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RARE TURBOS

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RUF TURBO R
Pfaffenhausen's 490hp reincarnation of the 993 reviewed



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930 S US-SPEC

The rare Turbo you've never heard of

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ISSUE 170



Welcome home.

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With over 70% of all Porsche cars ever produced still on the road today, our classics are part of our family and our history. But as vehicles pass from owner to owner they can become lost. The Porsche Classic Register helps you care for your classic Porsche whilst giving you a range of additional benefits.

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Welcome

There's something uniquely special about the Porsche Turbo. A car that took the 911 into a new stratosphere when launched in 1975, it gave genuine supercar credentials to Zuffenhausen's sports car icon with its bulging bodywork and explosive performance.

The appeal of the Turbo since has been everlasting. Launched amid a global oil crisis it nevertheless flourished, becoming a symbol of excess by the mid-1980s and surviving prolonged exclusion from the United States and Japanese markets in the process.

Now in its fourth decade of continuous production, the Turbo has also proved it's still relevant today, beating away another existential threat, this time from within Porsche. 2015 saw the entire 911 Carrera range follow the Turbo's suit by adopting forced induction: no longer a unique chapter of the 911 dynasty, many predicted used Turbo values would fall as a result. As it happened they held firm, at a time when prices of nearly every naturally aspirated 911 took a tumble instead.

“The appeal of the Turbo has been everlasting”

The Turbo's future, however, remains challenging. Aside from ever-stringent emissions regulations which Porsche must somehow ensure it adheres to, there's a greater societal threat as the concept of a gas-guzzling performance car looks increasingly at odds with the automotive industry's dash towards e-mobility.

Porsche will attempt to combat this with hybrid technology. You can expect to see a Turbo S e-hybrid at some stage of the incoming 992 generation's lifespan, though this is a temporary fix. Looking further into the future the stark reality is with fully electric vehicles legislating their way onto our roads, a 911 Turbo surely cannot survive.

But that's for another day: in this moment we intend to celebrate the Turbo with a look at some of its most remarkable offerings, from 930 to 991, with some Ruf madness thrown in to boot. Long live the 911 Turbo!





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1911 Opening Shot

The howling rain may have brought a quintessentially British twist to proceedings, but there were still plenty of Californian vibes among the brickwork of Bicester's former RAF base at Luft GB. The first Luftgekühlt held outside of America's Golden State played host to some of the finest air-cooled machinery currently residing on the British Isles.

Photograph by **Louis Ruff**

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YOUR 911 HOME

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“proof of the quantum leap in technology is in the drive”

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Update

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



Porsche 992 captured without camo for the first time

Clearer pictures yet of next-generation 911 revealed on the public road; full-width rear lights and Taycan-style front end spotted

Total 911's spies have captured the incoming 992-generation Porsche 911 testing sans disguise for the very first time. Seen here in a covert dark-blue hue, the lack of disguise suggests Porsche has all but completed testing of the car set to replace the outgoing 991.2-generation 911.

As you can see, the 992's silhouette, roofline and rear quarter window profile is very similar to its 991 predecessor, with obvious

styling revisions to the wing mirrors which are aerodynamically refined, door handles which sit flush with the door profile for the first time, also reducing drag, as well as a new front bumper profile which is expected to follow closely to that of the 911's imminent bigger brother in the electric-only Porsche Taycan.

At the rear, which is set to eclipse two metres in width in the 911 Turbo for the first time, a single-panel tail light running the

car's entire width can be seen, this now an established design trait from Porsche as seen on the current Panamera, Cayenne and Macan.

The Porsche 992 is scheduled for public launch at the LA Motor Show at the end of the year. It is understood hybrid technology will not be offered on the 992 at first, though the use of an eight-speed PDK gearbox taken directly from the Panamera hints at future integration for hybrid power for the first time in a Porsche 911.

M96 short engines reduced

Porsche has reduced the short engine price of its M96-generation flat six. Now available for £3,500 from Porsche – a reduction of around 50 per cent – this latest development should weaken the fears of 996 owners who may be worried about total failure of their M96 rendering their cars uneconomical to fix, and may inspire others to make a purchase.



Paragon Porsche turns 25

One of the UK's leading independent specialists, Paragon Porsche, is celebrating a landmark 25 years of business. Opening in summer 1993, Paragon has since grown into a highly reputable sales, servicing, restoration and racing concern, collecting the coveted 'Best Independent – Sales' accolade at the 2015 Total 911 Awards.





TechArt unveil Powerkit for Carrera T

60hp kit available for entire 991.2 Carrera range

German tuning giants TechArt have released a Powerkit for Porsche's new Carrera T, which is also available for all models from the 991.2 Carrera model line-up.

The kit, costing €8,000 and available for retrospective fitting, boosts power by 60hp and torque by 80Nm. TechArt says installation of its Powerkit will

make the entry-level Carrera or Carrera T quicker than a factory Carrera S, while the S with Powerkit will usurp Porsche's GTS in factory guise, providing a relatively simple solution to extracting more performance from your modern 911.

Although the company's 'Techtronic' Powerkit itself largely consists of a map

modification of the car's ECU, a visual difference from stock can be found at the back of the car with the installation of TechArt's 'Racing' valve-controlled exhaust. Notable for its centrally mounted quad tips, TechArt says the titanium system emits a deeper and more powerful boxer sound than stock. For more information visit techart.de.

