamic in the curves, but the 911 as a rear motor had other advantages, and therefore for us remains a clear strategy. Those wanting to drive a mid-engined car can take a Boxster or Cayman and those wanting a rear engine have a 911. **911**



— TOTAL 911 INVESTIGATES —

# AUCTIONS NS

— VERSUS —

# DEALERS

In the first of our two-part investigation, Total 911 delves into the world of auction houses and specialist dealers to find out who's best when it comes to buying a Porsche

Written by **Chris Dearden** Photography by **Iris Dearden**

**Y**ou've read all the road test articles and can probably quote all the relevant **Total 911** Data File stats by heart. You've finally decided which model will be right for you, and you've enough money in the bank to purchase it. That leaves you with one final but crucial call: how are you going to locate and buy your perfect 911?

Before the internet made the world a much smaller place, you were limited to chasing up possible contenders on the phone and assessing which examples were worth a day's drive for a viewing. Today you can examine high-resolution images of a potential purchase from every angle and check its full history file, irrespective of whether it's located in New Guinea or New York. This means the pool of available cars is much greater, but the reality


is that most of us still want to buy something we've had the opportunity to see and touch with our own eyes and hands.

Private sales have always been popular, but with these cars generally now commanding greater sums of money, buyers are increasingly choosing to use the services of specialist dealers and top auction houses. **Total 911** has decided to investigate the pros and cons of both routes. Representing the auction houses will be the highly regarded Silverstone Auctions, and flying the flag for specialist dealers will be Paragon Porsche, voted Best Independent Porsche Specialist (Sales) in the 2015 **Total 911** Awards.

It's worth knowing 1.5 million cars worth a collective £42 billion are sold by auction houses every year in the UK, many of them tired trade-ins or anonymous fleet cars. However, specialist auction

houses such as Silverstone, Coys and Bonhams concentrate on the classic and exotic market sectors.

Since 2015, Silverstone Auctions has held an annual sale exclusively for Porsche cars, the jewel of last year's sale being a 993 Turbo S on which bidding peaked north of a quarter of a million pounds. Plenty of 911s sold in the more accessible 20 to 40 thousand pound bracket, though. This year's auction is scheduled for 29 September, but Silverstone also included some choice 911s on their Race Retro Classic sale list recently, and we couldn't resist going along to find out first hand if an auction room really is a viable place to buy a Porsche 911 sports car.

First though, we had an appointment with Silverstone Auctions' operations manager Harry Whale. Harry has a love of 911s dating back to when he raced one as a 17 year old. We asked him why 







**ABOVE** Find a reputable dealer and you can have confidence in buying a high calibre of car with a comprehensive warranty

**ABOVE** Do your homework and take your time to check through paperwork, whether at auction or in a showroom

a buyer should purchase through a Silverstone auction, rather than use a specialist dealer. “There are advantages to both. It’s down to each individual car. We carefully select our cars – if the condition isn’t right, or the provenance isn’t right, we won’t sell it. We turn away far more cars than we accept and we go to great lengths to ensure the cars are what they say they are, and are valued realistically. Auctions are perhaps not for everyone. In the past people looked down their noses at auctions as just a place to dispose of cars, but in recent years specialist auction houses have changed dramatically. We have got to where we are by doing our due diligence to the highest possible standard. We build very good relationships with our buyers and sellers, many of whom have been working with us for years.”

We decide to choose ourselves a car from the auction and, as a potential buyer, see what we could find out about it. We started by asking advice from a fellow Porsche enthusiast examining the underside of a seemingly immaculate 912 by torchlight. “You have to know the model you’re hoping to buy inside out,” comes the reply. “Study the paperwork, know the faults to check for, establish the car’s value, set yourself a price limit and never go above that in the sale. If you’re lucky, you can get a bargain. But if it doesn’t feel right, don’t bid. There will be another.”

There are six 911s on the day’s list, with our attention drawn to a gorgeous 1986 Carrera

Supersport Targa. It’s an M491 wide-body ‘Turbo Look’ model in flawless Iris blue. We study its information and history pack held at the documentation desk, which in this case enables us to review its entire history from new. It’s encouraging to be able to do this in our own time, left to our own devices without the glaring eyes or small talk from a pressurising dealer over our shoulder. All the MOTs, all the receipts and a full service history is present. The car came from a serious collection and is being sold to make space in the owner’s garage for a new acquisition.

We spend a deeply enjoyable hour going over the car, speaking with the Silverstone consignor who had researched its provenance and with the owner himself. This is a rare feat: in a showroom you’re confronted with a dealer or salesman, and that’s it. Regardless of how much the dealer knows about the car (if indeed they know about its history at all), there’s no better resource for understanding an example’s history than by chatting to a current or former owner. Knowledge gained here is golden.

At the end of the process we’re left confident the Targa would make an excellent buy at the guide hammer price of £47,000 to £52,000. In love with it, we take the advice of an auction regular and decide not to bid at our first sale, but set ourselves a fantasy bid limit of £50,000. The hammer falls at £41,800 and we’re left very jealous of the car’s new owner. Even

with the buyer’s premium of 15 per cent on top of the hammer price, raising the final price to £48,070, it still seems a terrific deal.

Other air-cooled models sell within their guide-price range on the day, but a white 997 GT2 and a 997.2 GT3 RS both miss their reserve price by just one bid, suggesting a bargain could have been had in both cases. The day proves great entertainment, though there is a serious side to auction rooms. A case in point came at a recent Silverstone auction, where as the hammer dropped, a bidder is witnessed trying to withdraw her final bid and leave the room, forcing the auctioneer to quietly but firmly explain that a bid is a legal contract, and the sale was final. We later ask the auctioneer if he would have enforced the rules if the bidder had continued to walk. “Absolutely,” came his concise response. It’s a reminder that, as a potential buyer, you need to be exceptionally clear in your own mind about the outcomes you do – and don’t – want.

Visiting independent Porsche specialists Paragon in Sussex just the next week makes it easier to draw direct comparisons between the two purchase routes. Set up in 1994 by owner Mark Sumpter, their stock currently ranges from Boxsters at sub-£20,000 to a Carrera GT at £695,000.

We had taken details and pictures of ‘our’ auction Carrera Supersport along to ask Mark what his sticker price for that car would be. After conferring ➡





**ABOVE** Bidding is fun, but remember you're entering into a legal contract  
**FAR RIGHT** Iris blue Supersport is the subject of our auction interest  
**RIGHT** Cars sold via a dealer will likely have had time on the ramps for remedial work



**BELOW** The auction room is a hive of activity in the run-up to the sale, with visitors afforded plenty of time to look around the cars



with Jason Shepherd, one of his sales team, Mark came up with a figure of around £75,000, nearly 30 grand more than what the car went for. Surely this settles the auction versus specialist dealer debate for buying a 911? After all, if you can get the same car for much less in an auction, why even consider exploring what a dealer has to offer?

It's not quite that straightforward. Mark and Jason, experts in their field and hugely respected up and down the country by their peers, both readily agree that if the auction Supersport was as it seemed to be, its new owner had done extremely well. They point out, though, that many cars offered to Paragon by owners as "immaculate" in fact need substantial sums to be spent on them before they can be sold as Paragon approved.

It's not unusual for Paragon to spend £10,000 on a car before it can be offered for sale again, and for some it is considerably more. As Jason explains, a Paragon-approved car is not just repaired and refurbished to MOT standards, but to as near original condition as is possible. "Take the wheels on your Supersport, for example. They were anodised from new, so if there is any damage, and there probably will be, we don't just have the wheels cosmetically tidied, we will send them away to a specialist anodiser, even though that will mean a four-figure bill."

At Paragon, cars will spend an average of a week in their workshop getting a complete health check and overhaul using all genuine Porsche parts and lubricants. As part of this the suspension is set up to original specification on a £30,000 state-of-the-art electronic rig. "911s are very sensitive to suspension settings," Jason tells us. "We want to know that every car leaves us handling exactly as it should do."

After the workshop it goes into the body shop where body work and interiors are prepared to the same standard before valeting. Jason again: "That all takes considerable specialist skills and time. Everyone knows there are ways that body and trim faults can be cosmetically sorted more quickly, but it won't look quite right, and it certainly won't last." When everything is completed the car will get a detailed shake down and a comprehensive 12-month warranty.

It's also worth noting that if you visit Paragon seeking a 911, it's not a case of them just taking your money for the sake of it. They'll spend as much time as it takes to ensure you are leaving with the right Porsche for you, even if that means a cheaper 911 than you might have originally come in to look at. This isn't just idealism on their part – it's good business practice, because they know that you will enjoy your Porsche ownership and return when the time comes for an upgrade. This, we are told, should be standard procedure across the industry, certainly among reputable dealers. A final word from Jason before we leave: "Porsche 911s have always been expensive cars to buy. They are therefore very expensive to renovate correctly. Unless you have expertise, time and money in reserve, it is better to buy an example that you know is fully sorted."

So where do we recommend you go for your 911 purchase? The answer doesn't come down to 'A' or 'B', moreover depending on your situation. The Porsche community is a broad church. There's plenty of room for the purists wanting their car

to be totally original in all respects, and the outlaw community where the only limit to customising is imagination, and all those in between. The different routes to buying reflect this. You'd be unlikely to find those with an outlaw inclination buying at a renowned dealer such as Paragon, for example. But if you want a perfect 911, total peace of mind and you have the necessary budget, then Paragon or a similar dealer could be perfect for you. On the other hand if you are happy to forgo the security of a test drive and warranty, you have a smaller budget or want a project car you can work on and tinker, then an auction could be the right route for you. But if you do, bear in mind the earlier wise words of our 912 peruser from the auction.

Wherever you choose to buy, take advice, be prepared to wait for the right car to become available and buy the very best example you can afford. That's our recommended route to real 911 ownership satisfaction. Next issue, we look at the pros and cons of selling your 911 through a specialist dealer and at an auction. **911**

## "Take advice, be prepared to wait for the right car to become available and buy the very best example you can afford"

AUCTION		SPECIALIST DEALER	
<ul style="list-style-type: none"> <li>● Potentially cheaper</li> <li>● Car available for immediate inspection</li> <li>● All history and provenance available to check</li> </ul>	<ul style="list-style-type: none"> <li>● Sold as seen</li> <li>● No road test</li> <li>● No warranty</li> </ul>	<ul style="list-style-type: none"> <li>● Expert advice</li> <li>● Peace of mind</li> <li>● Road test</li> <li>● Full inspection available</li> <li>● Warranty</li> </ul>	<ul style="list-style-type: none"> <li>● Likely higher purchase cost</li> </ul>

# ANALOGUE

The GT2 has long been overlooked, but the time is right for it to shine. Total



# ANOMALY

911 buckles up for a drive in Porsche's first water-cooled example

Written by  
**Kyle Fortune**  
Photography by  
**Rich Pearce**

It is snowing. That's suboptimal for any photoshoot, and more so when the subject will be a 996 GT2. Apparently the UK is being beaten by the 'Beast of the East', a Siberian weather front. So it's snowing on the M25, London's hateful orbital motorway. I'm not even at Paragon and I'm thinking of calling it all off: the motorway gantry signs are warning of severe weather and not to travel unless it's essential.

I'm not sure 'wanting to drive a 996 GT2' counts as fulfilling that criteria, but I figure it's worth pushing on as I've yet to receive a call from photographer Rich Pearce saying otherwise. Oddly, within 20 miles of Paragon's Sussex location I enter something of a weather oasis, with bright sunshine and no clouds. Perhaps the Beast from the East is fearful of what's in Paragon's showroom; after all, the GT2 has something of a reputation. Rightfully, or wrongly, I'm still hoping to find out, and arriving at Paragon I'm immediately struck at how subtle it is.

My last GT2 experience was with the new one, the 991 GT2 RS, on UK roads for these very pages, and the figures the current car produces makes those of its ancestor look relatively mild. For the record, the 3.6-litre turbocharged flat six engine delivers 462bhp and 620Nm of torque. That's enough for a 4.1 second 0-62mph time, a 195mph top speed and the sort of top-dog status in the early millennium that helped cement the GT2's legend. Consider that a current 991.2 Carrera GTS develops within 10bhp of that maximum output and weighs only a few

kilograms more and you could be hoodwinked into thinking that the 996 GT2 isn't quite the menace the contemporary tests made it out to be.

That impression is further enhanced by the GT2's comparatively meek looks, particularly compared to the somewhat overt current model. Based on a 996 Turbo it's familiar, though GT2 spotters will appreciate the differing front bumper with its top vent, sizeable air intakes either side and more pronounced lower lip with its black leading edge. There are differing lower sills punctuated by alloy wheels which would usually wear GT2 wheel caps – this car instead favouring some stealthier Porsche crests – while there are punctured wings like its 996 Turbo relative. The fixed rear wing is the most obvious change over its Turbo brethren, coming in carbon if Clubsport was specified, saving as much as 2.8kg over the standard item.

The uprights that hold it aloft at the rear are structured as intakes, helping feed cooling, life-giving air to the 3.6-litre turbocharged flat six that resides under the engine cover. If you prised the badge off its rear the GT2 could pass as an aero-enhanced 911 to the uninitiated. That's arguably a good thing, allowing the 996 GT2 to pass without attracting too much attention. That's particularly true with Paragon's immaculate example, painted in Polar silver: the original owner obviously didn't plan any track activity and negated ticking that Clubsport option. There's no cage, and the seats are black leather-covered sports items rather than cloth buckets. ➔



**ABOVE** This GT2 Comfort has all the interior appointments of its 996 Turbo brethren. However, its savage performance is a marked difference to the Turbo's civility



**Model 996 GT2**Year **2003****Engine****Capacity** 3,600cc**Compression ratio** 9.4:1**Maximum power** 462bhp @ 5,700rpm**Maximum torque** 620Nm @ 3,500-4,500rpm**Transmission** Six-speed manual**Modifications** Larger barrels and pistons; twin-plug cylinder heads; larger valves and ports; high-lift camshafts; titanium conrods**Suspension****Front** Front axle in MacPherson design (optimised by Porsche); spring-strut axle with independent suspension on track control arms; longitudinal arms and spring struts; split lower track control arms with optional adjustment of camber by means of spacers; support bearings adjustable for road tyre/racing tyre camber and with fine tuning; cylindrical springs with shock absorbers fitted inside; single-sleeve gas-pressure dampers**Rear** Rear axle in multi-link design with rigidly suspended side sections; independent suspension on five track control arms; spring struts with concentric cylindrical coil spring; single-sleeve gas pressure dampers**Wheels & tyres****Front** 8.5x18-inch; 235/40/ZR18**Rear** 12x18-inch; 315/30/ZR18**Dimensions****Length** 4,450mm**Width** 1,830mm**Weight** 1,440kg**Performance****0-62mph** 4.1 seconds**Top speed** 196mph



There isn't a race harness or fire extinguisher in sight either. This is a GT2 in the traditional sense of its nomenclature: better specified for grand touring than Nürburgring lapping, even if it'd still be able to do so with real conviction.

Being a 996 GT2 there's no traction control or stability systems, PSM not arriving with the GT2 badge until this car was replaced by its 530bhp 997 Turbo-derived relation. Here there's a manual transmission, a six-speeder and the ratios and final drive remain unchanged from the 996 Turbo, but the synchronising rings are made of steel instead of brass for the greater forces being placed upon them by the GT2's 3.6-litre turbocharged flat six.

An evolution of the 911 Turbo's unit, the twin turbochargers are revised for higher throughput, pushing the charge pressure up to a 2 bar maximum. There's a higher compression ratio, yet the engine's charge air temperature remains the same as the Turbo, thanks to charge air coolers with greater efficiency. The result of that is 462bhp, up 42bhp over the 996 Turbo, torque too growing from 560Nm in the Turbo to a far more assertive 620Nm in the GT2.

That peak power arrives a bit earlier than in the Turbo, too, at 5,700rpm over 6,000rpm, the GT2's greater twist arriving at a higher 3,500rpm and hanging around until 4,500rpm. For the 2004 model year Porsche introduced some changes to push those outputs higher still. Changes in the electronic engine maps yielded a 483bhp output and torque gaining a further 20Nm for a 640Nm maximum, allowing the

GT2 to shave a tenth off its 0-62mph time and add a couple of mph to its top speed, the changes also allowing it to pass ever more stringent emissions tests both in Europe and the USA.

Today 462bhp doesn't feel like its lacking. Sitting in the GT2 after speaking to Paragon's staff underlines just how nice an example this one is. With just over 27,000 miles on its odometer it feels new inside. It's satisfying to sit in an early 2000s car and not have it aged by an ancient-looking sat-nav screen, the centre console here retaining a DIN-sized CD player with ventilation and air-conditioning controls above it. There are silver-coloured dials in the familiar 996 instrument cluster, these not even containing a GT2 script to highlight this 996's alpha status. Only some carbon-fibre trim around the centre console, handbrake lever and the trim strip dissecting the dash top from the bottom hint at this car's potential.