What's on in 2018

- Festival of Porsche 2 September**
 Porsche Club GB's national event returns
- Rennsport Reunion VI 27-30 September**
 The world's best Porsche show takes place at Laguna Seca
- Sound Nacht 13 October**
 The annual rev-off of racing greats takes place at the Porsche Arena for the first time
- 6 Hours of Fuji 14 October**
 The WEC super-season heads to Japan for the penultimate race of the year
- LA Motor Show 30 November - 10 December**
 See the all-new 911 in the metal for the first time at its public reveal



Rare 964 Turbo Cabrio under the hammer

One of six built by Porsche Exclusive to feature at RM Sotheby's auction

A rare Porsche 964 Turbo Cabriolet is to be auctioned at RM Sotheby's September sale at Battersea Evolution, London. Finished in period Amethyst metallic, the wide-bodied Turbo Cabriolet is one of six cars hand-built by Porsche's Exclusive department and delivered worldwide, and one of just three cars specified in right-hand drive.

The car comes equipped with the 3.3-litre engine fitted to the 930 and early 964 Turbos, here

featuring the highly desirable – and rare – X33 'S' Powerkit, boosting power from 320hp to 355hp. Other notable features include the X92 front lip spoiler and X93 all-metal whaletail wing. With just two owners from new and a mere 23,700 miles on the clock, the 964 Turbo Cabriolet, which has lived in Guernsey all its life, will appear alongside other notable lots including a 1990 Carrera Cup, 1993 Ruf RCT and a 2013 Ruf RT12 R.



Porsche-only auctions gather momentum

Sales dedicated to the Zuffenhausen mark to take place in US and UK

In the UK, Silverstone Auctions' 2018 Porsche Sale takes place on 28 September at an all-new venue at Dallas Burston Polo Club. Described as a stunning 600-acre estate in the heart of the Warwickshire countryside, the venue will play host to the fourth rendition of Silverstone auctions' annual Porsche sale. Highlights include a 1989 930 LE and another 1989 930 Turbo with desirable G50 five-speed gearbox.

Meanwhile, in the United States, RM Sotheby's is gearing up for its own Porsche-only sale at the Porsche Experience Centre, Atlanta, on the weekend of 27 October. Celebrating 70 years of Porsche sports cars, 70 lots of stunning Porsche will go under the hammer, with highlights including the 959 'F7' prototype alongside the 959 Paris-Dakar rally car piloted by René Metge and Dominique Lemoyne at the 1985 event.



LUFT GB

Patrick Long's celebration of air-cooled Porsche ventures away from the sunny climes of California for the first time

Written by **Sean Parr** Photography by **Louis Ruff**

“It was a confluence of everything coming together at the right time,” says Jeff Zwart, the legendary Pikes Peak driver, who had flown to London for the edit of his new feature film *The Art of Racing in the Rain*. The film wasn't the only reason for his presence in the UK though: along with Porsche factory racer Patrick Long, Zwart had teamed up with the new classic car concern, Sports Purpose, to bring their cult Luftgekühlt show to Great Britain.

This curated exhibition of air-cooled Porsche started in California in 2014. It captured the attention of a truly worldwide audience, with many asking Long and Zwart when they'd bring the show out of America's Golden State. That

duly happened this summer, the Luftgekühlt circus rocking up at Bicester Heritage, the show's organisers saying they chose Britain for the first 'foreign' Luft as a reflection of “the tiny island's huge influence on the Porsche market”.

The pouring rain descending on Bicester Heritage was proof enough Luftgekühlt had travelled a long way from home in California. Nevertheless, dozens of amazing cars were waiting for entry before Luft GB's gates had even opened, including the original PS Autoart car alongside a number of brilliantly executed outlaw 911s and restored air-cooled cars. Even from the outside this was already one of the best car shows we'd ever been to.

But inside the rusty gates of Bicester's old RAF base it got even better, with sights including the incredible Kremer 934 in the iconic Jägermeister livery, Vic Elford's Monte Carlo-winning 911, a Conda green ST and the gorgeous Singer prototype. There was a Brumos RSR, a brace of 993 GT2s and in the centre of a horseshoe of great old buildings was Dickie Stoop's 904 Carrera GTS, the only 904 in Irish green. And the organisers thought it would be better if they started it up. It was. What a sound! The quality of the cars was incredible – not just the show cars but all the 911s inside this special, rustic venue. Rain or no rain, Luft GB was an amazing event, and we hope it comes back to the UK soon. **911**



Motorsport

The latest news and results from racing series around the globe



GTD class win for GT3 R as works RSRs falter

Mixed results in IMSA SportsCar Championship

Porsche's 911s endured a weekend of mixed emotions at round eight of the IMSA SportsCar Championship at the storied Road America race track. The factory RSR squad of Earl Bamber and Laurens Vanthoor in the #912 car just missed out on the podium with a fourth-place finish, while teammates Nick Tandy and Patrick Pilet crossed the line in fifth, their #911 car leading the field with an hour of racing to go before a drive-through penalty was incurred.

Despite the disappointment in Wisconsin, Porsche's factory drivers remain in a realistic hunt for individual titles in GTLM: Earl Bamber and Laurens Vanthoor currently occupy fifth place in the driver's championship, their haul of 225 points just 16 shy of the leaders. Their Weissach teammates Nick Tandy and Patrick Pilet are sixth, a mere seven points back.

Meanwhile, the rear-engined GT3 R fared much better at Road America, with Wright Motorsports' Patrick Long and Christina Nielsen (the latter forming part of the Ebimotors team from our extended 24 hours of Le Mans feature in issue 168) enjoying a lights-to-flag victory in GTD.

The result was the 542nd win for Porsche in the history of the IMSA.

Road Atlanta's results leave Porsche third in GTLM's four-team manufacturers' standings (the fifth outfit, Ferrari, only competing at Sebring and Daytona), only 19 points off leaders Ford. In GTD, Porsche lies eighth out of eight manufacturers. Before **Total 911** went to print there were four rounds remaining of the 2018 IMSA WeatherTech SportsCar Championship.