Firing up that GT1-derived flat six immediately dispels any pretence of civility. The rear cabin, devoid of seats and some soundproofing, fills with a deep, bassy resonance. For a turbocharged engine it's particularly vocal, notably more so than its 996 Turbo sibling, the flat six's timbre overlaid with a rousing intent. Any thoughts as to the weather have dissipated, the sunshine around Paragon's showroom releasing us from the meteorological malaise we encountered on our journey down. Even so, the intention isn't to go too far. On the way down I'd discovered some roads that would give the GT2 a good chance to reveal its abilities, well within our

weather oasis. Paragon's Mark Sumpter warns it's prudent to get some heat into the GT2's tyres before exploring what it's really capable of.

With the need for a splash of fuel, Pearce and I head off tentatively, with Sumpter's warning at the fore. He's not wrong, the first squeeze of the accelerator having the rear squirm momentarily as the cold tyres struggle to find purchase on the similarly frigid Tarmac. It's a quick, tantalising reminder of the GT2's forceful reputation, and its all-too-obvious lack of electronic driving aids lending a helping hand when you're not paying attention.

Immediately I like it; it's unanaesthetised by modernity, yet there's performance that's utterly contemporary. Keeping it below 3,000rpm and short-shifting up the 'box quickly, it's a relatively easy car in traffic. Only the heavy clutch pedal with its relatively high and abrupt bite might cause some difficulties for some, but for others, myself included, it's all part of the immersive engagement that defines it. There's a need for prudence, not so overtly focused as to utterly dominate the proceedings, but definitely a need for respect. I'll admit that I'd been a little bit reticent about the GT2's reputation, though Paragon's people all said that along with the Carrera GT that was sitting behind it in the showroom when I arrived, it's one of a handful of Porsche that requires you to be on point.

With some fuel in the tank, and as much heat through it as UK traffic and roads allow, there's some time to revel in the GT2's nuances. There's feel at



**LEFT** Sports seats do an adequate job in holding the driver in place, however, for track use we'd recommend swapping them out for full buckets for proper support



## 996 vs 997 GT2

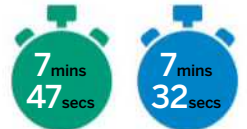
### POWER TO WEIGHT

462bhp/1,440kg = 3.11kg/bhp  
 530bhp/1,440kg = 2.71kg/bhp

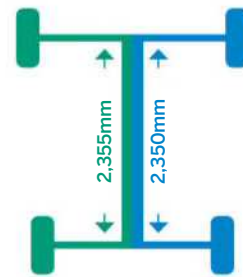
### FRONT & REAR TRACK

1,495mm/1,520mm  
 1,525mm/1,550mm

### 'RING TIME



### WHEELBASE



### NUMBERS MADE

1,287  
 1,242

### PRICE NEW

£114,900  
 £131,070

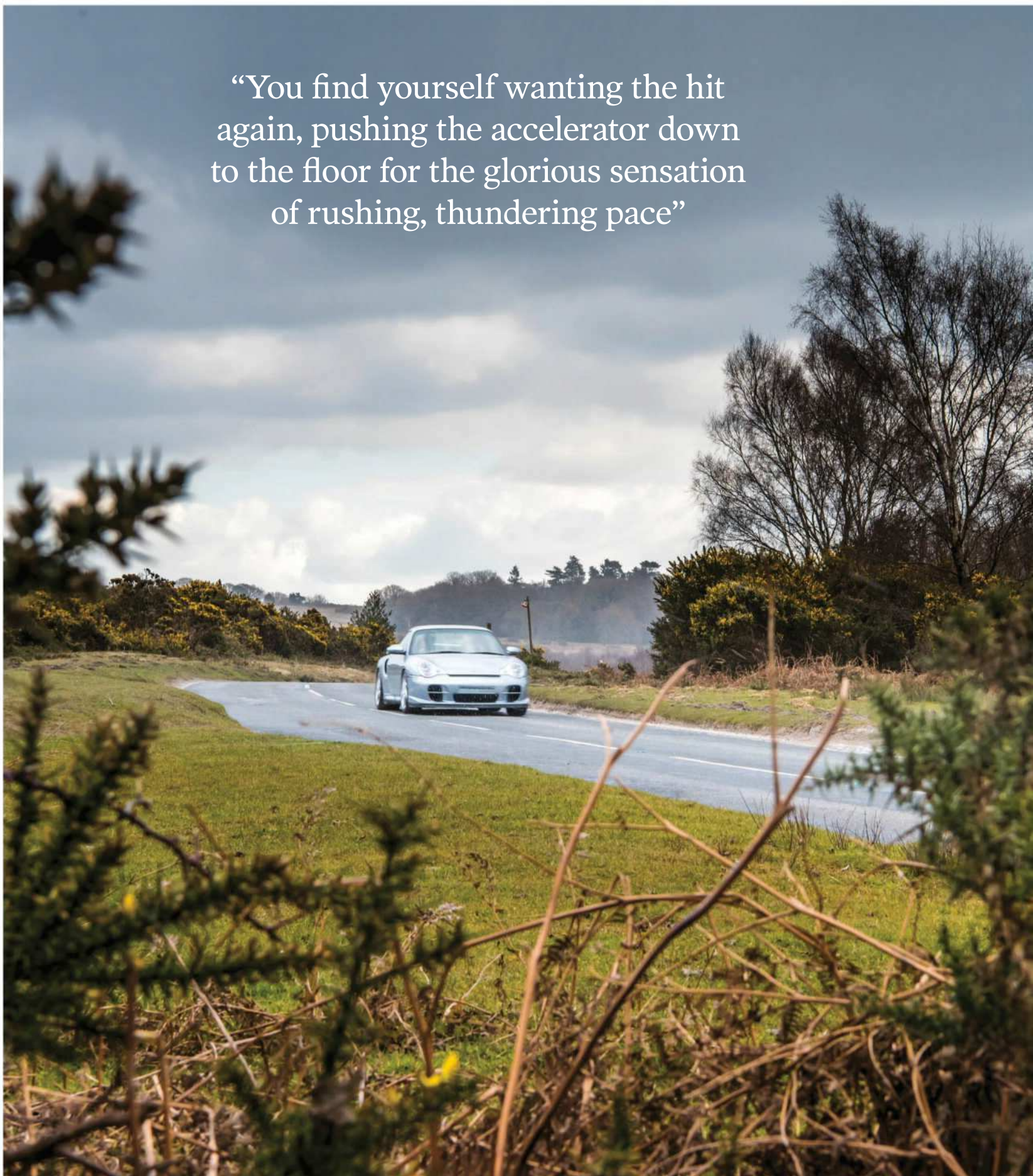
### PRICE NOW

£120,000  
 -£160,000  
 £120,000  
 -£160,000



**ABOVE** GT2 uses Turbo widebody but with unique specification 315-profile rear rubber, narrowing tyre choice for this modern-day widdowmaker

“You find yourself wanting the hit again, pushing the accelerator down to the floor for the glorious sensation of rushing, thundering pace”





The 996 GT2 in our pictures is currently for sale at Paragon. Call +44 (0) 1825 830424 or visit [paragongb.com](http://paragongb.com) for more information.



**ABOVE** It's long lived in the shadows of the 911's overall history, but it appears the GT2 has a lot to look forward to

the steering wheel, but the 996 does demonstrate how well the GT department has advanced its front-axle responses. It turns in, but there's a lightness to the nose that's initially unnerving, a touch of push that you need learn to push through before you start putting the power on. A touch of trail braking helps, but you need to be gentle when you roll off the brake so as not to unduly unsettle the GT2's stance. The ride is surprisingly civilised for something with such focus, the suspension coping well with the rolling topography that defines UK road surfacing, though it is beaten by the occasional ripple and bump of broken surfaces, manhole covers and the like. It's not jarring, just apparent, that not entirely surprising given the GT2's remit.

That suspension can be tailored to suit, too. Riding 20mm lower than a Turbo, the anti-roll bars are adjustable, the springs are able to be replaced for racing items while there's also the possibility to tweak the geometry for the use of racing rubber. Within those wheels are PCCB Carbon Ceramic brakes, this being Porsche's first production sports car application of its lighter (around 50 per cent), consistent friction-braking system.

There aren't any hair-raising hard middle pedal moments today, the conditions not conducive to it, though the brakes bite with conviction and fine pedal feel. The discs lighter weight – reducing the unsprung mass by 16.6kg – is obvious too which, combined with the GT2's crash dieting, sees it tip the scales some 150kg lower than the 996 Turbo, a sizeable proportion of that reduction a result of the loss of the Turbo's standard four-wheel drive.

Today, it could be argued, that four-wheel drive might be useful, the weather catching up with us when we're doing some static and detail photography, when snow arrives at our shoot. The snow is brief, but it's bitterly cold, and the once dry but cold road has a lubricating layer of moisture on it between the GT2's rear tyres and the surface beneath them.

Pearce is unfazed, but with his frozen digits in mind I'm quick to do the driving photographs, the

first time the GT2's full force makes itself known, underlining that it's something very special indeed. It's a quick car sub 3,500rpm, but when those two turbos really start working the GT2's performance is in a different league. That it feels forceful today when the numbers associated with it have been hugely surpassed by its GT relatives and nearly matched by the most potent current Carreras is testament to the GT2's legend. The rear wheels lose their battle for grip and I'm applying quick corrective lock as I gingerly back off the accelerator to allow the rubber a chance of finding traction.

It initially shocks, frightens even, but then you find yourself wanting the hit again, pushing the accelerator down to the floor for the glorious sensation of rushing, thundering pace, allied to the need to be on top of things should it all get too much for those rear wheels. It's exciting, the GT2 a thrilling, demanding drive that asks more of its driver than any modern 911, even those with an RS badge. Yet there's a duality of purpose here that allows it civility, making this a car you can genuinely use... with a few provisos. Snow being a fine example of when you might want to park it.

With under 1,300 built it's a rare car, too, and with interest in the GT department's most unhinged, turbocharged flagship at a peak now there's no question that demand is rising for the original cars that preceded it. That it so clearly defines what the GT2 stands for today is revealing, it a car that's beguiling not because of its fearsome reputation, but rather the demands it places on you.

In a world where a GT-division car can be enjoyed by many, the purity and potential lunacy of the 996 GT2 only gets more appealing as it ages, these cars looking undervalued alongside their more common GT3 and GT3 RS relatives. The time has arguably come for this often-overlooked anomaly that offers a beguiling mix of modernity and big performance. It's a forceful reminder of why we love driving, and there's little out there that delivers a more decisive blow. **911**

# IMPROVING THE BREED

Many of us wonder if investing in aftermarket suspension is a good idea, so we're visiting world-leading experts KW Automotive to find out

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

It's fair to say that Porsche has had many years – decades in fact – to refine and hone the 911's suspension. A landmark development came with the advent of PASM (Porsche Active Suspension Management) for the 9971, which offered manually adjustable damping settings at the press of a button.

Optional on the Carrera S, where a multitude of sensors fed back information so the system could make adjustments to best suit the driving scenario, these early PASM setups tended to offer too large a gulf between 'Normal' and 'Sport' modes, the latter being extremely stiff and therefore only suitable for a smooth race track. However, PASM has been refined many times since (incorporating active engine mounts to compliment), with the most sophisticated system now standard specification on even the entry-level 991.2 Carrera.

With Porsche seemingly having all bases covered, this has raised questions as to whether enthusiasts still need to rely on aftermarket suspension companies to improve the handling of their Porsche 911. It's a question we put to Richard Good, MD of KW Automotive UK, during a recent visit to its Rochester premises.

"The 991-generation system is very clever," Richard begins. "What the customer demands is that instant feel – to know that something is working, that something is actually happening when they press that PASM button. So, switching on the car's active suspension system firms things up by 80 per cent straight away. From there, the system works backwards to a softer, more appropriate setting for the scenario. It does this part without the customer barely noticing a difference."

So how does a product from KW differ? "Our products have a much greater adjustability to cover a wider range of driving styles and scenarios," comes Richard's reply. "Our product gives the car an even better focus, right down to the minute details. You have to remember, the products that emanate from Zuffenhausen need to maintain a

broad appeal, working as well on smooth European Tarmac as they do on a bumpy British B-road, and so there will always be an element of compromise. Aftermarket suspension specialists, on the other hand, can concentrate on more focused products, catering for individual preferences rather than the mass market."

The theory certainly makes sense, and it's hard not to be swept up by Richard's affable nature when talking about improving the 911 breed. This isn't a sales pitch either: for Richard it's personal, his knowledge and clear passion for the 911 rooted in both air-cooled and water-cooled examples of the Neunelfer currently gracing his own garage.

That passion has led to breakthrough products from KW to improve the handling characteristics of classic 911 models in recent years. A case in point is KW's V3 damper kit, developed for the G-Series 911s. Richard says

it's one of the company's most popular products over the last year, with more and more enthusiasts craving more modern-day handling finesse from their G-series 911 while not compromising its original factory looks.

Constructed from galvanised steel, it's built to last, and it's designed to work perfectly with the standard torsion bar springs. But more important when it comes to fine-tuning the perfect set up is the adjustability on offer, each damper offering 16 'clicks' of adjustment for rebound and 12 for compression, and it seems the real secret to its operation is the clever design of the bottom 'rebound valve' within the damper itself.

Whereas other adjustable dampers might feature valves that are either open or closed – providing an instant change in feel but lacking nuance – the V3 allows much more precise control of the oil flow through each click of adjustment (adopting a twin-tube design also brings benefits, such as reduced internal friction, though many other aftermarket brands are monotube).

Ranging from a firm control of rebound that helps minimise roll and pitch to a more progressive, comfort-







## Who are KW?

Founded in Germany in the early 1990s, KW Tuning began with just a handful of employees. However, its fortunes were transformed in the middle of that decade with the launch of its coilover suspension, a system that allowed car owners to replace original manufacturer setups with something far more focused and adjustable.

Quickly gaining a reputation for the quality of its products and the detailed engineering that went into them, expansion into the UK and US markets, plus motorsport, soon followed. Barely ten years after being formed, KW was supplying suspension components to the world's largest car makers, and tasting plenty of success on the track. It's an impressive story, yet Richard says only careful expansion has been the key to its success: "We're a small company so we can react quickly to changes in the market. We don't bulk build either: all of our dampers are built to order, so you can be sure you're not getting something that's been sitting on a shelf gathering dust." It is these key practices that we believe currently sets KW apart from other aftermarket suspension specialists.



**RIGHT** KW are keen to educate customers to help them on their journey to improving the handling of their Porsche 911  
**BELOW** Adjustable ride height button is hidden under handbrake lever of KW's 997







BELOW KW makes every coilover kit to order, with detailed date stamps showing exactly where and when the product was made. Richard and his team also refurb existing customer kits in-house

oriented feel, there's no doubt their fitment can mean an impact-bumper 911 can look like a classic, but it doesn't necessarily have to drive like one.

Passion to get a product onto the market is one thing, but in order for that product to be commercially successful, strenuous testing needs to take place. We soon learn this is all done in-house at KW HQ's Fichtenberg base in Germany, with serious investment culminating in models being tested on KW's seven-post track replay rig bought from a Formula 1 team (Porsche used the same system for optimisation of its LMP1 programme 919 e-hybrids).

"We also spend a lot of time developing and testing the products for each individual 911 model, so although they might look the same on the outside, if you're choosing a damper and spring package for a 997 C2, C4, or Turbo, for example, spring rates and other settings could be very different," Richard tells us. Probing further we also discover that KW boasts a secret weapon in their head of R&D Thomas Wurst (his nickname within the company is 'the bottom-meter'). Best described as the KW equivalent of Walter Rörhl, every single product the company develops has received his expert input.

A key area of R&D resource has been in ensuring KW's products work with existing factory computer systems in modern cars, says Richard, walking over to an Aerokitted Basalt back 997 Turbo S. "For example, this Turbo S here has 21 different sensors, which feeds information back to the factory ECU. Our system needs to fit in and work harmoniously with

that." The result here is KW's 'Dynamic Damping Control' system, which provides an extensive range of adjustment through Comfort, Sport, and Sport+ modes, along with the potential to personalise settings still further via a smartphone app.

We can't help but admire the front axle lift kit on offer too. It's not cheap, as you'd expect, but it does allow the nose of a 911 to be raised by up to 40mm: that's around the same as Porsche's own option, but the KW

kit operates at up to 50mph rather than the 21mph of the factory system, and it can be activated from inside the car or via a remote control and reacts impressively quickly in just four to five seconds.

Interestingly, it also neatly illustrates how a smaller company can innovate when it comes to technical solutions,

Richard explaining that the pump for their front lift system was originally located in the front compartment, which resulted in feedback from customers saying it compromised space for those with official Porsche luggage. The system was then moved to fit snugly next to the battery, tucked away from sight under the car's battery cover.