Rally-spec GT4 R-GT concept car announced

Romain Dumas pilots flat six Clubsport at Rally Deutschland

Porsche unveiled a Cayman GT4 Clubsport concept ahead of the ADAC Rallye Deutschland contested over the weekend of 16 to 19 August. Based on the 981 Cayman GT4, the concept was designated a course car and ran ahead of the main competitive field. A Porsche spokesman said: "The entry of a concept study for the FIA R-GT category based on the near-production GT circuit race car is a critical test under real conditions. Whether this turns into a rally project for customers with a similar vehicle in the medium term will be decided at a later stage."

After customer outfits, including Britain's Tuthill Porsche and a private entry from works driver Romain Dumas successfully pitted the 997 GT3 RS in the WRC's R-GT class in recent years, Porsche is clearly exploring the WRC as a possible foray into gravel-topped motorsport. However, it looks to be turning to its mid-engined Cayman sports car as the basis for any factory challenge.

Le Mans winner Dumas, who has successfully rallied his 997 GT3 RS RGT all over the world, was chosen to take his place at the wheel of the GT4 Clubsport R-GT concept.





GUEST COLUMN

Hurley Haywood

 PART OF A
SPECIAL
MINI-SERIES


To celebrate the release of *Hurley from the Beginning*, Total 911's Tony McGuiness continues our sit down for an extended series of interviews with America's greatest ever endurance race driver

On 19 August, 1975, one of the world's greatest racing drivers and my good friend Mark Donohue died in a Formula One racing accident during practice at the Austrian Grand Prix. I was shocked and devastated. Mark had helped me in so many ways with the 917; he had provided me with guidance and advice that was immeasurable.

Mark was very much like his son David in looks and personality. Mark was extremely proud of the pranks he played on other drivers. His pranks were ingenious! One time before the driver's meeting at the 1973 Watkins Glen race he opened the bonnet of my rental car and switched all the plugs. I was able to start the car, but as I was driving it the car was shaking and shuddering. It wouldn't make it up the hill. When I finally ran into the driver's meeting completely out of breath he was laughing, almost in tears. He had a great sense of humour.

We both shared a love for powerboats, and of course Mark loved to race boats fast! One time we had his boat out in south Florida when he misjudged a wave and stuffed our nose straight into it. It pretty much submerged the boat! It took on water but luckily we kept it from sinking. It was funny and scary at the same time!

It's interesting how things turn out because before Mark died he had talked to me about becoming his partner in a BMW dealership. He had negotiated a plan with BMW to be the head of the BMW racing team in America, with me being his main driver. He had all the papers signed in his briefcase when he was killed in Austria. I don't know if it was fate or something, but that would

have changed my life completely. I would have never won all the races I won, and not had the relationship I ended up having with Porsche.

In 1977 I got the call to be a factory driver with Porsche at Le Mans. For a driver then it wasn't like it is today at all. There was no lead-up, no pre-practice, nothing! You arrived at Le Mans, you got in the car and began to learn the track and the car. Because they had seen me in the 917, Porsche was confident in the fact that I could do that. Keep in mind I had never even seen the Martini Racing Team 936 car in person.

When I first arrived at Le Mans I got very lost! I had pictured Le Mans as a small town, but it isn't. I drove around for hours until I noticed a guy in a Porsche jacket, so I stopped and asked him for directions. He said, "Mr Haywood, we have been waiting for you." He happened to be my crew chief Klaus Bischoff. He took me to meet the guys and have a couple of beers with them. I ended up sleeping in the back of my car that night and then the next morning going to tech inspection.

I had met Dr Ferry Porsche very briefly before, and he remembered me. At Le Mans he came up to me and I remember him very distinctly saying, "Mr Haywood, we are very happy to have you on the team. I am sorry we can't pay you a lot of money, but I can give you a car that you can win the race with." The Porsche family opened their arms up and made me feel at home. That was part of the mystique of being in the factory team. Everybody was friendly and everybody respected one another. Even the lowest denominator on the team was treated as an equal to the highest.

I was paired with Jürgen Barth. Everyone on the team was very helpful. It was easy to learn the car, but Le Mans is a very fast track and all the corners are taken at a high rate of speed so you had to be careful. The car had a rhythm to it. It was beautiful and delightful to drive. In fact, the 936 was my favourite race car of all time.

At the 1977 24 Hours of Le Mans Porsche entered two 936s. I was in the #4 car with Jürgen (above). Jacky Ickx and Henri Pescarolo would be in the #3 car. Porsche gave me the honour of starting the race, which was a big deal.

The race didn't start off well. On the opening lap the throttle stuck wide open. I had everybody behind me so I didn't want to make a stupid move. I basically hit the kill switch and got the car over on to the side of the road and into the grass, but then I suddenly realised I couldn't restart the engine as it would over rev. So I got out of the car and got the bonnet off the rear of the car which we had practiced doing. I found what the problem was and fixed it so I could drive it back to the pits. By the time we got it back in the race with the system fixed we had lost two laps.

Then the #3 car had a mechanical failure and Porsche decided to move Jacky Ickx over to our car with us. Jacky was brilliant! He really was something to copy as he was so good at night and so consistent.

It was now going incredibly well for us. Leading the race into the last few hours felt amazing. We had a big lead and Porsche was going to give me the honour of taking the chequered flag, but then, something unbelievable happened...

Views

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



Is the classic market stalling?

Dear Sir,

In a recent sales debate in the back of the magazine, your team pondered whether the classic car market was stalling. You put the question to some European-based market specialists, and the outlook as listed was rather calming. The general consensus seemed to be it had bottomed out. However, I disagree.

House prices have slowed in the past year (this is always a good indicator as to what the classic car market is doing), with London in fact receding. On top of this I know some are now trying to get out of their classic cars, as they believe a recession is coming. I've also seen many cars are sitting around on forecourts for months, suggesting their value is too high or people just don't want to spend their cash due to market worries. Either scenario suggests values of classics need to come down

despite the market shrinking in the past year or so, which you admitted in your editorial.

You may now be wondering why I've decided to get in contact. Is it to pour cold water on the market and get everybody worried? In fact it's the opposite. It shouldn't matter what the market is doing. Only speculators and 'investors' will care. For enthusiasts like you and I, if the market collapses, so what? We'll just go back to the old days where buying and owning a Porsche was an expensive hobby, but the fun had behind the wheel was worth all that cash lost. It'll be interesting to see if the market does adjust some more if people actually begin driving their 911s again.

Rob Cross

I imagine an enthusiast selling his 911 may well still take an interest in what the market is

doing! Ultimately, nobody can predict what the market is about to do – certainly in this case there are simply too many factors, politically speaking, that can have an effect. However, the people we spoke to are highly thought of in their field and have been around long enough to have seen numerous economical cycles, and witnessed how the 911 has fared through all of them. We felt of all parties inclined to offer an opinion on the subject, theirs were to be of most interest to readers.

It is important you do what you believe is right with your own cars. If we adopt a mindset of years gone by where we are happy to own a Porsche 911 and know we will lose money on it, then the state of the economy shouldn't matter too much, and as you know, we're big advocates of actually enjoying your 911.

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!



In praise of Luft GB

Dear Sir,

A few friends and I have just enjoyed a brilliant day at Luft GB, the British version of Luftgekühlt started by Patrick Long in California. I felt compelled to write a note (which I hope you'll publish) to say well done to the organisers who have done a stellar job in bringing this fantastic showcase of all things air-cooled to the UK.

Us Brits watched with jealousy from afar as Luftgekühlt took a hold of California, so it was great to stage the first 'Luft' on foreign soil. It makes you realise what special metal we have on these shores – the level of cars in attendance was honestly outstanding. Let's hope these cars make more of an appearance at other events as they just get shut away otherwise.

Eddie Lee



You're right, kudos must go to the organisers for bringing Luft to these shores. Britain is an important territory for Porsche commercially speaking, so it's a natural home for an event of Luft's nature. We have the cars and we have the people! We're looking forward to seeing where the country-hopping Luft show rocks up next.

Legend of the 996 – or 7?

Dear Sir,

Your recent issue heaping acclaim on the 996 made for an interesting read. The 996 may only now be popular, but the 997 has always found favour with buyers. It's a superior car, offers a better drive, and has a better interior. Look at a 997 head-on and you can still see a 993! If you look at prices where the 996 has slowly appreciated, it's now just below values of the 997. Surely the 997 has to be the better buy? A much better car for not a lot more cash...

Luke Dare

I agree to an extent that the 997 is a better car for not a lot more outlay, however there's a definite bridge between like-for-like values – it is only when you look at cars like the 996 C4S that it encroaches on values of entry-level 997s. Even then, some may like the idea of a 911 with less driver aids or technological input, plus the 996 kept to compulsory annual servicing, whereas the 997 switched to bi-annual. Either way there's pros and cons to both cars – you should always weigh them up and choose the right car for you.



Ask the expert

Got a question for our Porsche technician? Email us editorial@total911.com



Scott Gardner

Job title

Gold Diagnostic Technician

Place of work

Porsche Centre Bournemouth, UK

Time at Porsche

12 years

I've a 1970 911E which, after 25 years of me driving it, needs a comprehensive restoration to take it back to its former glory. I've spoken with several reputable independent specialists about doing it, however I now see Porsche is offering such services as part of its Classic arm. What I'd like to know is, is the entire restoration done in-house like at the independents, or is anything outsourced? For example, would a Porsche Centre restore an interior? I'm hoping you wouldn't just replace everything, as a car is only original once...

Thomas D. Ingram

Regarding restorations, Porsche GB has four Porsche Classic Partner Centres located in Leeds, Swindon, Glasgow and Hatfield. These centres have classic-trained technicians which I'm sure could answer the question in more depth.

From the restorations we have carried out at Porsche Bournemouth, we like to do as much as possible. However, regarding interiors we have outsourced these to specialist trimmers. There is a true art to trimming seats, installing headlinings and so on, so things like this are best to leave to the experts. They are then quality controlled in-house before progressing. We carry out all of the mechanical work and strip and rebuild processes.

Other items such as powder coating or material refinishing are outsourced due to the equipment required. The same goes for any machine work required to the engine.

There are many levels of restoration and it all depends on your desired end result – are you after a concours finish, sympathetic overhaul or just general refresh for many more happy miles? If there are original features that you wouldn't want to replace its best to keep them, after all it adds character to the car.

A message to Hurley

Dear Sir,

It has been a real treat reading Hurley Haywood's guest column in recent issues of your fine magazine. I'm curious to know how long we'll be treated to his memoirs? As a person I've admired from a distance for years, his thoughts on key races and achievements in his career have been a revelation – I find myself turning to the column first before devouring the rest of each issue. I'm sure you know it's a real coup for us to be able to have him on board. Thanks for the stories, Hurley!

Duncan Donnelly

We are absolutely delighted Hurley has decided to share his memoirs with Total 911 readers via the talents of our columnist Tony McGuinness. You can expect to have Hurley on board for a little while longer yet, though for the full story on the life of one of the greatest Porsche racing drivers of all time we highly recommend his new book, titled *Hurley From The Beginning*.



Porsche parts

Dear Sir,

There have been numerous accounts in the press and on forums regarding the (un)availability of GT cars. I'm not referring here to the allocation process, as that has been covered many times, but instead on actual parts for these cars.

It is widely known Porsche wasn't able to offer all its 991.2 GT3 RSs with the Weissach Pack because it couldn't make the lightweight magnesium wheels in time. In the UK the Weissach Pack was never offered on the GT3 RS because of

this. It was then reported Porsche had problems with its Italian suppliers for the Weissach Pack's cage, and there are now reports online that some WP cars are being delivered with replacement steering wheels while the carbon parts are manufactured. I didn't get a GT3 RS this time round (I've been promised a batch two car... we'll see) but I'm not too disappointed to miss out when it seems Porsche is having grave problems fulfilling its obligation to build cars people have paid for!