It is refreshing to see such breadth and depth of quality products constantly being developed at KW – it is their hard work and dedication to the very science of car handling that will ensure enthusiasts always have a more focused option to get even more from their 911 driving experience. Improving the breed? Absolutely, and then some. **911**

**“Our products have a much greater adjustability to cover a wider range of driving styles and scenarios”**



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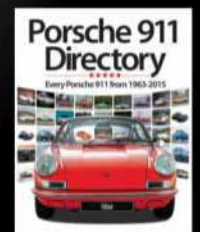
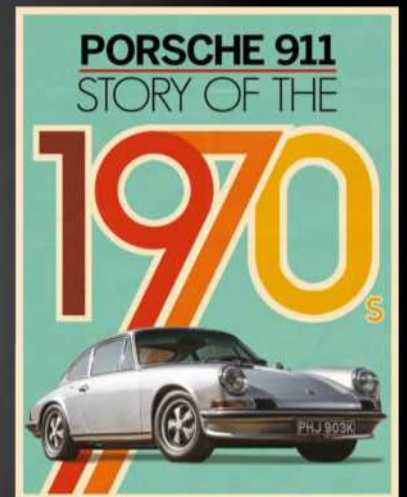
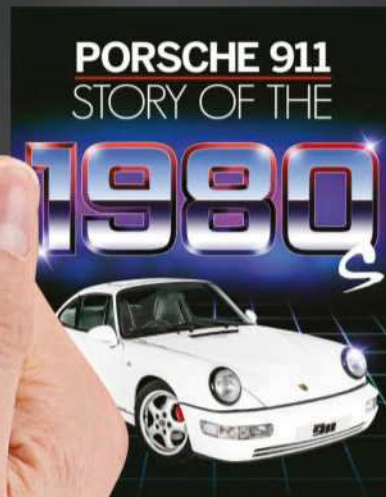
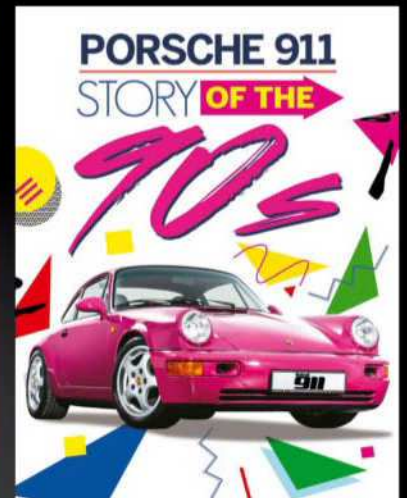
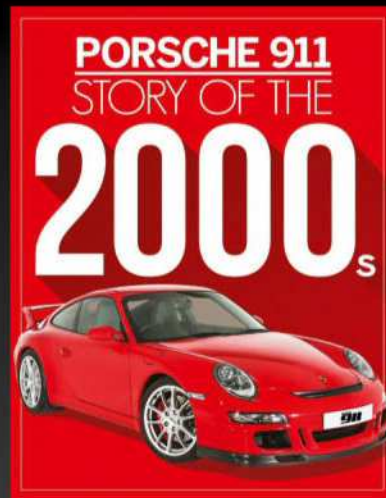
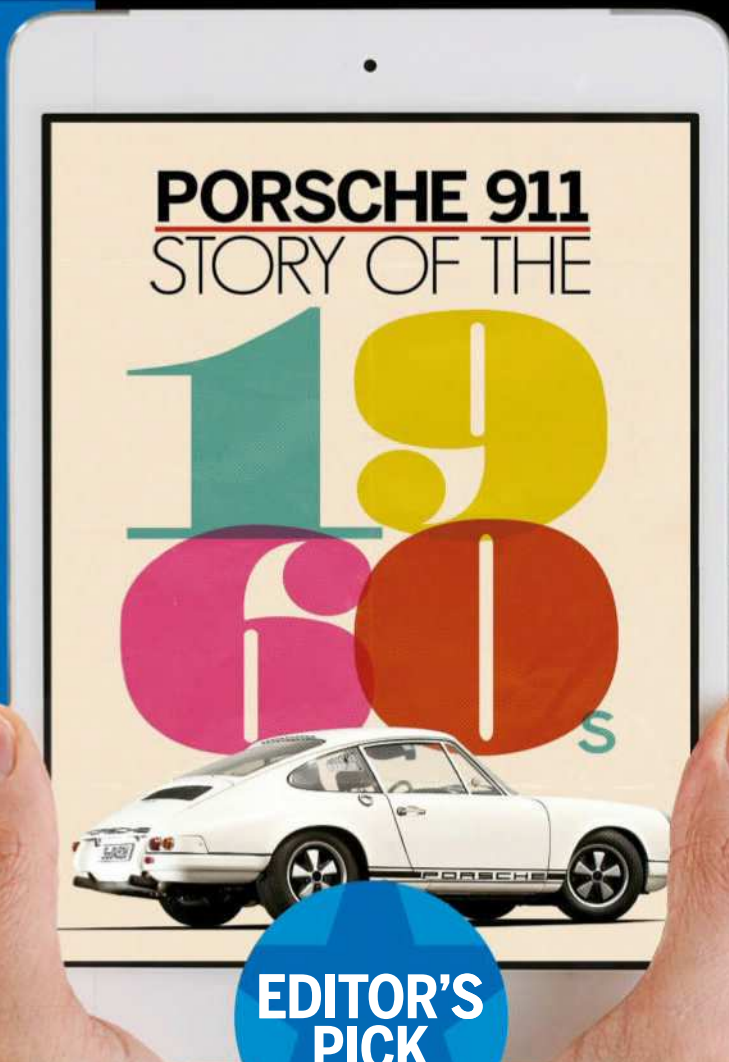


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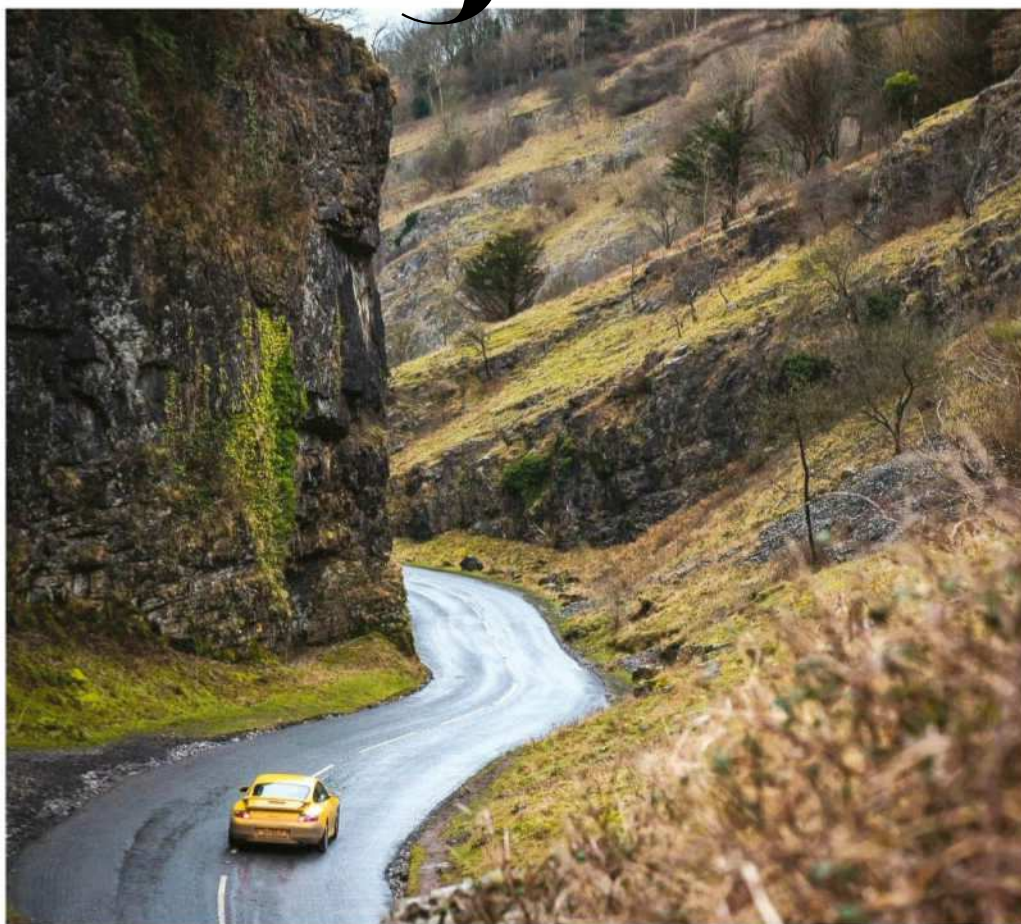
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# Living the Legend

Our contributing enthusiasts from around the world share their real-life experiences with their Porsche 911s



**James Samuel**  
Poole, UK

 @Jamessamuel4

**Model 997.1 Turbo**  
**Year 2008**  
**Acquired April 2015**

**Model 996.1 GT3**  
**Year 2000**  
**Acquired January 2018**



February was a very quiet month for the Turbo (especially with the arrival of the GT3), though I refitted the original driver's seat as the

Sparco bucket seat that was residing in it is destined for the new car. With the temperature in Dorset hovering just below freezing these past few weeks having a heated driver's seat proved a welcome return!

The Turbo was on Tokyo R888s for the summer track season, but following horrendous weather at Castle Combe I decided to swap to some more suitable rubber for the cooler months. I went for Michelin Pilot Sport 4 Ss. I cannot praise these tyres enough: they perform great on grip, have low sound levels and good

fuel economy. They also look good too – 245 and 325 sections front and rear add a little more sidewall so I can run slightly lower pressures, which helps with compliance and overall grip on the road.

I have two small issues with the Turbo to sort: a small creak from the front end when warm or following a spirited drive, and a tiny coolant leak. I'll await some ramp time down at ZRS Engineering, which is my brother's business, to investigate and replace any worn parts. I also picked up some GT2 RS intercoolers from a 911uk forum member, which I will also get fitted at some point.

On the GT3 front I managed to get a great drive out to Cheddar Gorge with some local guys. We even managed to get diva snapper Rich Pearce out of bed early, and he got some cracking shots!

It was great to finally get a swift drive under the belt and find out more about the GT3. All appears to be well, although the gearshift is not as smooth or precise as I would like. I've ordered a selection of goodies which will hopefully be fitted in time for next month's column.

As I write this I have also fitted a set of Michelin Cup 2 tyres. I found some refurbished wheels on eBay as mine were quite tatty, and this will give me a chance to keep the car on the road while I give the originals a makeover. The car was on Pirellis, which were fine, but I have personally never got on with the brand's offerings, while conversely I've never had an issue with Michelin. The weather is getting better so I'm looking forward to wracking up more miles in both the GT3 and Turbo – likewise, I hope to see lots of you out on the road in those 911s soon!



**Lee Sibley**  
Bournemouth, UK

 @lee\_sibs

**Model 996 Carrera 4S**  
**Year 2002**  
**Acquired April 2017**

Regular readers will recall I recently detected a half-wheezing, half-wailing noise coming from under the decklid of my C4S, so I took the car to Porsche Centre Bournemouth for further investigation. The result was a replacement drive belt, the outgoing item's brown glaze suggesting it had resided on the 911 for some time.

I duly drove the car home and left it for a week or so, though my next start-up revealed the noise hadn't gone away. I went back to Porsche Centre Bournemouth for them to take another look: of course with the car put straight on the ramps this wheezing noise wasn't evident, which is when I gave myself a big pat on the back for recording a video 'in situ' when I'd started the car up. I showed it to the technicians who agreed that there was something amiss judging by the audio on my video.

The issue was clearly evident with the engine cold, so the technicians at the Centre agreed to hang on to the car for the night and start it up first thing. Later that day I got a phone call: an idler pulley needed replacing, and the technicians had also discovered there was play in my water pump, suggesting a failure wasn't too far around the corner. Failure of the water pump is common on the 996 (Rob's own Gen1 elsewhere in this section failed earlier this year, don't forget), so I was all too happy to get that seen to as well, with a new pump promptly installed. A detailed walk-around video supplied by the technicians the next day showed all the work that had been carried out while the car was on the ramps, so I was ready to collect my C4S with what I hoped was the problem sorted second time around. The jury's still out, as a recent Sunday morning drive with friends sprung up the same noise, albeit with the engine hot. I'm sure I'm not imagining it, but time will tell...





**Michael Meldrum**

Houston, Texas

@p911r

**Model 911T Targa**  
Year 1972 Acquired 2013

**Model 911E**  
Year 1972 Acquired 2014

**Model 930 Turbo 3.0**  
Year 1977 Acquired 2014

**Model 930 Turbo 3.0**  
Year 1977 Acquired 2015

**Model Carrera 3.0**  
Year 1977 Acquired 2016

**Model 911 SC**  
Year 1981 Acquired 2015

**Model 3.2 Carrera**  
Year 1986 Acquired 2015

**Model 993 C4S**  
Year 1996 Acquired 2016

**Model 964 Carrera 4**  
Year 1994 Acquired 2016

**Model 997.1 GT3**  
Year 2007 Acquired 2017



Diversification, the process of becoming more diverse or varied, is a good thing... or is it?

One of the coolest aspects of **Total 911**

is reading Lee's write ups on the broad spectrum of 911s he tests, each with its unique characteristics, all with different optimal applications. I'm very jealous of his opportunities, but appreciative of his insights, and this has led me to a new purchase.

My newest addition has taken me in a totally new and unexpected direction. Many aspects of the purchase are part of my usual purchasing methodology. It has low production numbers, it's a local car and it's PTS (Paint To Sample).

Everything else is different. I purchased directly from a Porsche dealership for the first time in years, the vehicle has less than 1,400 miles, its clutch pedal is missing, it has PCCB, GPS, ABS, TPMS, PDK, DFI, LED, ISP, PSM, PTV and a bunch of other three-

letter abbreviations I'm not completely sure of the function of. The absence of rear seats is a big change for me; I guess the kiddos will have to draw straws to decide who gets to ride shotgun.

In case you hadn't figured it out, the newest member of the clan is a Viper green 991.1 GT3 RS. I have to confess this is an impulse purchase, but there is

method to the madness: it's the ying to my vintage air-cooled yang, providing me with the opportunity to enjoy and explore the capabilities of one of Porsche's most modern Rennsport editions.

I'm looking forward to putting some miles on the RS and seeing how many seconds I can shave off my best time for the school run.



**Ron Lang**

Ashland, Oregon

**Model 2.4-litre 911S**  
Year 1972 Acquired 2018

**Model 964 Carrera 4**  
Year 1989 Acquired 2015

**Model 964 Carrera 2 reimagined by Singer**  
Year 1990 Acquiring 2018

**Model 964 C4 Safari**  
Year 1991 Acquired 2018

**Model 993 C4S**  
Year 1996 Acquired 2016

**Model 993 Turbo**  
Year 1997 Acquired 2015

**Model 997.2 GT3 RS**  
Year 2011 Acquired 2016

**Model 991.2 Carrera 4S**

Year 2017 Acquired 2016

**Model 991.2 Turbo S**  
Year 2018 Acquired 2017



What is better: classic, modern or something in between? Every 911 enthusiast has strong opinions on this. For me the 964 hits a

transitional sweet spot, and it's a car I drive often. There are two 964s in the garage, one a 1989 C4 and the other a 1991 C2. I'll have more to write on the C2 in the future, so I'll focus on the C4.

This particular car was originally special-order Diamond blue metallic over a black/linen belt line interior, as it presents today. It shows 83,000 miles on the odometer. However, about six years ago the prior owner, bless his heart, chose a relatively clean car as the basis for a ground up, bare-frame restoration.

The photo binder and documentation of the restoration shows first-class work by respected specialists. I got the car with just 3,000 miles on it post restoration.

Everything, including the drivetrain, was rebuilt to factory spec, with minor exceptions. The steering wheel, shift knob and road wheels are from RUF and are a delight to touch and see. The car was lowered and re-aligned on a sport Bilstein/H&R springs combination. I'm very happy with how the wheels and tyres fit tight and high in the wheel wells, and the slightly nose-down stance looks right to me. A sport muffler rounds out the technical mods. For the interior, the rear seats were deleted and replaced with the OEM rear shelf above storage boxes with front-facing locking lids, adding useful storage space.

One criticism of first-generation Carrera 4s is that the AWD system, as adapted from the 959, is heavy. It's noticeable, but perhaps an upside is that the added weight up front improves the front-to-rear weight balance, leading to a bit more of a neutral feel at the expense of the purer, tail-heavy fun of a rear-drive 911. Also, the brake boost system on the earliest 964s runs a very high accumulator pressure, on the order of 200 bar. Some would say to stay away from this early implementation, but I've had no issues with it so far.

This 911 has power steering, electric window winders and power seats. These amenities in no way detract from the analog feel when driving the car. I like needing to work to maximise the car's performance. Even at legal speeds there is joy in having to spin the engine to get decent acceleration. The car likes to be grabbed by the scruff of the neck and driven aggressively. It rewards that style with a lively feel that is easier to achieve at sane speeds than the newer 911s.

The C4 is ready to play every month of the year. Rain and slippery roads are no problem. Hot days and sticky tarmac are even better. Many believe that the evolutionary combination of classic looks, coil springs all round and that proven 3.6-litre with G50 five-speed 'box justifies the 964's resurgent popularity. Drive one and you might agree.