Anonymous



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Printed by Wyndeham Bicester, Granville Way, Bicester, OX26 4QZ

Distributed by Marketforce, 5 Churchill Place, Canary Wharf, London, E14 5HU www.marketforce.co.uk Tel: 0203 787 9060

ISSN 1746-6130

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Written by Neill Watson Photography by Chris Wallbank

EVOLUTION — OF A — SPECIES

Turbo technology has advanced incomprehensibly in four decades. We drive two special 911 Turbos at opposite ends of Porsche development



Second gear, just before the apex of the tightly radiused corner. Squeeze the power and wait for the 930 Turbo to spin up and deliver boost. 2,500rpm and nothing is happening. 3,000rpm and still nothing of significance. In fact, it's feeling like a slightly flat, normally aspirated Porsche. Three-and-a-half grand and finally we're feeling a shove between the shoulder blades, the boost gauge below the rev counter now stirring. Suddenly that softly sprung rear is squatting down and the nose is lifting, and we're being pushed hard at the horizon. The revs rise at a disproportionate rate to what was happening a second ago and I'm readying for that long-throw 915 shift across the gate and into third gear, hoping that I can shift it briskly enough that the engine doesn't fall off boost.

Ahead of us there's a vivid, gold 991 Turbo S Exclusive Edition that only seconds ago was filling our windscreen and has now almost vanished over the horizon. The 930 Turbo, now on boost in third gear, is covering the ground rapidly, yet there's just so much distance to make up. An awful lot has happened in Porsche technology in the last 40 or so years... and not only in turbocharging technology. In fact, today is proving to be such an education and

reminder of automotive technology advancement that it's going to take some time to gather my thoughts.

These two Porsche 911 Turbos are both utterly beautiful. The fact that they both happen to be shades of gold that reflect the prevailing fashions at the time of their production is a happy coincidence that makes for an attractive photoshoot here in North Wales. They are both equally stunning to behold, and of course both are rear-engined. However, beyond that the differences are so stark that they provide probably the most graphic illustration possible of how the Porsche 911 ethos of Darwinian evolution has brought us to what is probably the pinnacle of internal combustion engine technology today, without the addition of hybrid power. We have here the beginning of the Porsche Turbo and quite possibly the end, together on the demanding roads of the Evo Triangle.

I've driven the 991-generation Turbo before, so its performance is nothing new to me. It's fair to say that I am a devoted fan of the 911 Turbo as a road car. I fully accept the argument that the GT3 line has a purity of throttle response that is linear and telepathic, yet there's something about the effortless, devastating overtaking capability of the 911 Turbos of each respective generation that has given me many happy memories over my years of 911 driving. Most

enthusiasts would admit that if there were only one Porsche to drive every single day for the rest of their life, it would probably be a 911 Turbo.

It's for the best that I'm driving the 930 Turbo first. At least that way it stands a chance to impress with that charismatic, early generation power delivery. The nicely adjusted 915 shift has only four gears, and I'm reminded as a former 1979 Turbo owner just how often you use first gear around the town. Those junctions where you may normally dip the clutch a little and keep it rolling in second gear need a slow, deliberate shift down to first that ideally requires a little heel toe and timing to achieve smoothly; you're using first as an actual gear here, rather than something you select once stationary. Leaving it in second can strand you mid-junction in a black hole of performance that can be a little embarrassing if you're not careful.

The steering is unassisted and heavy, weighting up in the traditional 911 way as soon as the corners become significant. It's not difficult – unless you're trying a three-point turn in a side street – but it's heavy nonetheless and gives your wrists a workout, with the steering wheel doing its unique 911 feedback dance over road imperfections. The ride is certainly firmer than a standard 911, though it's far from hard. ➡





Porsche 930 Turbo 3.0
1977

Engine
2,994cc
6.5:1

260bhp @ 5,500rpm
343Nm @ 4,000rpm
Four-speed manual

Suspension
Torsion bar
Torsion bar

Wheels & tyres
7x15-inch; 185/70/VR15
8x15-inch; 215/60/VR15

Dimensions
4,291mm
1,775mm
1,140kg

Performance
5.5 seconds
155mph

Model
Year

Capacity
Compression ratio

Maximum power
Maximum torque
Transmission

Front
Rear

Front
Rear

Length
Width
Weight

0-62mph
Top speed

Porsche 991 Turbo Exclusive
2018

Engine
3,800cc
9.8:1

607hp @ 6,750rpm
750Nm @ 2,250-4,000rpm
Seven-speed PDK

Suspension
MacPherson strut; PDCC
Multi-link; PDCC

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

Dimensions
4,507mm
1,880mm
1,600kg

Performance
2.9 seconds
205mph

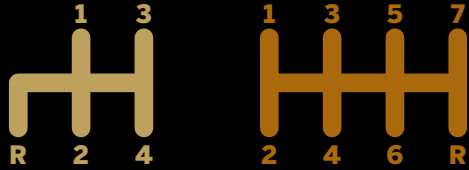


Porsche 930 Turbo 3.0

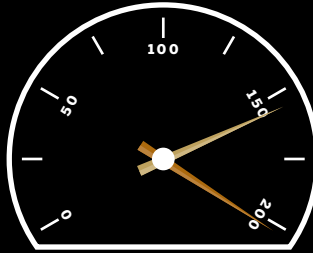
VERSUS

991.2 Turbo S Exclusive Edition

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155mph 205mph

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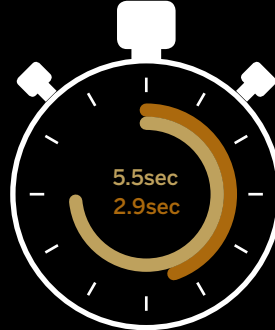
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WHEELBASE



0-62MPH



Leaving the streets of Chester behind, it's time to bring myself up to speed on the early 911 Turbo power delivery. Cruising on dual carriageways the long gearing makes for a relatively relaxed cruise, though if you're at 70mph in fourth gear don't expect significant acceleration without a downshift. Turning off the motorway to find the undulating A and B roads of North Wales, I'm reminded just how tricky it can be to make fast progress in an early 930 Turbo. In 1977 this was a groundbreaking car and, driven in the context of its time, its power advantage is massive. There is, however, a technique to getting the optimum performance from a four-speed 930 that can sometimes prove elusive. When you have a powerband that really only starts at 3,500rpm you could do with more options in the gearbox than the four tall ratios you're given by Porsche. The story at the time was that the five-speed gearbox simply couldn't take the torque, so the four-speed was the only option. So in many corners you're creating a balancing act that mixes a combination of gear ratio, rpm and, crucially, boost.

Any open, medium-speed corner can offer the toughest choices. Take second: the rpm will be higher, right there where the boost begins. And because throttle position isn't always an indication of power delivery, you're constantly feeling for the boost coming in, feathering the throttle at the onset

of that hiss as the turbo lag means you're always trying to predict that sweet spot. Get it right and the 930 comes whistling and barking out of the corner, its rear squatting like a power lifter, front wheels feeling as if they're only just touching the road. Get it wrong and you will be punished with either early mid-corner understeer as the front reaches for the sky, meaning a lift-off right when you really, really don't want to, or those relatively modest rear tyres will break traction and then oversteer as they light up. In this instance you'll need a quick pair of hands.

Indeed there are a great many things that are either missing entirely from the 1977 car or that have advanced so far as to be almost beyond comprehension. It takes a drive in the 991 Turbo S Exclusive Edition to bring that point fully home. Take the key as an illustration. The 930 Turbo key is just that: a key. It could almost be from any lock, anywhere. Never mind a car. The only clue is the beautifully weathered Porsche key fob. The Exclusive, meanwhile, has an exquisitely crafted item. It's colour-keyed to the car's hue and retracts snugly into its own leather garage when not in use. It's a quality item that reinforces in your mind that your decision to spend £185,000 was the correct one. It barely resembles a key.

The 'key' clunks home into the socket as the car takes hold of it and comes to life. While this car is

bristling with technology, I appreciate the fact that you start it with a simple turn of a key. No Italian supercar ceremonies of lifting up flaps to dramatically thumb a big red 'start' button. I take a moment to find a comfortable seating position. For me, steering wheel reach and support under my thighs is a problem with older 911s. My giraffe-like body shape doesn't lend itself to a non-adjustable steering wheel. In the Exclusive, 18-way adjustable electric sports seats, heated and ventilated, combined with a seamless electric steering adjustment for tilt and rake, makes me comfortable. The reassuring support under my legs and the nicely placed wheel confirms I could probably drive the length of Europe in this, all in one hit.

The steering wheel itself does far more than just turn the front wheels in today's cars. In the same way that a helicopter pilot's essential controls are placed close by his fingers and thumbs, once moving in a 991 Turbo there should be little reason to move your hands from the steering wheel for the entire length of the journey, such is the integration.

All of these things are, of course, very nice advancements in ergonomics. However, the proof of the quantum leap in technology is in the drive. Rolling forward from our photo location, the 991's twin turbos are instantly responsive. Just moments in first, then a telepathic flick of your right fingers ➔



THANKS The 930 in our pictures is for sale at Tech9. For more information visit tech9.ms or call +44 (0) 151 425 5911. Thanks to Howard from the CHC partnership for use of the 991

“There’s absolutely no lag, simply a relentless, non-stop linear acceleration that shrinks the road ahead of you”



on the PDK paddle and second is delivered instantaneously, far faster than any human could manage. The car is now talking to the dampers, the engine and the gearbox. As the revs climb there’s absolutely no lag, simply a relentless, non-stop linear acceleration that shrinks the road ahead of you. The engine note hardens to a bark that makes it clear that this is definitely a 911 and there’s a fast, jet-like intake howl as the engine’s demand for ever more air ramps up. The brutality of the engine’s power delivery means that – for the first time ever – I am confronted with a car that I probably wouldn’t want as a manual shift... the choice of seven PDK gears seamlessly fires home and the end of the straight is reached. The carbon brakes bite hard and you realise that actually, after the thigh-pumping push to stop the 930 Turbo and load the front end up to turn in, we actually need to change down and drive up to the corner. Recalibration of braking distance complete, we press on over the undulating Welsh roads.

The more you drive the 991 Turbo S Exclusive Edition the more you become part of the car, in an almost cybernetic way. Straights are dispensed with as the engine and gearbox combination work harmoniously. As for the carbon brakes? If you have the confidence to be comfortable braking with your left foot from high speed there is a wonderfully tactile and precise way that you can enjoy bringing the speed down massively, yet then delicately carry that brake into the corner entry to nail down the

front and then gently blend it with a throttle pickup that makes the transition between the two seamless and ever-so satisfying.

There’s no waiting for the front end to compress before braking hard, no concern about braking hard over those small bumps into a corner, nor having to think about the quality of your next downshift. No momentary concern about how the dampers are going to react as the weight comes back onto the springs after going light over that last crest. And yet, unlike other ‘supercar’ types, there’s never a suggestion that the car is taking over and doing everything for you. Together you’re a partnership that wishes to cover the entire length of a country, ideally without using motorways, in one hit.