**Tony McGuinness**  
San Diego, USA

Twitter: @tonygt3rs  
Instagram: @tonymcguinnessgt3rs

Model **997.2 GT3 RS**  
Year **2011**  
Acquired **February 2011**  
Model **991.1 GT3**  
Year **2015**  
Acquired **December 2014**

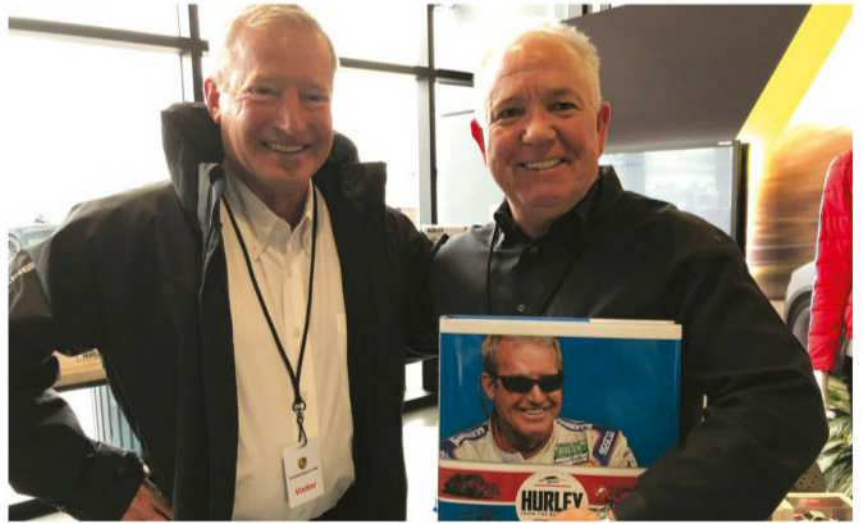


March was a great month for me and all Porsche enthusiasts in Los Angeles. On Friday 2 March I attended Porsche legend

Hurley Haywood's new book signing at the Porsche Experience Centre in Los Angeles. It really was a dream come true for me to meet one of the most important drivers in the history of Porsche Motorsport.

His long-awaited book is titled *Hurley from the Beginning*. It comes in a beautiful box cover adorned in the famous Brumos Racing colours. I purchased a limited-edition version of the book which is numbered 147 of 159. Of course, I asked Hurley to sign my copy of the book and pose for a photograph, which he was happy to do. **Total 911** readers will be pleased to know Hurley is also an avid reader of our favourite magazine!

The day after meeting Hurley I attended an event all Porsche fans would enjoy: a Porsche swap meet of sorts. Every year the Los Angeles Airport Hilton plays host to the world's largest



Porsche and Vintage VW literature, toy and memorabilia meet. This year was the 35th year it has been held.

Porsche enthusiasts fly in from all over the world to shop for unique and rare Porsche memorabilia. For those of you who have been following my column, you will know I am a collector of all things Porsche. I have an extensive collection of Porsche memorabilia, so I always attend this incredible event to see what highly

collectible Porsche items I can find to add to my collection.

It really is a fantastic event and a great place to meet fellow enthusiasts. I managed to find some amazing rare Porsche memorabilia that I will be sharing in a future column. It definitely was a great month to be Living the Legend, with the highlight of course being meeting my hero – and an incredible person – in Hurley Haywood.



**Joe Croser**  
Northamptonshire, UK

Instagram: @jcx911

Model **997.2 Turbo**  
Year **2010**  
Acquired **December 2015**



You may 'think' you've done a good job cleaning road junk from your radiators, but it isn't until you remove the front PU and the

plastic cowls that you get to see the true horror of all that collects. Such is the design of the front bumper in my 997.2 Turbo that it acts like a vacuum cleaner, sucking up every leaf, feather and twig in its path.

That's why I ordered the grill kit from Rennline in the USA. There are other solutions out there, but from the research I did, none of the others fit so discreetly behind the PU, leaving a factory-look to the bumper. I've never removed the front PU before, and while this can be a DIY job for capable enthusiasts I decided to get Kev at DW Performance to fit mine.

The whole process took around two hours, but there was some stoppage for pictures and banter – such is the relaxed atmosphere in the 'DWspa', as they call it.

Removing the PU took approximately 30 minutes. Cleaning out the junk from the road was a wire-brush treatment, followed by a compressed-air treatment which left the workshop floor piled in muck and dust.

I'd bought some Scottoiler FS365 to protect the radiators from road grime and corrosion. This magic spray is a biker's must-have product and was recommended by a number of PCGB forum users. The grill fitting probably took another 30 minutes, and then the PU was refitted.

The finished effect is great. So subtle, and so reassuring to know that stones thrown up from the road will no longer slam into my side condensers or centre radiator – potentially giving me a four-figure bill to replace – and my front end will no longer act as a massive vacuum cleaner, sucking up every bit of detritus to store and rot. Happy days.

It's been a busy few months with upgrades and yet I feel that my car remains visually stock to all but the closest inspection. I've also added new Michelin Pilot Sport 4 S tyres all round and I am about to apply some subtle door decals to add a little more personality. More on both in the coming months' columns.





**Greg James**  
Mercer Island, Washington

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



I've owned at least one 911 model continuously since the mid-1980s. Those cars have ranged from a 1976 911S, which was fairly

anemic performance-wise, to my current 1996 993 Turbo, which is an absolute joy to take on the open road. In all those years, I've never owned a 964 or a water-cooled model.

My taste in cars, and specifically the Porsche marque, is driven as much by aesthetics as it is performance. First of all, to me, when it comes to style and correct proportions a car either has 'it' or doesn't. Porsche – unlike most manufacturers – has stuck with the basic shape of its signature model for 50 years. However, that doesn't mean I've liked all 911s equally from a style standpoint.

In my opinion, the 1960s models, while great looking and highly collectible, appear a bit delicate and dainty for my taste. Same with the standard 1970s G-body cars. It wasn't until 1978 when Porsche introduced the 911 SC, with its wider rear end and 16-inch Fuchs wheels, that the car looked 'just right'.

In 1989, Porsche introduced the 964, and while it was a performance upgrade from the previous series, it looked bulbous. My main criticism was the front and back bumpers, which appeared out of balance with the rest of the car's shape and size.

However, when the 993 came along I was awestruck: it was proportionately correct in every way. I loved it the minute I saw it and have owned four 993s to date. I think the 993 is the best overall shape of any 911 series. That said, I also tend to think the standard 993 Coupe is

a better balanced car visually than the wide-body C2S and C4S models. While on the subject of 993s, the basic 993 Turbo is more appealing to me visually than the 993 Turbo S. I don't like the front treatment of the S, or the rear air inlets on the back fenders.

OK, so what's my gripe with the water-cooled cars? Simple: the back end. I remember when **Total 911** did a comparison of the 993 RS and 997 GT3 RS back in issue 106. Both cars were striking in Riviera blue. It was a rare opportunity to see old and new side-by-side from exactly the same angle and in the same colour.

I looked for a while, trying to figure out exactly what it was about the older car that was more visually appealing to me. I believe the 993's rear end slopes down more gracefully and creates a smoother, more horizontally balanced appearance.



**Rob Clarke**  
Bristol, UK

@rob911\_tlt  
@Rob996LTL

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



This month my car has had its annual visit to OPC Bristol for servicing, and I have also finished the induction changes.

The service was a major, and as ever there was a list of recommended items to resolve. Luckily it was mostly smaller stuff, but two items stood out: worn suspension and low coolant.

The suspension has been identified before, but I'm now wondering if this may be impacting the ride, so I am starting to look at options. The second and more

concerning issue was the coolant. You may recall I had a water pump failure a few months back, so with me losing coolant as well I am hoping that there is not more damage lurking in the engine.

I need to get the car fully checked over so I will put a few hundred miles on it and recheck levels. If low a pressure test with local specialist will be the next step for me.

To finish the induction change I have installed a K&N replacement filter and removed the resonator from the airbox completely. The resonator is simple to remove with a few screws, then a blank was placed in the outlet. Before installing

the new filter I cleaned out the airbox, a few leaves in there but nothing much. Next I dropped new filter in, easy!

Performance gains from this change are negligible to non-existent, but that was not why I did it... I wanted to unlock sound. Has it succeeded? Oh yes! Under 3,000rpm there is no difference, but above that there is a change. It seems the exhaust has been unlocked more, but you can also hear some induction roar. The only downside to this is that I am doing far more little bursts on the throttle to open up the volume and unlock the 'flat six symphony'. Is that bad? I don't think so!







**Gina Purcell**  
Oxford, UK

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



17 weeks after dropping Steffi the SC off at Riviera Autobody she finally stands before me as the finished article, and with no small

sense of perfect timing on my birthday as well. What an unforgettable present! Steffi looks brand new, inside and out! I can't praise the team at Riviera highly enough, and they deservedly appear beside their handiwork. Left to right, it's Jason (007) Bond, Craig (Chip) Milburn and proprietor Tyrone Fuller (with Dibley). Guys, your attention to detail has been exemplary – it's truly appreciated and I offer my heartfelt thanks. They even got me a birthday cake! Top chaps! If you have a Porsche that needs pampering, contact Riviera Autobody.

To finish, a fresh set of number plates were made which carry the logo and contact details of the supplying dealer from 1982. This was Motortune, a privately owned garage with Porsche, BMW and Alfa franchises on Brompton Road in west London, which later became part of AFN Porsche.

I tasked myself with supplying this small line of artwork (designed in period



style) to the number plate maker, but trying to find Motortune's logo required detective work. Several 1960s examples surfaced online, but I needed to know if the one I suspected was correct for 1982 was right. Once more I turned to social media for help. Incredibly, one of my Facebook friends confirmed I'd found the correct logo, as he was a Porsche technician at Motortune during the early 1980s. He even sent me a photo of the dealership around the time Steffi was sold, which shows their logo! Many thanks to you, Sati Bhogal!

Something the guys kept saying during the rebuild was: "This car just wants to go back together". Nothing was particularly badly rusted; she just came apart and went back together. She even fired up first time after four months of being in bits. Even though she is 'finished', that's not quite true. The Fuchs wheels will be sent away for renovation and Classic FX will be retrimming the seats to Porsche OEM specification. Those are two quite expensive finishing touches and will have to wait a while, but for now all I have to do is drive.



**David Grover**  
Harpenden, UK

@davidgrover12

**Model 991 Carrera S**  
**Year 2014**  
**Acquired March 2016**  
**Model 997 Cup**  
**Year 2014**  
**Acquired December 2016**



What an exciting month it's been leading up to Geneva. Most importantly for us 911 fans is news and full details of the new Gen2 GT3 RS,

which is looking pretty awesome in both standard form and Weissach version.

Like all RSs, though, it's for certain going to be a rare sight. I hear even large dealers are only getting a few each. Some very fortunate owners will no doubt be driving around in the summer when they get the keys.

As we get into spring a couple of things come up. Firstly, the chance to get out and about in road cars in slightly

better weather, and I am fortunate enough to be embarking this weekend on a drive to the south of France to partake in a key annual conference I attend each year. Confession is that I am not in a 911, the best excuse being that the Cupcar isn't road legal and I don't have access to a 911 at the moment, so it will have to be the little red car from Italy that I do still have. It's hardly a sacrifice though.

I am going with a large group which includes my good friend in his new 991 4S on his first big European trip ever and a bunch of large touring motorbikes. We then rendezvous with a GTR Nissan, a Maserati GTS, a DB9 and couple of fast Audis, but most importantly for this magazine, more than a gaggle of 911s, which will make a great convoy of vehicles. I hope to share pictures next month. One part will be a route back home over the Millau Viaduct, a route I love, the road up to it from Montpellier being especially wonderful.

The race season is getting closer, although getting out for the first weekend in April is now looking doubtful, largely because of the need for more sponsorship before a wheel can be sensibly turned. There is a plan, but it's simply coming to fruition more slowly

this year than I'd hoped for. The car is ready, though, and we will shake it down during April ready for racing in May.

I mentioned last month that I was due out for a weekend in the McLaren 720s, and I picked this up on a really grotty wet weekend a couple of weeks back to see what it was like. With our Editor's blessing I'll continue to occasionally reflect on cars that are not 911s, because I think it's important to have comparisons to the ones we all adore so much.

I must say it wasn't disappointing at all despite the weather, and I can't wait to try it in the dry soon. It has phenomenal engine performance and good build quality. I heard of mixed feelings about that, but my version was great, the subtle dark-grey Alcantara interior splurged with a dash of yellow to remind you you're driving a rather 'super' car. What really impressed was the sheer torque. Although I really struggled to get my foot properly down, it felt like the power was never ending.

Next up is the Huracan Performanté, which I try out before I turn pen to paper for my next LTL piece. Meanwhile, I have just heard that a good friend of mine has been allocated a GT2 RS, so I'm looking forward to seeing that in a few weeks.



## 82 | Living the Legend – 911 owner reports



**Kyle Fortune**  
Warwickshire, UK

@kylefortune205

@Kyle\_Fortune

**Model 993 Carrera 2**  
**Year 1994**  
**Acquired December 2014**



It's gone. 'My' second and daily 911 has gone back to Porsche UK's press office after an extended loan. I ran it daily as a family

car, figuring I'd find out just how useful a 911 is, and whether it really can live up to the 'practical sportscar' definition that's so often applied to it. And you know what... it was brilliant. Yes, there are a few compromises, but they're never so much as to outweigh the positives.

Getting the kids in was easy, even if their large Recaro child seats were a bit of a hassle. A partial solution came for my eldest, as now he's old and heavy enough (over six and 22kg) he can legally sit on a booster. The Plush Company [theplushcompany.com](http://theplushcompany.com) loaned me one of their hand-finished leather ones, which fits perfectly in the back of the 991, its soft underside meaning no scuffs on the leather. They'll make you one in the leather colour of your choice to match your car. I've yet to try it in the 993, but I don't see any reason why it won't work there, too.



Elsewhere the simply specified Carrera really suited my sensibilities, the manual transmission was never an issue, even in heavy traffic, while the performance from the standard Carrera never felt lacking. Fuel economy proved palatable, too, typically around the 20mpg range in mixed driving, and creeping up to near, and sometimes over 30mpg on longer motorway runs.



Obviously I'd usually find an excuse not to use the motorways, though. Indeed, in the few weeks it's been gone I've realised just how much I loved driving it, having a 911 as a daily driver really underlying not just its usefulness, but how fine they are to drive – in every situation.

I really should get my 993 out a bit more, but with the recent cold spell I think I'll be leaving it for a few weeks yet.



**Joel Newman**  
London, UK

**Model 996 Turbo**  
**Year 2003**  
**Acquired April 2014**



Ever since I first got into car magazines I've always read these Living The Legend-type pages first. Fast Fleet, Our Cars, The Garage,

whatever they're called, I've always liked following a car's journey and learning how the owner's improved it over the months or years. So if you're reading this and thinking, 'oh good, Joel's finally done something to his 996 Turbo. I wonder what it is... more power?' No, not quite. What I've done this month, in car-modifying terms at least, is take one step backwards. Yep, I've de-modified it. Don't get me wrong, I and pretty much anyone who has seen the car always loved the way the 19-inch OZ wheels looked on the car, especially with it sitting nice and low on the Bilstein B8 coilovers.

The thing is, big, wide wheels with low-profile rubber may look the part, but if you live and do most of your driving in London like me, they don't half make it a little uncomfortable and worrying.

Small potholes send a jar right through me, width restrictions give me the willies and parking... well I have now got used to parking a few feet away from the curb just to make sure I'm not liable for a bill.



So, the Formula LT's were taken off and put directly on a Porsche Facebook group. In the end they sold to a nice guy with a 996 C4S, so at least they're going to a good home.

Taking their place are the original Turbo hollow-spoke twists, powder-coated in anthracite. Opinion is divided as to whether they look as good, but with their larger profile 225/40 and 315/30 Pirelli tyres they do a great job

of stopping my spine from falling out every time I hit a bit of London Tarmac that's not where it's meant to be.

I also feel the car is a little more alive and pointy, which may be down to the more compliant tyres. As I mentioned, I'm sure across 90 per cent of the UK they would be fine, but here in the mean and cratered streets of London they make everyday driving that little bit more difficult.



**Dana Pawlicki**  
Maplewood, New Jersey

- Model 993 Carrera**  
**Year 1995**  
**Acquired May 2007**
- Model 991 Carrera S**  
**Year 2013**  
**Acquired March 2013**
- Model 930 3.3**  
**Year 1986**  
**Acquired April 2014**
- Model 930 Targa**  
**Year 1988**  
**Acquired April 2015**



We in the northeastern US continue to take an absolute beating from 'old-man winter'. We have had not one, not two, but

three Nor'easter storms. A Nor'easter is broadly defined as a storm that gets ocean winds blowing into a storm before ripping up the coast, often with hurricane-force winds. As a result of this severe weather pattern most car activities continue to be on hold this month, as the roads remain heavily salted. This is quite unusual for this time of year, as by mid-March we are more often than not out of the severe winter weather. At least two Cars and Coffee events have been cancelled so far.

That all said, I recently made one change to the fleet. I sold my wide-body 1994 C4 this past month. After getting the car 'right' and driving it for a season I made the decision to put the car for sale on Rennlist. The response was overwhelming, with around a dozen



buyers almost instantly willing to pay my asking price. I had priced it fairly, given the 134,000 miles, but never thought it would go that quickly!



I will miss the car, and in an odd turn from usual events, my wife seemed upset I sold it! I thought it was time to mix up the fleet a bit, and I'm taking on a new non-Porsche project which UK readers may appreciate: a 1987 Lotus Spirit HCl (with a blown transmission). I recently

saw a great YouTube video comparing the S3 Turbo Espirit to the 930, and am looking forward to making the comparison myself.