So has the Turbo driving experience changed over the years? Yes. Massively. Does this mean that the 991 Turbo S Exclusive Edition isn’t really a 911 any more? Far from it. Despite its apparent physical size it actually occupies a similar-sized footprint to the 930 Turbo. And despite the modern technology dialling everything in and optimising the car continually, there’s no mistaking where the engine is positioned. You are certainly still driving a 911 Turbo. That Porsche skill at advancing the technology, making the car easy to drive and also retaining the feel and challenge of the original 911, is a truly remarkable feat for the 991.

Each car holds true to the silhouette of the Turbo shape. The wide rear arches of the 1977 car are

instantly recognisable from posters on bedroom walls the world over, yet the modern, aerodynamic, CAD and wind tunnel-designed 991 Turbo Exclusive shape still holds true to the Turbo genre, still sporting rear arches that are unmistakably ‘Porsche Turbo’. The rear wing is more subdued today, though the 991 Turbo Exclusive is visually more flamboyant in other areas.

It’s also true that each Turbo still holds firm to the original ethos: to deliver a Grand Touring performance that enables the driver to cover ground effortlessly and be the most complete all rounder in the Porsche 911 product line-up of the time.

Had I driven the 991 Turbo Exclusive in isolation I would doubtless have been impressed by its indomitable capabilities. By having the 930 here as a counterpoint it hammers home perfectly just how far we have advanced in the 40 years since the 930 Turbo was unveiled. Those intervening years have given that continuous development curve which means that we very often take for granted the capabilities of modern performance cars. To drive these two cars on the same roads on the day is a staggering education.

The 930 Turbo should be proud to sit alongside its descendent for the photoshoot. It laid the foundations and blazed the trail, creating what was a relatively blunt weapon that gradually evolved into the precision instrument that is the 991 Turbo S Exclusive. It’s been a remarkable journey. **911**

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Not heard of the 930 S? It's as rare
as it is glorious, as Total 911 finds out...

SUPER 930

Written by **Joe Williams**

Photography by

Rich Pearce



There's no other car quite like Porsche's 911 Turbo. Admired for being the only true everyday supercar, the Turbo builds on the 911's mantra for seamlessly blending practicality and performance and takes it to a whole new level, adding explosive power, striking features and cutting-edge technology into the mix. The ultimate do-it-all 911 with style and elegance in droves, the Turbo has simply always sat at the top of the tree, right from its debut in 1975.

Much like the 911 itself, the Porsche Turbo has enjoyed consistent evolution rather than all-out revolution throughout its 43-year production run, as highlighted by our 'golden' 930 v 991 cover feature. This is particularly so for the Turbo's early years when it was more commonly referred to by its Typ 930 internal model designation from 1975 through to 1989. In those 14 years Porsche's 930 evolved from a rapid if agricultural performance weapon to a rather more sophisticated supercar. It got faster, sure, but the Turbo also became more efficient and easier to drive, too.

From its more humble beginnings as a 3.0-litre, four-speed and whaletailed machine putting out 260hp in the 1970s, by the mid-1980s the 930 had morphed into a 3.3-litre, intercooled car with 300hp

and, by 1989, five forward gears. The last year of 930 production is thus considered the most desirable, that five-speed 'box making better use of the Turbo's eruptive power.

However, evolution of the original Porsche 911 Turbo didn't end there. For those who craved a little extra exclusivity, a touch more exuberance from their Turbo experience (and let's face it, in the late 1980s there were many who did), Porsche had its 930 S ready to offer.

Never heard of the 930 S? Don't worry, you're forgiven. Few people have ever really heard of the model, and information from a host of resources, including books, is scant at best. Here's what we know.

In the British market this was badged the 930 SE, colloquially referred to as a 'slantnose', aptly named and suitably appointed with the M505/506 steel front end evocative of the Motorsport department's spectacular 935 race car. Other appointments to the SE included a Powerkit, front spoiler, sill extensions and rear intakes which fed air to the brakes. A substantial revision of the 911 Turbo, this was all the work of Porsche's Sonderwunsch or 'Special Wishes' department. It offered the slantnose as an option for the 930 until 1986, when a slantnose was christened as a model in its own

right to coincide with the department's renaming to Exclusive. The SE was badged 930 S for the United States market, sold in Cabriolet, Coupe and Targa body styles from 1987.

But there's more. As you can see, the example in our pictures doesn't come with that famed 935-esque front end made famous by the likes of Moby Dick, retaining instead the more customary fenders with traditional, permanently upright headlights at its fore. Retaining pretty well everything else from the SE's spec sheet, these cars were badged either LE for 'Limited Edition', or S, as the ultimate sign-off to Porsche's illustrious 930 Turbo. Just 50 were made, one for each Porsche Centre of the time, with 14 right-hand-drive examples bound for the United Kingdom badged as LEs, while for the US market the car remained a 930 S. Needless to say, it is considerably rarer than the M505 flatnose 930 S iterations it shares its Stateside name with.

The current custodian of the car in our pictures is Johan Dirickx, owner of the JFD Collection. Rather more famous for his complete line-up of every RS and RSR, it takes a special 911 with forced induction to wind up in Johan's garage, and this fits the bill perfectly. Finished in PTS Slate grey, this 930 S displays many of the design hallmarks of the Turbo which UK buyers will recognise as an LE. Take ➔

“Only those in the know will be acutely aware of its extraordinary significance as the car which gloriously crowned 930 production”





Model 930 S

Year 1989

Engine

Capacity 3,299cc turbocharged flat six with single exhaust turbocharger

Compression ratio 7.0:1

Maximum power 330hp @ 5,500rpm

Maximum torque 432Nm @ 4,000rpm

Suspension

Front Independent; MacPherson struts; longitudinal torsion bars; anti-roll bar

Rear Independent; semi-trailing arms; transverse torsion bars; anti-roll bar

Wheels & tyres

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

Rear 8x16-inch Fuchs; 245/45/VR16

Dimensions

Length 4,291mm

Width 1,775mm

Weight 1,335kg

Performance

0-62mph 4.6 seconds

Top speed 173mph

TOP 930 S features two twin exhaust outlets, rather than the one found on a standard 930

ABOVE LEFT Omission of LE-spec side air intakes means this 930 S retains its clean lines from the side



ABOVE AND TOP Front PU houses Powerkit's additional oil cooler, while inside, layout of climate control switchgear is unique if bizarre

note of the car's aggressive front chin spoiler worked into a revised PU which houses that additional oil cooler, while at the rear four tailpipes are deployed instead of the 930's standard dual side exits. A revised intercooler and tailpipes form part of the make-up of Porsche Exclusive's Powerkit, which also consisted of a larger KKK turbocharger. The result was a hike in power output from 300 to 330hp.