The plus side is my 964 went to a true enthusiast in Connecticut, who already owns a 993 and is completing a rotisserie restoration on a 911T. These cars accompany an Aston and a BMW E9 as well. I will miss it, but I know it went to a great owner in its new home.



**Chris Wallbank**  
Leeds, UK

 [chris\\_wallbank](#)  
 [@chrisjwallbank](#)

- Model 997.1 Carrera S**  
**Year 2005**  
**Acquired November 2012**



After spending a lot of time over the last couple of months renewing parts on the 997 S, I'm back to focusing on my photography, with some exciting automotive projects!

The stand-out shoots had to be with Yorkshire-based race car manufacturer, Ginetta, shooting their first-ever Le Mans 24 Hour LMP1 entry, the Ginetta G60-LT-P1. I've been privileged to shoot the finished production Ginetta G60-LT-P1 for its press 'hero shots', its first roll out at RAF Church Fenton airfield and also a royal visit to Ginetta's factory by Princess Anne.

Ginetta's two-car entry into Le Mans will be led by the British Manor team under the CEFC TRSM Racing banner.

In other news, I've been spending some time looking at expanding my Porsche garage to the classic era... watch this space!



**Richard Klevenhusen**  
Rio de Janeiro, Brazil

- Model 930 3.3**  
**Year 1979**  
**Acquired May 2012**

 [@richardkle](#)



On 9 March the Veteran Car Club of Brazil celebrated its 50th anniversary. The Veteran Car Club is a great partner of Rio de Janeiro Porsche Club, with which we hold the most luxurious car show in Brazil:

Village Classic Cars.

To celebrate this important date a meeting was held with over 100 cars of all makes and models. The meeting was held in the gardens of Shopping Città America, located in the neighbourhood of Barra da Tijuca in Rio.

The Veteran Car Club is the oldest classic car club in Brazil, and through its members is responsible for the maintenance of a hundred classic cars, Porsche among them. It is interesting to note that every year the number of car collectors is increasing. Congratulations Veteran Car Club. I wish you another 50 years of success!





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# PREMIER PORSCHE

## Everything you need for your 911

### Data File

Full specs, ratings and market values of every 911 from 1963 to 2018 can be found beginning on page 86

### Plus

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# Data file

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



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



## General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 2018 Q3 will be July. The review for 2018 Q2 was April.



## Ratings

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



▲ (O series) ★★★★★

**911 2.0-litre 1964-67**

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

Production numbers	9,250
Issue featured	123
Engine capacity	1,991cc
Compression ratio	9.0:1
Maximum power	130hp @ 6,100rpm
Maximum torque	149Nm @ 5,200rpm
0-62mph	8.3sec
Top speed	131mph
Length	4,163mm
Width	1,610mm
Weight	1,075kg
Wheels & tyres	F 4.5x15 inch: 165/80/R15 R 4.5x15 inch: 165/80/R15



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

Production numbers	4,015
Issue featured	145
Engine capacity	1,991cc
Compression ratio	9.8:1
Maximum power	160hp @ 6,600rpm
Maximum torque	179Nm @ 5,200rpm
0-62mph	8.0sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,030kg
Wheels & tyres	F 4.5x15 inch: 165/80/R15 R 4.5x15 inch: 165/80/R15



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	180hp @ 6,500rpm
Maximum torque	199Nm @ 5,200rpm
0-62mph	6.6sec
Top speed	145mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	F 6x15 inch: 185HR R 6x15 inch: 185HR



Like the E, the 911T's torque curve was flatter, making the car more drivable. 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	125hp @ 5,800rpm
Maximum torque	169Nm @ 4,200rpm
0-62mph	7.0sec (est)
Top speed	127mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	F 5.5x15 inch: 165HR R 5.5x15 inch: 165HR



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
Issue featured	127
Engine capacity	2,341cc
Compression ratio	7.5:1
Maximum power	130hp @ 5,600rpm
Maximum torque	197Nm @ 4,000rpm
0-62mph	7.6sec
Top speed	128mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	F 5.5x15 inch: 165HR R 5.5x15 inch: 166HR



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

Production numbers	109
Issue featured	145
Engine capacity	2,994cc
Compression ratio	8.5:1
Maximum power	230hp @ 6,200rpm
Maximum torque	275Nm @ 5,000rpm
0-62mph	5.3sec
Top speed	152mph
Length	4,135mm
Width	1,680mm
Weight	900kg
Wheels & tyres	F 8x15 inch: 215/60/VR15 R 9x15 inch: 235/60/VR15



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

Production numbers 5,807 (plus 78 '79 Cali cars)

Issue featured	116
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	300hp @ 5,500rpm
Maximum torque	412Nm @ 4,000rpm
0-62mph	5.4sec
Top speed	160mph
Length	4,291mm
Width	1,775mm
Weight	1,300kg
Wheels & tyres	F 7x16 inch: 205/55/VR16 R 8x16 inch: 225/50/VR16



From 1978, the SC was the only normally aspirated 911. Developed from the Carrera 3.0, but produced less power. Upgraded Sport options.

Production numbers	60,740
Issue featured	156
Engine capacity	2,994cc
Compression ratio	8.5:1/8.6:1/9.8:1
Maximum power	180/188/204hp @ 5,500rpm
Maximum torque	265/265/267Nm
0-62mph	6.5sec
Top speed	141/146mph
Length	4,291mm
Width	1,626mm
Weight	1,160kg (1978)
Wheels & tyres	F 6x15 inch: 185/70/VR15 R 7x15 inch: 215/60/VR15



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	158
Engine capacity	2,994cc
Compression ratio	10.3:1
Maximum power	255hp @ 7,000rpm
Maximum torque	250Nm @ 6,500rpm
0-62mph	4.9sec
Top speed	153mph
Length	4,235mm
Width	1,775mm
Weight	940kg
Wheels & tyres	F 7x16 inch: 205/55/VR16 R 8x16 inch: 225/50/VR16

**(A series)** ★★★★★

**911L 1967-68**

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

Production numbers	1,603
Issue featured	138
Engine capacity	1,991cc
Compression ratio	9.0:1
Maximum power	130hp @ 6,200rpm
Maximum torque	173Nm @ 4,500rpm
0-62mph	8.4sec
Top speed	132mph
Length	4,163mm
Width	1,610mm
Weight	1,080kg

**Wheels & tyres**  
F 5.5x15 inch; 185HR  
R 5.5x15 inch; 185HR

**(A & B series)** ★★★★★

**911T 1967-69**

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

Production numbers	6,318
Issue featured	127
Engine capacity	1,991cc
Compression ratio	8.6:1
Maximum power	110hp @ 5,800rpm
Maximum torque	156Nm @ 4,200rpm
0-62mph	8.8sec (est)
Top speed	124mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg

**Wheels & tyres**  
F 5.5x15 inch; 185HR  
R 5.5x15 inch; 185HR

**(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	140hp @ 6,500rpm
Maximum torque	175Nm @ 4,500rpm
0-62mph	7.6sec
Top speed	130mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg

**Wheels & tyres**  
F 5.5x15 inch; 185HR  
R 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	9.1:1
Maximum power	170hp @ 6,800rpm
Maximum torque	183Nm @ 5,500rpm
0-62mph	7.0sec (est)
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	995kg

**Wheels & tyres**  
F 6x15 inch; 185/70/R15  
R 6x15 inch; 185/70/R15

**(C & D series)** ★★★★★

**911E 1969-71**

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

Production numbers	4,927
Issue featured	107
Engine capacity	2,195cc
Compression ratio	9.1:1
Maximum power	155hp @ 6,200rpm
Maximum torque	196Nm @ 4,500rpm
0-62mph	7.0sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg

**Wheels & tyres**  
F 6x15 inch; 185HR  
R 6x15 inch; 185HR

**(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
Issue featured	117
Engine capacity	2,341cc
Compression ratio	8.0:1
Maximum power	165hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
0-62mph	7.5sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg

**Wheels & tyres**  
F 5.5x15 inch; 185HR  
R 6x15 inch; 185HR

**(E series)** ★★★★★

**911T 1972**

A lower compression ratio and the inclusion of Zenith 40 T1N triple-choke carburetors led to the relatively lower power output of 130bhp despite the new 2,341cc engine size.

Production numbers	16,933
Issue featured	107
Engine capacity	2,341cc
Compression ratio	7.5:1
Maximum power	130hp @ 5,600rpm
Maximum torque	197Nm @ 4,000rpm
0-62mph	7.6sec
Top speed	128mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg

**Wheels & tyres**  
F 5.5x15 inch; 185HR  
R 5.5x15 inch; 185HR

**(E series)** ★★★★★

**911S 1972**

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

Production numbers	5,054
Issue featured	120
Engine capacity	2,341cc
Compression ratio	8.5:1
Maximum power	190hp @ 6,500rpm
Maximum torque	211Nm @ 5,200rpm
0-62mph	6.6sec
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg

**Wheels & tyres**  
F 6x15 inch; 185/70/R15  
R 6x15 inch; 185/70/R15

**(F series)** ★★★★★

**Carrera 2.7 RS 1973**

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

Production numbers	1,590
Issue featured	145
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	210hp @ 6,300rpm
Maximum torque	255Nm @ 5,100rpm
0-62mph	5.8sec
Top speed	152mph
Length	4,163mm
Width	1,610mm
Weight	975kg (Sport)

**Wheels & tyres**  
F 6x15 inch; 185/70/R15  
R 7x15 inch; 215/60/R15

**(F series)** ★★★★★

**911E 1973**

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

Production numbers	4,406
Issue featured	144
Engine capacity	2,341cc
Compression ratio	8.0:1
Maximum power	165hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
0-62mph	7.5sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg

**Wheels & tyres**  
F 6x15 inch; 185HR  
R 6x15 inch; 185HR

**(F series)** ★★★★★

**911S 1973**

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

Production numbers	5,054
Issue featured	120
Engine capacity	2,341cc
Compression ratio	8.5:1
Maximum power	193hp @ 6,500rpm
Maximum torque	211Nm @ 5,200rpm
0-62mph	6.6sec
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg

**Wheels & tyres**  
F 6x15 inch; 185/70/R15  
R 6x15 inch; 185/70/R15

**(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
Maximum power	150hp @ 5,700rpm (165hp from '76)
Maximum torque	235Nm @ 3,800rpm (4,000 from '76)
0-62mph	8.5sec
Top speed	130mph
Length	4,291mm
Width	1,610mm
Weight	1,075kg

**Wheels & tyres** F&R 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	173hp @ 5,800rpm
Maximum torque	235Nm @ 4,000rpm
0-62mph	7.0sec
Top speed	142mph
Length	4,291mm
Width	1,610mm
Weight	1,080kg

**Wheels & tyres**  
F 6x15 inch; 185VR  
R 6x15 inch; 185VR

**(G & H series)** ★★★★★

**911 Carrera 2.7 1974-76**

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

Production numbers	1,667
Issue featured	134
Engine capacity	2,687cc
Compression ratio	8.5:1
Maximum power	210hp @ 6,300rpm
Maximum torque	255Nm @ 5,100rpm
0-62mph	6.3sec
Top speed	148mph
Length	4,291mm
Width	1,610mm
Weight	1,075kg

**Wheels & tyres**  
F 6x15 inch; 185/70/R15  
R 7x15 inch; 205VR

**(I & J series)** ★★★★★

**911 Carrera 3.0 1976-77**

Not sold in the US, the Carrera 3.0 was basically the same model as the previous Carrera, only fitted with a new 2,994cc engine, essentially from the 911 Turbo.

Production numbers	3,687
Issue featured	148
Engine capacity	2,994cc
Compression ratio	8.5:1
Maximum power	197hp @ 6,000rpm
Maximum torque	255Nm @ 4,200rpm
0-62mph	6.3sec
Top speed	145mph
Length	4,291mm
Width	1,610mm
Weight	1,093kg

**Wheels & tyres**  
F 6x15 inch; 185/70/R15  
R 7x15 inch; 215/60/R15

**(I & J series)** ★★★★★

**930 3.0 1975-77**

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

Production numbers	2,850
Issue featured	157
Engine capacity	2,994cc
Compression ratio	6.5:1
Maximum power	260hp @ 5,500rpm
Maximum torque	343Nm @ 4,000rpm
0-62mph	5.5sec
Top speed	155mph
Length	4,291mm
Width	1,775mm
Weight	1,140kg

**Wheels & tyres**  
F 6x15 inch; 185/70/R15  
R 8x15 inch; 215/60/R15

**(I & J series)** ★★★★★

**930 3.3 1984-89**

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

Production numbers	11,135
Issue featured	144
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	300hp @ 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)

**Wheels & tyres**  
F 7x15 inch; 205/55/VR16  
R 8x15 inch; 225/50/VR16

**(I & J series)** ★★★★★

**Carrera 3.2 1984-89**

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

Production numbers	70,044
Issue featured	148
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.6sec
Top speed	152mph
Length	4,291mm
Width	1,625mm
Weight	1,210kg

**Wheels & tyres**  
F 7x15 inch; 195/65/VR15  
R 8x15 inch; 215/60/VR15 (16" for '89)

**(I & J series)** ★★★★★

**930 SE 1986-89**

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

Production numbers	50 (UK only)
Issue featured	146
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,335kg

**Wheels & tyres**  
F 7x15 inch; 205/55/VR16  
R 9x15 inch; 245/45/VR16

**(I & J series)** ★★★★★

**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	450hp @ 6,500rpm
Maximum torque	500Nm @ 5,000rpm
0-60mph	3.9sec
Top speed	196mph
Length	4,260mm
Width	1,840mm
Weight	1,450kg

**Wheels & tyres**  
F 8x17 inch; 235/45/ZR17  
R 9x17 inch; 255/40/ZR17

**(I & J series)** ★★★★★

**Speedster 1989**

Carrera 3.2 with a steeply raked windscreen and hood and stripped interior. Porsche claim the 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

**Wheels & tyres**  
F 6x15 inch; 205/45/VR16  
R 8x15 inch; 245/60/VR16

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## 930 LE 1989

Essentially an SE but 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	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-62mph	4.6sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,335kg
Wheels & tyres	
F	7x16 inch, 205/55/VR16
R	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 upgraded and LSD standard.

Production numbers	340
Issue featured	126
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-62mph	5.3sec
Top speed	162mph
Length	4,291mm
Width	1,650mm
Weight	1,160kg
Wheels & tyres	
F	8x16 inch, 205/55/VR16
R	7x16 inch, 225/55/VR16

## 964 Turbo S 1992-93



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

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



## 964 3.8 RS 1993

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

Production numbers	55
Issue featured	12
Engine capacity	3,746cc
Compression ratio	11.6:1
Maximum power	300hp @ 6,500rpm
Maximum torque	359Nm @ 5,250rpm
0-62mph	4.9sec
Top speed	169mph
Length	4,290mm
Width	1,775mm
Weight	1,210kg
Wheels & tyres	
F	8x18 inch, 235/40/ZR18
R	11x18 inch, 285/35/ZR18



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## 993 Carrera 4S 1995-96

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

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

## 993 Carrera RS 1995-96



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

Production numbers	1,014
Issue featured	119
Engine capacity	3,746cc
Compression ratio	11.5:1
Maximum power	300hp @ 6,000rpm
Maximum torque	359Nm @ 5,400rpm
0-62mph	5.0sec
Top speed	172mph
Length	4,245mm
Width	1,735mm
Weight	1,279kg
Wheels & tyres	
F	8x18 inch, 225/40/ZR18
R	10x18 inch, 285/35ZR18

## 996 Carrera 4 1998-2001



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

Production numbers	22,054
Issue featured	111
Engine capacity	3,387cc
Compression ratio	11.3:1
Maximum power	300hp @ 6,800rpm
Maximum torque	350Nm @ 4,600rpm
0-62mph	5.2sec
Top speed	174mph
Length	4,430mm
Width	1,765mm
Weight	1,375kg
Wheels & tyres	
F	7x17 inch, 205/50/R17
R	9x17 inch, 255/40/R17

## 996 GT3 1998-2000



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

Production numbers	1,858
Issue featured	117
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	360hp @ 7,200rpm
Maximum torque	370Nm @ 5,000rpm
0-62mph	4.8sec
Top speed	188mph
Length	4,430mm
Width	1,765mm
Weight	1,350kg
Wheels & tyres	
F	8x18 inch, 225/40/R18
R	10x18 inch, 285/30/R18

## 996 Turbo 2001-05



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

Production numbers	20,499
Issue featured	152
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	420hp @ 6,000rpm
Maximum torque	560Nm @ 2,700rpm
0-62mph	4.600sec
Top speed	183mph
Length	4,435mm
Width	1,830mm
Weight	1,540kg
Wheels & tyres	
F	8x18 inch, 225/40/R18
R	11x18 inch, 295/30/R18



★★★★★

**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.

<b>Production numbers</b>	13,353 (Coupe)
<b>Issue featured</b>	111
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	250hp @ 6,100rpm
<b>Maximum torque</b>	310Nm @ 4,800rpm
<b>0-62mph</b>	5.7sec
<b>Top speed</b>	162mph
<b>Length</b>	4,250mm
<b>Width</b>	1,652mm
<b>Weight</b>	1,450kg

**Wheels & tyres**  
F 8x16-inch; 205/55/ZR16  
R 8x16-inch; 225/50/ZR16

★★★★★

**964 Carrera 2 1990-93**




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

<b>Production numbers</b>	19,484
<b>Issue featured</b>	119
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	250hp @ 6,100rpm
<b>Maximum torque</b>	310Nm @ 4,800rpm
<b>0-62mph</b>	5.6sec
<b>Top speed</b>	162mph
<b>Length</b>	4,250mm
<b>Width</b>	1,652mm
<b>Weight</b>	1,350kg

**Wheels & tyres**  
F 8x16-inch; 205/55/ZR16  
R 8x16-inch; 225/50/ZR16

★★★★★

**964 Turbo 1991-92**



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

<b>Production numbers</b>	3,660
<b>Issue featured</b>	160
<b>Engine capacity</b>	3,295cc
<b>Compression ratio</b>	70.1
<b>Maximum power</b>	320hp @ 5,750rpm
<b>Maximum torque</b>	450Nm @ 4,500rpm
<b>0-62mph</b>	5.4sec
<b>Top speed</b>	168mph
<b>Length</b>	4,250mm
<b>Width</b>	1,775mm
<b>Weight</b>	1,470kg

**Wheels & tyres**  
F 7x17-inch; 205/50/ZR17  
R 9x17-inch; 255/40/ZR17

★★★★★

**964 C4 Lightweight 1991**



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

<b>Production numbers</b>	22
<b>Issue featured</b>	131
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	265hp @ 6,720rpm
<b>Maximum torque</b>	304Nm @ 6,720rpm
<b>0-62mph</b>	4.5sec
<b>Top speed</b>	129mph
<b>Length</b>	4,275mm
<b>Width</b>	1,652mm
<b>Weight</b>	1,100kg

**Wheels & tyres**  
F 7x16-inch; 205/55/ZR16  
R 9x16-inch; 245/55/ZR16

★★★★★

**964 RS 1991-92**




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

<b>Production numbers</b>	2,405
<b>Issue featured</b>	131
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	260hp @ 6,100rpm
<b>Maximum torque</b>	310Nm @ 4,800rpm
<b>0-62mph</b>	5.4sec
<b>Top speed</b>	162mph
<b>Length</b>	4,250mm
<b>Width</b>	1,650mm
<b>Weight</b>	1,230kg (Sport)

**Wheels & tyres**  
F 7x17-inch; 205/50/ZR17  
R 9x17-inch; 255/40/ZR17

★★★★★

**964 C2 Speedster 93-94**




Combined the 964 bodysell 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.

<b>Production numbers</b>	936
<b>Issue featured</b>	128
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	250hp @ 6,100rpm
<b>Maximum torque</b>	310Nm @ 4,500rpm
<b>0-62mph</b>	5.5sec
<b>Top speed</b>	161mph
<b>Length</b>	4,250mm
<b>Width</b>	1,652mm
<b>Weight</b>	1,340kg

**Wheels & tyres**  
F 7x17-inch; 205/50/ZR17  
R 9x17-inch; 255/40/ZR17

★★★★★

**964 Turbo 3.6 1993-94**



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

<b>Production numbers</b>	1,437
<b>Issue featured</b>	120
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	75.1
<b>Maximum power</b>	360hp @ 5,500rpm
<b>Maximum torque</b>	520Nm @ 4,200rpm
<b>0-62mph</b>	4.8sec
<b>Top speed</b>	174mph
<b>Length</b>	4,250mm
<b>Width</b>	1,755mm
<b>Weight</b>	1,470kg

**Wheels & tyres**  
F 8x18-inch; 225/40/ZR18  
R 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.

<b>Production numbers</b>	911
<b>Issue featured</b>	112
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	250hp @ 6,100rpm
<b>Maximum torque</b>	310Nm @ 4,800rpm
<b>0-62mph</b>	5.7sec
<b>Top speed</b>	162mph
<b>Length</b>	4,250mm
<b>Width</b>	1,775mm
<b>Weight</b>	1,470kg

**Wheels & tyres**  
F 7x17-inch; 205/50/ZR17  
R 9x17-inch; 255/40/ZR17

★★★★★

**964 RS America 1973**




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

<b>Production numbers</b>	701
<b>Issue featured</b>	157
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	250hp @ 6,100rpm
<b>Maximum torque</b>	310Nm @ 4,800rpm
<b>0-62mph</b>	5.5sec
<b>Top speed</b>	164mph
<b>Length</b>	4,250mm
<b>Width</b>	1,650mm
<b>Weight</b>	1,340kg

**Wheels & tyres**  
F 7x17-inch; 205/50/ZR17  
R 8x17-inch; 255/40/ZR17

★★★★★

**993 Carrera 1993-97**




Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. The 3,600cc engine was revised, with VarioRam available from 1996.

<b>Production numbers</b>	38,626
<b>Issue featured</b>	160
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	272hp @ 6,000rpm
<b>Maximum torque</b>	330Nm @ 5,000rpm
<b>0-62mph</b>	5.6sec
<b>Top speed</b>	168mph
<b>Length</b>	4,245mm
<b>Width</b>	1,735mm
<b>Weight</b>	1,370kg

**Wheels & tyres**  
F 7x16-inch; 205/55/ZR16  
R 9x16-inch; 245/45/ZR16

★★★★★

**993 Carrera 4 1994-97**




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

<b>Production numbers</b>	2,884 (Coupe)
<b>Issue featured</b>	111
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	272hp @ 6,000rpm
<b>Maximum torque</b>	330Nm @ 5,000rpm
<b>0-62mph</b>	5.5sec
<b>Top speed</b>	166mph
<b>Length</b>	4,245mm
<b>Width</b>	1,735mm
<b>Weight</b>	1,420kg

**Wheels & tyres**  
F 7x16-inch; 205/55/ZR16  
R 9x16-inch; 245/45/ZR16

★★★★★

**993 GT2 1995-96**




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

<b>Production numbers</b>	173
<b>Issue featured</b>	131
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	80.1
<b>Maximum power</b>	430hp @ 5,750rpm
<b>Maximum torque</b>	540Nm @ 4,500rpm
<b>0-62mph</b>	3.9sec
<b>Top speed</b>	189mph
<b>Length</b>	4,245mm
<b>Width</b>	1,855mm
<b>Weight</b>	1,290kg

**Wheels & tyres**  
F 9x18-inch; 235/40/ZR18  
R 11x18-inch; 285/35/ZR18

★★★★★

**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'.

<b>Production numbers</b>	5,937
<b>Issue featured</b>	147
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	80.1
<b>Maximum power</b>	408hp @ 5,750rpm
<b>Maximum torque</b>	540Nm @ 4,500rpm
<b>0-62mph</b>	4.3sec
<b>Top speed</b>	180mph
<b>Length</b>	4,245mm
<b>Width</b>	1,795mm
<b>Weight</b>	1,500kg

**Wheels & tyres**  
F 8x18-inch; 225/40/ZR18  
R 10x18-inch; 285/30/ZR18

★★★★★

**993 Carrera S 1997-98**




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

<b>Production numbers</b>	3,714
<b>Issue featured</b>	118
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	285hp @ 6,100rpm
<b>Maximum torque</b>	340Nm @ 5,250rpm
<b>0-62mph</b>	5.4sec
<b>Top speed</b>	168mph
<b>Length</b>	4,245mm
<b>Width</b>	1,795mm
<b>Weight</b>	1,450kg

**Wheels & tyres**  
F 8x18-inch; 225/40/ZR18  
R 10x18-inch; 285/30/ZR18

★★★★★

**993 Turbo S 1998**



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

<b>Production numbers</b>	345
<b>Issue featured</b>	115
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	80.1
<b>Maximum power</b>	450hp @ 5,750rpm
<b>Maximum torque</b>	585Nm @ 4,500rpm
<b>0-62mph</b>	4.1sec
<b>Top speed</b>	186mph
<b>Length</b>	4,245mm
<b>Width</b>	1,795mm
<b>Weight</b>	1,583kg

**Wheels & tyres**  
F 8x18-inch; 225/40/ZR18  
R 10x18-inch; 285/30/ZR18

★★★★★

**996 Carrera 1998-2001**



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

<b>Production numbers</b>	56,733
<b>Issue featured</b>	160
<b>Engine capacity</b>	3,387cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	300hp @ 6,800rpm
<b>Maximum torque</b>	350Nm @ 4,600rpm
<b>0-62mph</b>	5.2sec
<b>Top speed</b>	174mph
<b>Length</b>	4,430mm
<b>Width</b>	1,765mm
<b>Weight</b>	1,320kg

**Wheels & tyres**  
F 7x16-inch; 205/55/ZR16  
R 9x17-inch; 255/40/ZR17

★★★★★

**996 Carrera 4S 2001-05**




Basically a C4 featuring a Turbo bodysell, without rear air intakes, but with a full-width rear reflector panel. Suspension and brakes were similar to the Turbo spec.

<b>Production numbers</b>	23,055
<b>Issue featured</b>	155
<b>Engine capacity</b>	3,596cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	320hp @ 6,800rpm
<b>Maximum torque</b>	370Nm @ 4,250rpm
<b>0-62mph</b>	5.1sec
<b>Top speed</b>	174mph
<b>Length</b>	4,435mm
<b>Width</b>	1,830mm
<b>Weight</b>	1,495kg

**Wheels & tyres**  
F 8x18-inch; 225/40/ZR18  
R 11x18-inch; 295/30/ZR18

★★★★★

**996 GT2 2001-03**




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

<b>Production numbers</b>	1,287
<b>Issue featured</b>	127
<b>Engine capacity</b>	3,600cc
<b>Compression ratio</b>	94.1
<b>Maximum power</b>	462hp @ 5,700rpm
<b>Maximum torque</b>	620Nm @ 3,500rpm
<b>0-62mph</b>	4.1sec
<b>Top speed</b>	196mph
<b>Length</b>	4,450mm
<b>Width</b>	1,830mm
<b>Weight</b>	1,440kg

**Wheels & tyres**  
F 8x18-inch; 235/40/ZR18  
R 12x18-inch; 315/30/ZR18

★★★★★

**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.

<b>Production numbers</b>	29,389
<b>Issue featured</b>	136
<b>Engine capacity</b>	3,596cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	320hp @ 6,800rpm
<b>Maximum torque</b>	370Nm @ 4,250rpm
<b>0-62mph</b>	5.0sec
<b>Top speed</b>	177mph
<b>Length</b>	4,430mm
<b>Width</b>	1,770mm
<b>Weight</b>	1,370kg

**Wheels & tyres**  
F 7x17-inch; 205/50/ZR17  
R 9x17-inch; 255/40/ZR17

★★★★★

**Gen2 996 C4 2002-04**




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

<b>Production numbers</b>	10,386
<b>Issue featured</b>	107
<b>Engine capacity</b>	3,596cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	320hp @ 6,800rpm
<b>Maximum torque</b>	370Nm @ 4,250rpm
<b>0-62mph</b>	5.0sec
<b>Top speed</b>	177mph
<b>Length</b>	4,430mm
<b>Width</b>	1,770mm
<b>Weight</b>	1,430kg

**Wheels & tyres**  
F 7x17-inch; 205/50/ZR17  
R 9x17-inch; 255/40/ZR17

★★★★★

**996 Anniversary 03-04**



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

<b>Production numbers</b>	1,963
<b>Issue featured</b>	112
<b>Engine capacity</b>	3,596cc
<b>Compression ratio</b>	11.3:1
<b>Maximum power</b>	345hp @ 6,800rpm
<b>Maximum torque</b>	370Nm @ 4,800rpm
<b>0-62mph</b>	4.9sec
<b>Top speed</b>	175mph
<b>Length</b>	4,430mm
<b>Width</b>	1,770mm
<b>Weight</b>	1,370kg

**Wheels & tyres**  
F 8x18-inch; 225/40/ZR18  
R 10x18-inch; 285/30/ZR18

# Sales debate

Will used 991.2 values increase due to Porsche stopping new 911 production?



In issue 164 we revealed Porsche has ceased production of all 991.2-generation cars (with the exception of GTs and GT3 RS models) to allow for infrastructure changes at the factory to accommodate the incoming 992.

This unique scenario will very likely cause headaches among sales staff at main dealers who aren't able to accommodate customers walking in the door wishing to spec a car. However, this has also given rise to an unusual theory. Could used 991.2s hold their value going forward? Unless it's a GT car, this is an extremely rare concept, even for a sports car as aspirational as the 911. So do our experts think this could be the case?

"Absolutely," comes the emphatic response from Marc Elgar, sales executive at Porsche Centre Portsmouth. "Until the end of the year when we start seeing the first 992-generation cars hit showrooms, these cars are the only option for those wanting a 'new' 911, and so they will hold their value nicely. It does make our job in the Centre hard because we have no new models to offer customers, but the positive is there are options available for enthusiasts to choose from – including our extensive Porsche Approved arm."

This view is echoed by Grieg Daly, sales director at independent specialists RPM Technik. "If you look online at listings of used 991.2s, there just aren't many around. A search for a 991.2 C4S will return just eight examples nationwide [in the UK]; all are very well specced with low miles and not far at all off list price. I can't see this scenario changing while Porsche has halted production at the factory."

It seems pretty concrete that we can expect values of used 991.2 cars – including non-GT models – to hold their values for 2018 at least. With general values of classic and modern-classic cars slowing so far this year, it appears the current market is in the bizarre situation of being turned on its head, with all new cars making for a better short-term investment than their elder 911 stablemates. It appears we've now seen it all!



**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	381hp @ 7,400rpm
Maximum torque	385Nm @ 5,000rpm
0-62mph	4.5sec
Top speed	190mph
Length	4,435mm
Width	1,770mm
Weight	1,380kg
Wheels & tyres	F 8.5x18-inch; 235/40/R18 R 11x18-inch; 295/30/R18



**996 Turbo S 2004-2005**  
A 911 Turbo with the previously optional 300bhp power upgrade, with larger turbochargers, updated intercoolers and a revised ECU, PCCB standard.

Production numbers	1,563
Issue featured	132
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	450hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-4,500rpm
0-62mph	4.2sec
Top speed	191mph
Length	4,291mm
Width	1,830mm
Weight	1,590kg
Wheels & tyres	F 8x18-inch; 225/40/R18 R 11x18-inch; 295/30/R18

**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.



**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	325hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.1sec
Top speed	174mph
Length	4,427mm
Width	1,852mm
Weight	1,450kg
Wheels & tyres	F 8x18-inch; 235/40/R18 R 11x18-inch; 295/30/R18



**997 Carrera 4S 2005-08**  
The same 3.8-litre, 355bhp engine as the Carrera S, with four-wheel-drive system on C4. 44mm wider than Carrera S to accommodate for wider rear wheels and tyres.

Production numbers	30,973
Issue featured	111
Engine capacity	3,824cc
Compression ratio	11.8:1
Maximum power	355hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.8sec
Top speed	179mph
Length	4,427mm
Width	1,852mm
Weight	1,475kg
Wheels & tyres	F 8x19-inch; 235/35/R19 R 11x19-inch; 305/30/R19

**997 Turbo 2005-08**  
Similar to 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 best of small/large turbos.

Production numbers	19,201
Issue featured	159
Engine capacity	3,600cc
Compression ratio	9.8:1
Maximum power	480hp @ 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
Wheels & tyres	F 8.5x19-inch; 235/35/R19 R 11x19-inch; 305/30/R19



**997 GT2 2007-09**  
Essentially a 997 Turbo but with rear-wheel drive only. Had 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	530hp @ 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
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 12x19-inch; 325/30/ZR19



**Gen2 997 C2 2008-12**  
Revised with restyled LED rear lights and front driving lights. M97 engine replaced with a 91 F1 unit, using fewer parts – with no problematic Intermediate Shaft.

Production numbers	10,500
Issue featured	144
Engine capacity	3,614cc
Compression ratio	12.5:1
Maximum power	345hp @ 6,500rpm
Maximum torque	390Nm @ 4,400rpm
0-62mph	4.9sec
Top speed	179mph
Length	4,435mm
Width	1,808mm
Weight	1,415kg
Wheels & tyres	F 8x18-inch; 235/40/ZR18 R 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
Wheels & tyres	F 8x19-inch; 235/35/ZR19 R 11x19-inch; 295/30/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%.

Production numbers	3,800
Issue featured	152
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
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19



**Gen2 997 GT3 RS 09-12**  
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
Wheels & tyres	F 9x19-inch; 245/35/ZR19 R 12x19-inch; 325/30/ZR19



**997 Speedster 2010**  
Built to mark Porsche Exclusive's 25th year. 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
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19



★★★★★  
**997 Carrera**  
2004-08

Fully revised Porsche 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	325hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0sec
Top speed	177mph
Length	4,427mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	
F	8x18-inch; 235/40/R18
R	10x18-inch; 265/40/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. Featured quad exhaust tailpipes.

Production numbers	41,059
Issue featured	107
Engine capacity	3,826cc
Compression ratio	11.8:1
Maximum power	355hp @ 6,600rpm
Maximum torque	400Nm @ 4,600rpm
0-62mph	4.8sec
Top speed	182mph
Length	4,427mm
Width	1,808mm
Weight	1,420kg
Wheels & tyres	
F	8x19-inch; 235/35/R19
R	11x19-inch; 295/30/R19

★★★★★  
**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	415hp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.3sec
Top speed	192mph
Length	4,445mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	
F	8.5x19-inch; 235/35/R19
R	12x19-inch; 305/30/R19



★★★★★  
**997 GT3 RS**  
2006-07

Similar to GT3, with 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	156
Engine capacity	3,600cc
Compression ratio	12.0:1
Maximum power	415hp @ 7,600rpm
Maximum torque	405Nm @ 5,500rpm
0-62mph	4.2sec
Top speed	194mph
Length	4,460mm
Width	1,808mm
Weight	1,375kg
Wheels & tyres	
F	8.5x19-inch; 235/35/R19
R	12x19-inch; 305/30/R19



★★★★★  
**Gen2 997 C4S**  
2008-12

Body as per C4 but with larger engine. Utilised 997 Turbo's 4WD 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
Wheels & tyres	
F	8x19-inch; 235/35/ZR19
R	11x19-inch; 305/30/ZR19

★★★★★  
**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
Wheels & tyres	
F	8.5x19-inch; 235/35/ZR19
R	12x19-inch; 305/30/ZR19

★★★★★  
**997 Sport Classic 2010**



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

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



★★★★★  
**997 GT3 RS 4.0**  
2010

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

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



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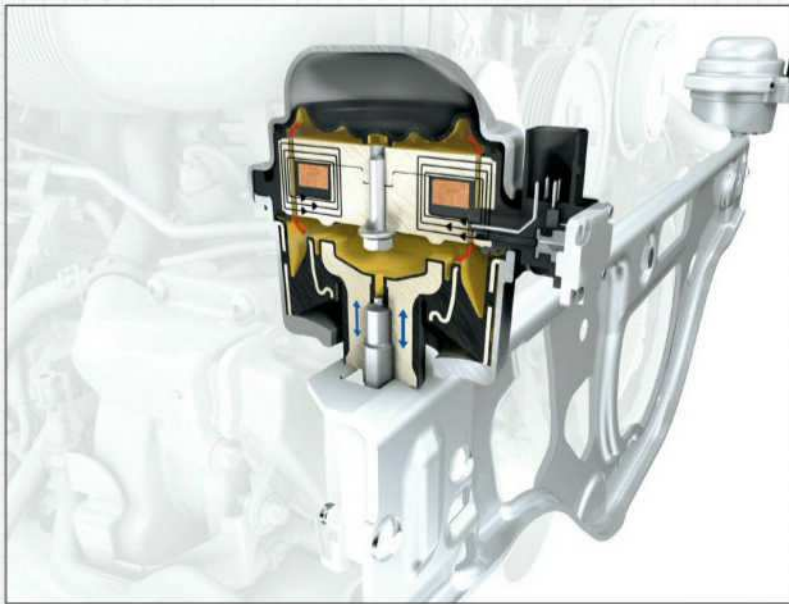
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# Technology explained

## 009 PORSCHE ACTIVE DRIVETRAIN MOUNTS

Porsche Active Drivetrain Mounts (PADM) made their debut on the Gen2 997 GT3. **Total 911** explains how this innovative system works



The Porsche 911 was designed to be driven "on an African safari or at Le Mans, to the theatre or through New York City traffic" according to Ferry Porsche. However, unlike building a racing car, the construction process on a road car is full of compromises, with one such concession being the balance between stiffness and comfort.

Make a road car too stiff and the ride will become harsh and unforgiving. Conversely, if the ride is too soft then the handling response will be decreased.

While he conceded that "there is no such thing as the perfect car," he pushed his company to do "everything in our power to approach this ideal." In 2010 Porsche was able to satisfy this demand with two rear mounts that stiffened at high rpm to provide responsive handling, and then turned more flexible at low engine speeds to provide better comfort during normal driving.

To achieve this duality, the Porsche Active Drivetrain Mounts are filled with magnetorheological fluid containing microscopic iron particles. Each mount contains two chambers, with a circular slot that allows the fluid to pass between the top and bottom chambers. At the centre is a doughnut-shaped electromagnet, which is used to control the fluid's viscosity.

At low engine speeds the fluid flows freely to provide a more comfortable driving experience. However, the voltage that reaches the electromagnet is controlled by the ECU, with the map based predominantly on engine speed.

As the engine rpm increases, so does the electromagnet's voltage, creating a stronger magnetic field. This increases the chains of aligned iron particles, decreasing the fluid's viscosity. Eventually these chains render the mount solid.

While this decreases ride quality, it increases stiffness at the rear end of the car, providing improved responsiveness when cornering. PADM is part of the Sport Chrono package, allowing the driver to activate the system using the Sport Plus button.



**997 GT2 RS 2010-11**

GT2 went back to its roots with lightweight body and interior, plus extra power. Recognisable thanks to carbon fibre bonnet, air intake and mirrors.

Production numbers	121
Issue featured	74
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	530hp @ 6,250-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.3sec
Top speed	193mph
Length	4.435mm
Width	1.852mm
Weight	1,585kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19

Production numbers	500
Issue featured	155
Engine capacity	3,600cc
Compression ratio	9.0:1
Maximum power	620hp @ 6,500rpm
Maximum torque	700Nm @ 2,500-5,500rpm
0-62mph	3.5sec
Top speed	205mph
Length	4.460mm
Width	1.852mm
Weight	1,370kg
Wheels & tyres	F 9x19-inch; 245/35/ZR19 R 12x19-inch; 325/30/ZR19



**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
Wheels & tyres	F 8.5x19-inch; 235/40/ZR19 R 11x19-inch; 305/35/ZR19



**991.1 Carrera 4S 2012-15**

Same wider body styling as C4, coupled to 3.8-litre 400bhp engine. Also features six-piston brake calipers at front. 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
Wheels & tyres	F 8.5x19-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20



**991 GT3 RS 2015-**

Unprecedented aero package now delivers 997 RS 4.0's max downforce at just 93mph. Features modified 4.0-litre DFI version of 991.1 GT3 engine; PDK-only.

Production numbers	5,000
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
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 12.5x21-inch; 325/30/ZR21



**991.2 Carrera 2015-**

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

Production numbers	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
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11.5x19-inch; 295/35/ZR19



**991 R 2016**

991 GT3 RS engine mated to revised 6-speed manual gearbox. Features Carrera Cabriolet active rear wing with diffuser aiding downforce. Lightweight flywheel optional.

Production numbers	991
Issue featured	153
Engine capacity	3,996cc
Compression ratio	13.2:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,250rpm
0-62mph	3.8sec
Top speed	201mph
Length	4.532mm
Width	1.852mm
Weight	1,370kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20



**991.2 Carrera GTS 2017-**

Similar specification and 'black accent' styling as per 991.1, available in both rear-wheel and all-wheel drive form. C4 GTS quicker than C2 GT3.

Production numbers	In production
Issue featured	150
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	450hp @ 6,500rpm
Maximum torque	550Nm @ 2,150-5,000rpm
0-62mph	4.1sec
Top speed	194mph
Length	4.528mm
Width	1.852mm
Weight	1,450kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20



**991.2 Carrera 4 GTS 2017-**

As 991.2 Carrera GTS but with PTM four-wheel drive electrically controlling drive between both axles (rear always driven). Red connecting strip on rear.

Production numbers	In production
Issue featured	151
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	450hp @ 6,500rpm
Maximum torque	550Nm @ 2,150-5,000rpm
0-62mph	3.8sec
Top speed	193mph
Length	4.528mm
Width	1.852mm
Weight	1,515kg
Wheels & tyres	F 9x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20

★★★★★

### 997 C2 GTS 2010-12

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

**Production numbers** Unknown  
**Issue featured** 157  
**Engine capacity** 3,800cc  
**Compression ratio** 12.5:1  
**Maximum power** 408hp @ 7,300rpm  
**Maximum torque** 420Nm @ 4,200-5,600rpm

**0-62mph** 4.6sec  
**Top speed** 190mph  
**Length** 4,435mm  
**Width** 1,852mm  
**Weight** 1,420kg

**Wheels & tyres**  
F 8.5x19-inch; 235/35/19  
R 11x19-inch; 305/30/19

★★★★★

### 997 C4 GTS 2011-12

Like C2 997 GTS but slightly heavier and with 4WD. In either C2 or C4 form, it represented a great saving over optioning up a 997 Carrera counterpart.

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

**0-62mph** 4.6sec  
**Top speed** 188mph  
**Length** 4,435mm  
**Width** 1,852mm  
**Weight** 1,480kg

**Wheels & tyres**  
F 8.5x19-inch; 235/35/19  
R 11x19-inch; 305/30/19

★★★★★

### 997 Turbo S 2011-13

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

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

**0-62mph** 3.3sec  
**Top speed** 195mph  
**Length** 4,435mm  
**Width** 1,852mm  
**Weight** 1,585kg

**Wheels & tyres**  
F 8.5x19-inch; 235/35/19  
R 11x19-inch; 305/30/19

★★★★★

### 991.1 Carrera 2011-15

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

**Production numbers** Unknown  
**Issue featured** 157  
**Engine capacity** 3,436cc  
**Compression ratio** 12.5:1  
**Maximum power** 350hp @ 7,400rpm  
**Maximum torque** 390Nm @ 5,600rpm

**0-62mph** 4.8sec  
**Top speed** 179.6mph  
**Length** 4,491mm  
**Width** 1,808mm  
**Weight** 1,380kg

**Wheels & tyres**  
F 8.5x19-inch; 235/40/ZR19  
R 11x19-inch; 285/35/ZR19

★★★★★

### 991.1 Carrera S 2011-15

Same as Carrera, with 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** 188.5mph  
**Length** 4,491mm  
**Width** 1,808mm  
**Weight** 1,395kg

**Wheels & tyres**  
F 8.5x20-inch; 245/35/ZR20  
R 11x20-inch; 295/30/ZR20

★★★★★

### 991.1 GT3 2013-2015

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

**Production numbers** 3,000 (estimate)  
**Issue featured** 143  
**Engine capacity** 3,800cc  
**Compression ratio** 12.9:1  
**Maximum power** 475hp @ 8,250rpm  
**Maximum torque** 440Nm @ 6,250rpm

**0-62mph** 3.5sec  
**Top speed** 196mph  
**Length** 4,545mm  
**Width** 1,852mm  
**Weight** 1,430kg

**Wheels & tyres**  
F 9x20-inch; 245/35/ZR20  
R 12x20-inch; 305/30/ZR20

★★★★★

### 991.1 Turbo 2013-15

New Turbo marks introduction of rear axle steering, plus PDK-only transmission to forced induction 991 models.

**Production numbers** Unknown  
**Issue featured** 109  
**Engine capacity** 3,800cc  
**Compression ratio** 9.8:1  
**Maximum power** 520hp @ 6,000-6,500rpm  
**Maximum torque** 660Nm @ 1,950-5,000rpm

**0-62mph** 3.4sec  
**Top speed** 195mph  
**Length** 4,506mm  
**Width** 1,880mm  
**Weight** 1,595kg

**Wheels & tyres**  
F 8.5x19-inch; 245/35/ZR20  
R 11x20-inch; 305/30/ZR20

★★★★★

### 991.1 Turbo S 2013-15

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

**Production numbers** Unknown  
**Issue featured** 115  
**Engine capacity** 3,800cc  
**Compression ratio** 9.8:1  
**Maximum power** 560hp @ 6,500-6,750rpm  
**Maximum torque** 700Nm @ 2,100-4,250rpm

**0-62mph** 3.1sec  
**Top speed** 197mph  
**Length** 4,506mm  
**Width** 1,880mm  
**Weight** 1,605kg

**Wheels & tyres**  
F 8.5x19-inch; 245/35/ZR20  
R 11x20-inch; 305/30/ZR20

★★★★★

### 991 Anniversary 2013-14

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

**Production numbers** 1,963  
**Issue featured** 112  
**Engine capacity** 3,800cc  
**Compression ratio** 12.5:1  
**Maximum power** 400hp @ 7,400rpm  
**Maximum torque** 440Nm @ 5,600rpm

**0-62mph** 4.5sec  
**Top speed** 188mph  
**Length** 4,491mm  
**Width** 1,852mm  
**Weight** 1,420kg

**Wheels & tyres**  
F 9x20-inch; 245/35/ZR20  
R 11.5x20-inch; 305/30/ZR20

★★★★★

### 991.1 Carrera GTS 14-16

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

**Production numbers** Unknown  
**Issue featured** 157  
**Engine capacity** 3,800cc  
**Compression ratio** 12.5:1  
**Maximum power** 430hp @ 7,500rpm  
**Maximum torque** 440Nm @ 5,750rpm

**0-62mph** 4.0sec  
**Top speed** 190mph  
**Length** 4,491mm  
**Width** 1,852mm  
**Weight** 1,425kg

**Wheels & tyres**  
F 9x20-inch; 245/35/ZR20  
R 11.5x20-inch; 305/30/ZR20

★★★★★

### 991.1 C4 GTS 2014-2016

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

**Production numbers** Unknown  
**Issue featured** 125  
**Engine capacity** 3,800cc  
**Compression ratio** 12.5:1  
**Maximum power** 430hp @ 7,500rpm  
**Maximum torque** 440Nm @ 5,750rpm

**0-62mph** 4.4sec  
**Top speed** 188mph  
**Length** 4,491mm  
**Width** 1,852mm  
**Weight** 1,470kg

**Wheels & tyres**  
F 9x20-inch; 245/35/ZR20  
R 11.5x20-inch; 305/30/ZR20

★★★★★

### 991.2 Carrera S 2015-

Shares Carrera's 3.0-litre turbocharged 9A2 engine, with revised turbos, exhaust and engine management to produce extra 50hp.

**Production numbers** In production  
**Issue featured** 132  
**Engine capacity** 2,981cc  
**Compression ratio** 10.0:1  
**Maximum power** 420hp @ 6,500rpm  
**Maximum torque** 500Nm @ 1,700-5,000rpm

**0-62mph** 3.9sec  
**Top speed** 191mph  
**Length** 4,499mm  
**Width** 1,808mm  
**Weight** 1,440kg

**Wheels & tyres**  
F 8.5x20-inch; 245/35/ZR20  
R 11.5x20-inch; 305/30/ZR20

★★★★★

### 991.2 Carrera 4 2016-

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

**Production numbers** In production  
**Issue featured** 133  
**Engine capacity** 2,981cc  
**Compression ratio** 10.0:1  
**Maximum power** 370hp @ 6,500rpm  
**Maximum torque** 450Nm @ 1,700-5,000rpm

**0-62mph** 4.1sec  
**Top speed** 181mph  
**Length** 4,499mm  
**Width** 1,852mm  
**Weight** 1,480kg

**Wheels & tyres**  
F 8.5x19-inch; 235/40/ZR19  
R 11.5x19-inch; 295/35/ZR19

★★★★★

### 991.2 Carrera 4S 2016-

As per C4 but using revised turbos, exhaust and engine management from C2S to produce extra 50hp. Faster 0-62mph than C2S for first time.

**Production numbers** In production  
**Issue featured** 154  
**Engine capacity** 2,981cc  
**Compression ratio** 10.0:1  
**Maximum power** 420hp @ 6,500rpm  
**Maximum torque** 500Nm @ 1,700-5,000rpm

**0-62mph** 3.8sec  
**Top speed** 189mph  
**Length** 4,499mm  
**Width** 1,852mm  
**Weight** 1,490kg

**Wheels & tyres**  
F 8.5x20-inch; 245/35/ZR20  
R 11.5x20-inch; 305/30/ZR20

★★★★★

### 991.2 Turbo 2016-

Revised 9A1 engine from 991.1, producing 540hp thanks to modified inlet ports in cylinder head, new injection nozzles and higher fuel pressure.

**Production numbers** In production  
**Issue featured** 135  
**Engine capacity** 3,800cc  
**Compression ratio** 9.8:1  
**Maximum power** 540hp @ 6,400rpm  
**Maximum torque** 710Nm @ 2,250-4,000rpm

**0-62mph** 3.1sec  
**Top speed** 199mph  
**Length** 4,507mm  
**Width** 1,880mm  
**Weight** 1,595kg

**Wheels & tyres**  
F 9x20-inch; 245/35/ZR20  
R 11.5x20-inch; 305/30/ZR20

★★★★★

### 991.2 Turbo S 2016-

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

**Production numbers** In production  
**Issue featured** 145  
**Engine capacity** 3,800cc  
**Compression ratio** 9.8:1  
**Maximum power** 580hp @ 6,750rpm  
**Maximum torque** 750Nm @ 2,250-4,000rpm

**0-62mph** 2.9sec  
**Top speed** 205mph  
**Length** 4,507mm  
**Width** 1,880mm  
**Weight** 1,600kg

**Wheels & tyres**  
F 9x20-inch; 245/35/ZR20  
R 11.5x20-inch; 305/30/ZR20

★★★★★

### 991.2 GT3 2017-

New 4.0-litre engine from 991.2 Cup car. Retains 9,000rpm redline; six-speed manual Sport transmission now a no-cost option. Revised airflow to front and rear.

**Production numbers** 222 (UK, est.)  
**Issue featured** 153  
**Engine capacity** 3,996cc  
**Compression ratio** 13.3:1  
**Maximum power** 500hp @ 8,250rpm  
**Maximum torque** 460Nm @ 6,000rpm

**0-62mph** 3.9sec (manual)  
**Top speed** 199mph  
**Length** 4,562mm  
**Width** 1,852mm  
**Weight** 1,413kg (manual)

**Wheels & tyres**  
F 9x20-inch; 245/35/ZR20  
R 12x20-inch; 305/30/ZR20

★★★★★

### 991 GT2 RS 2017-

Fastest factory 911 of all time. Highly modified Turbo S engine with sprayed intercoolers. Rear wheel drive, PDK only. New inlets on bonnet feeds air to brakes.

**Production numbers** 1,800 (estimate)  
**Issue featured** 161  
**Engine capacity** 3,800cc  
**Compression ratio** 9.0:1  
**Maximum power** 700hp @ 7,000rpm  
**Maximum torque** 750Nm @ 2,500-4,500rpm

**0-62mph** 2.8sec  
**Top speed** 211mph  
**Length** 4,549mm  
**Width** 1,880mm  
**Weight** 1,470kg

**Wheels & tyres**  
F 9.5x20-inch; 265/35/ZR20  
R 12.5x21-inch; 325/30/ZR21

★★★★★

### 991 Turbo S Exclusive Ed.

The work of Porsche's Exclusive department, with extensive use of carbon on the bonnet, roof and side skirts. Power is hiked to 607hp. Turbo Aerokit standard.

**Production numbers** 500  
**Issue featured** 155  
**Engine capacity** 3,800cc  
**Compression ratio** 9.8:1  
**Maximum power** 607hp  
**Maximum torque** 750Nm @ 2,250-4,000rpm

**0-62mph** 2.9sec  
**Top speed** 205mph  
**Length** 4,507mm  
**Width** 1,880mm  
**Weight** Not specified

**Wheels & tyres**  
F 9x20-inch; 245/35/ZR20  
R 11.5x20-inch; 305/30/ZR20

★★★★★

### 991 Carrera T

Purist take on the 991.2 Carrera with 20kg of weight saved and regeared of 7-speed manual gearbox. Same 370hp engine as Carrera, PDK gearbox optional.

**Production numbers** 2,000 (estimate)  
**Issue featured** 162  
**Engine capacity** 2,981cc  
**Compression ratio** 10.0:1  
**Maximum power** 370hp @ 6,500rpm  
**Maximum torque** 450Nm @ 1,700-5,000rpm

**0-62mph** 4.1sec  
**Top speed** 183mph  
**Length** 4,499mm  
**Width** 1,808mm  
**Weight** 1,410kg

**Wheels & tyres**  
F 8.5x19-inch; 245/40/ZR19  
R 11.5x19-inch; 295/35/ZR19

★★★★★

### 991.2 GT3 RS

Latest GT3 RS gets GT3 facelift but with NACA ducts and suspension from GT2 RS. 20hp increase over Gen1 with mainly aerodynamic and chassis revisions.

**Production numbers** 60 UK cars (estimate)  
**Issue featured** 164  
**Engine capacity** 4,000cc  
**Compression ratio** unknown  
**Maximum power** 520hp  
**Maximum torque** 480Nm @ 1,700-5,000rpm

**0-62mph** 3.2sec  
**Top speed** 193mph  
**Length** 4,549mm  
**Width** 1,880mm  
**Weight** 1,420kg

**Wheels & tyres**  
F 9.5x20-inch; 265/35/ZR20  
R 12.5x21-inch; 325/30/ZR21



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PDK Gearbox • 20" Carrera S III Wheels  
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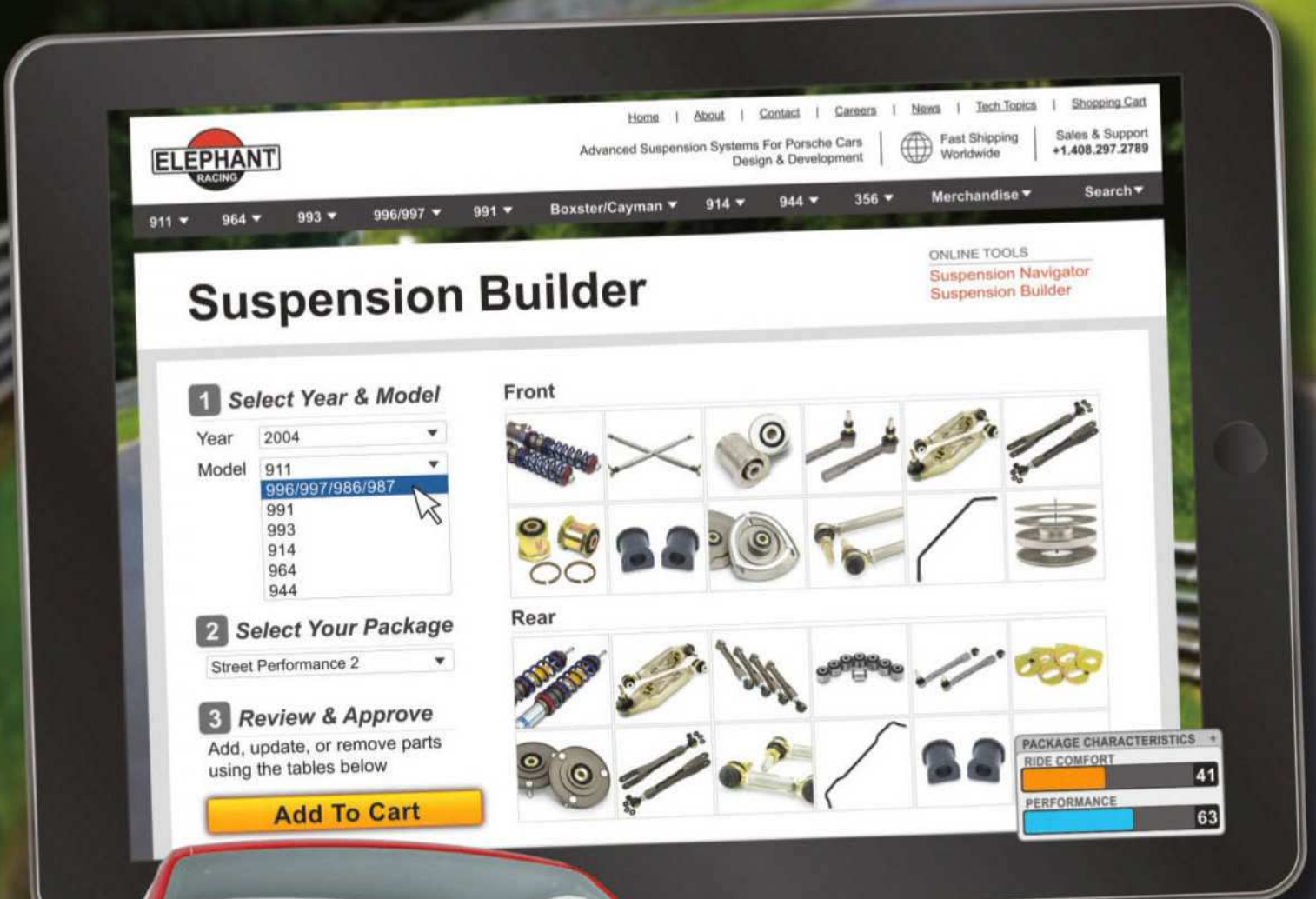


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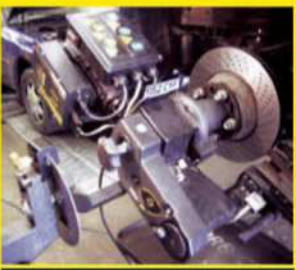
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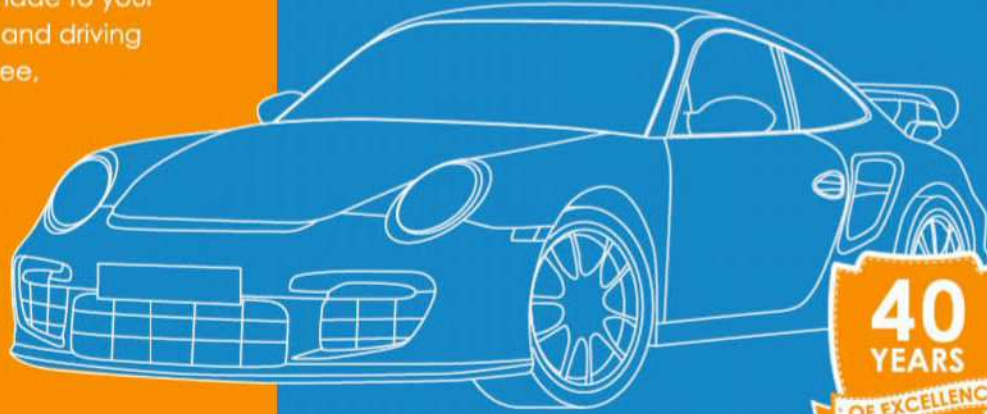
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# NEXT ISSUE

Issue 166 in shops and available for download from 16 May



## 991.2 GT3 RS FIRST DRIVE!

Porsche's new Rennsport driven to the limit: how does it improve on its predecessors?



## 996.1 GT3 BUYER'S GUIDE

All you need to know about the only GT3 with no RS ahead of it



## AUCTIONS V DEALERS PART II

Who's better suited to helping you sell your 911? **Total 911** finds out



## UNCOVERING THE £1.5 MILLION RS

The incredible story of the 964 RS 3.8, one of just 55 examples worldwide

## 911 DESIGN ICONS THE TARGA ROOF

As popular today as it was four decades ago, this fresh-air option brought a new dimension to the 911



Photographs by Porsche Archive

Porsche is no stranger to design and engineering innovation, but 40 years ago it introduced a feature that would begin an enduring legacy. Keen to replicate the success of the 356 Cabriolet, the obvious option was removing the roof from the Neunelfer, but cost and loss of rigidity presented notable barriers.

Early experiments saw the necessary bracing add undesirable weight, too, so in 1967 Zuffenhausen launched an intriguing alternative for both 911 and 912 models. Naming the new derivative after its successes in the challenging Sicilian road race, the Targa featured a lift-out panel above the cabin. Comprising of waterproof fabric over a folding metal frame to strengthen the arrangement, and with a cloth inner lining for neatness, the panel could be quickly removed and stored in the front luggage compartment.

Development costs were contained by utilising all of the original metalwork below the window line, while a zip-out plastic rear window/hood section ensured simplicity. The latter proved problematic, however, being prone to water leaks, damage in cold

temperatures and affecting overall structural rigidity, although Porsche understandably said little about this last aspect.

The answer arrived in 1968 when a fixed glass window was made available as an option, then made standard four years later. Another addition was a distinctive roll hoop presented in a brushed-steel

finish, which added rigidity and acted as an ideal mounting point for the roof. That would change to black a little later, and from the B-Series models the hoop would feature vents to help extract air from the cabin and improve ventilation. The latter was never a 911 strong suit in the early days, so the pivoting quarter-light windows fitted up to K-Series cars were a further attempt to improve matters. However, as they didn't exactly help in preventing

undesirables from accessing the interior, they were deleted from 1977 to improve security. In any case, ongoing improvements to heating and ventilation were further improving matters.

Having become a permanent addition to the 911 range the Targa roof in this form would remain right up until the 964 generation, emerging later in a new form for the air-cooled 993... **911**

**“The panel could be quickly removed and stored in the front luggage compartment”**

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## 1991 Porsche 964 Sunroof Coupe-stock-09387

The stunning 1991 Porsche 964 Sunroof Coupe presented here with 93,230 on the odometer is available in its original color code#22L Oak Green Metallic with tan interior. It comes with a clean CarFax and is equipped with a manual transmission, K&N air filter, air conditioning, power windows, power steering, power seats, sunroof, tech art body kit, alloy wheels and includes the jack, spare tire and tool kit. It was previously owned by a Porsche Club of America owner and is a very clean and presentable example in a vibrant color scheme. It's also mechanically sound.

**For \$57,500**



### 1967 Porsche 911-stock-08824

The 1967 Porsche 911 featured here is available in red with a black interior. It is equipped and upgraded with a 911T engine with a manual transmission, dual Weber carburetors and comes with Fuchs wheels. This is a very presentable car with endless possibilities. Don't miss this opportunity to climb into an early 911 ownership at a great price.

**For \$39,500**



### 1970 Porsche 911E Right Hand Drive-Right Hand Drive-stock-09145

This rare right-hand-drive 1970 Porsche 911E Coupe featured here comes in its original color code#232 Tangerine with black interior. It was built in Great Britain and still retains its U.K. license plates. It is equipped with a model and period correct engine and transmission, driver's side sport seat and Fuchs wheels. A very rare opportunity as early right-hand-drive long hoods for restoration are nearly impossible to find. An excellent example for light restoration.

**For \$69,500**



### 1970 Porsche 911T Coupe-stock-09426

This beautiful 1970 Porsche 911T Coupe featured here is available in this vibrant color combination of red with script and black interior. It comes equipped with a 5-speed manual transmission with a 2.2-liter engine, mechanical fuel injection, Fuchs wheels and includes the spare tire. A very presentable and excellent original California car which was previously owned by PCA member and is mechanically sound.

**For \$49,500**



### 1971 Porsche 911T Coupe-stock-09488

The excellent original 1971 Porsche 911T Coupe shown here with matching numbers comes in its original color code#1111 light Ivory with tan interior. It is equipped with a 5-speed manual transmission, air conditioning, cookie cutter wheels and includes the spare tire. The 911T was previously owned by a Porsche Club of America (PCA) owner and is mechanically sound.

**For \$49,500**



### 1972 Porsche 911T-stock-09438

This very desirable 1972 Porsche 911T Coupe featured here with matching numbers is available in its original color code#936 silver metallic with black interior. It comes equipped with a 5-speed manual transmission with a 2.4-liter engine, 1 year only external oil filler door, air conditioning and Fuchs wheels. An extremely original example and highly sought after. It's mechanically sound.

**For \$54,500**



### 1974 Porsche 911-stock-09264

The 1974 Porsche 911 shown here with 79,039 on the odometer is available in a gorgeous color combination of light blue metallic with a tan interior. It is equipped with a 5-speed manual transmission with a 2.7-liter engine, sunroof, cookie cutter wheels and includes the jack, spare tire and tool kit. A very presentable weekend driver which is mechanically sound.

**For \$36,500**



### 1976 Porsche 911S Targa-stock-09209

The 1976 Porsche 911S Targa shown here with matching numbers is available in yellow with tan interior with plaid inserts. It comes equipped with a manual transmission, Fuchs wheels and includes the spare tire. It has lots of potential and could use some light cosmetics. It had the same owner for many years and has just come out of storage.

**For \$24,750**



### 1982 Porsche 911SC-stock-09198

This 1982 Porsche 911SC shown here with matching numbers is available in a beautiful blue with a black interior color combination. It comes equipped with a manual transmission, air conditioning, power windows, Fuchs wheels and includes the spare tire. A very presentable car which was previously owned by a Porsche Club of America member. An excellent original California car which is mechanically sound.

**For \$36,500**



### 1983 Porsche 911SC-stock-09458

The 1983 Porsche 911SC Coupe featured here with matching numbers comes in white with navy blue interior. It's equipped with a manual transmission, wide body kit, air conditioning, power windows, sunroof and Fuchs wheels and includes the spare tire. A very clean and presentable car which is mechanically sound.

**For \$29,950**



### 1985 Porsche Carrera Targa-stock-09347

The featured 1985 Porsche Carrera Targa with matching numbers comes in its original color crystal green metallic with olive interior. It comes with a clean CarFax and is equipped with a manual transmission with a 3.2-liter engine, air-conditioning, power windows, Fuchs wheels, original owner's manual and includes the jack, spare tire and tool kit. An excellent original California car which is mechanically sound.

**For \$39,500**



### 1986 Porsche Carrera Cabriolet-stock-09220

This stunning 1986 Porsche Carrera Cabriolet with matching numbers, includes the Certificate of Authenticity and has 48,335 on the odometer. It's available in its original color code#027 garnet red with tan interior and comes with a clean CarFax. It is equipped with a 5-speed manual transmission, air conditioning, MOHO steering wheel, power windows, power seat, Fuchs wheels, soft top and includes the jack, tool kit, spare tire and one 17" tire in service documentation for a major service in 2015. These are clicking in value. An extremely clean and presentable low mileage example which is mechanically sound.

**For \$49,500**



### 1987 Porsche Carrera Targa-stock-09250

This eye-catching 1987 Porsche Carrera Targa shown here with matching numbers comes in beautiful silver metallic with black interior. It has a salvage title and is equipped with a G50 transmission, air conditioning, power windows, Fuchs wheels and includes the spare tire. A very presentable example which is mechanically sound.

**For \$36,500**

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PORSCHE 993 CUP CAR LHD, 1996  
14,700 miles  
FFSA Passport, Locking Rear Differential, 1 of only 69



PORSCHE 997.2 TURBO MANUAL, 2010  
25,600 miles  
Sports Chrono Turbo Package, Aero Body Kit



PORSCHE 964 CABRIOLET MANUAL, 1990  
25,900 miles  
Full OPC Dealer History, Blaupunkt Toronto Stereo and Amp



PORSCHE 993 TURBO X50 LHD, 1995  
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