You'll notice those tri-slat rear air intakes are missing, but this is Porsche's Special Wishes at its best: hand-made to order according to the wealth and wondrous thinking of its well-heeled customers, the original owner in this instance opted against them. Bearing in mind the understated effect Slate grey has on this Porsche 911, we think it's a good move.

That 'McQueen' PTS colour was what attracted Johan to this 930 S in the first place, it adding an additional layer of rarity to a car that, as a hand-built Porsche Turbo, already has its place as a very special 911 assured. Not that you'd really know it: the beauty of this car is that to the uninitiated, this could well be another normal 930 – only those in the know will be acutely aware of its extraordinary significance as the car which gloriously crowned 930 production.

Taking a seat inside the car reveals some other key deviations from stock. Lavished in fine black leather with electrically assisted seats, the later 930's customary centre console mounted in front of the

five-speed shifter has been modified, the switchgear for climate control now sitting in each corner of a much wider panel. The space left in the middle is slightly bizarre to look at, though again it forms another cornerstone of the Sonderwunsch mantra: 'what the customer asks for, he or she will have.' A leather Momo Cobra steering wheel sits in front of the 930's customary VDO dials, its rim thicker than the four-spoke item usually found inside the 930 Turbo. Incidentally, the UK-bound LE cars featured a three-spoke item similar to the 1974 Carrera, albeit with a gold-plated crest at its centre.

Johan twists the key in its ignition and the 930 S flat six rumbles into life, its tone deep and gruff on idle. Doors closing with that trademark early 911 'clink', we fasten our seatbelts and prepare to unleash 330hp on the countryside roads outside Antwerp.

Heading out of town gives the Turbo a chance to warm up and its occupants to take stock of the car's set-up. Its ride is brilliantly polished, riding over imperfections in the road as if they weren't there, this without the unwanted vagueness at higher speeds which usually comes as a caveat. Glancing out either side mirror, those beautiful, bulging hips of the 930 take up most of the view, the tea tray spoiler's rubber lip poised perfectly behind it. It's a visually arresting sight, but backwards is not really where our vision needs to be in an early 911 Turbo.

“Those beautiful, bulging hips of the 930 take up most of the view”



Clear from the skyline of Belgium's most populous city, there's nothing but an open road ahead of us as we cruise in third gear at 2,500rpm. With little need for prompt Johan buries the accelerator pedal to the floor in third gear, and we're off. For a split second nothing really happens of course: the rev needle merely strolls past 3,000 and then 3,500rpm, before all hell lets loose at fully four grand.

It's as if the Turbo has been given a shock from a heart defibrillator, the Turbo's vital signs transforming in front of us. The rev needle now rips around the last third of the tacho while the smaller boost gauge beneath it shoots from its left-leaning slumber to maximum attack at just under 1.0-bar of boost. Behind us a crescendo of noise has built into a rip-roaring *whoosh* as the flat six approaches maximum engine revolutions, while the release in inertia has transcended to a glowing warmth right in the pit of our stomachs. Johan reaches for fourth gear and we're off again, repeat to fade, the sensation of the Turbo's delivery no less alluring.

It's not as Jekyll and Hyde as the early 3.0-litre 930, but the S is still utterly explosive and full of character in the way it serves up its power. The extra 30hp provided by the S's Powerkit is noticeable too, it delivering a real hammer blow right up to the redline.

That five-speed gearbox is better matched to the car too, its shorter ratios giving a more polished

drive. Johan makes good use of second, third and fourth gears on the public road when in a four-speed 930 he'd only really need second gear, though his gear selection and throttle inputs remain considered so as not to let the early Turbo's inherent ability to boost-up mid corner rear its head.

There's enough body roll in the corners to make this 930 very playful, and Johan is adept at dancing the car along the country roads, the brakes doing enough to bring the nose of the car down before tucking in for a turn. Eventually coming to a standstill at a set of traffic lights en route back into town, the Turbo's quad-exit exhaust system is popping away behind us and we're afforded a moment to take stock of the machine here making us grin so unreservedly.

An enigma to many, the 930 S marks an interesting line in the sand both as an epic swansong for the Type 930 programme, defunct for 30 years as of next year, but also as a stellar near-beginning for the Exclusive department, which still forms an integral if exuberant corner of Porsche's VIP business today. Retaining the lines of the original some 15 years previous, the 930 S is the rarest and most glorious early Porsche 911 Turbo on the planet. **911**

Thanks

Thanks to Johan Dirickx of the JFD Collection for access to the 930 S.





Written by **Lee Sibley**
Photography by **Rich Pearce**

ULTIMATE TURBO

Want a turbocharged flat six that's faster and rarer than a limited-edition Porsche Turbo? Only a Ruf will do...





As you will have seen by now from this special issue, Porsche has a rich history of building very unique and exceedingly rare iterations of its 911 Turbo. However, it has long been said among enthusiasts that if you want something faster, better and even more exclusive than a Porsche, go and speak to Ruf Automobile.

What started as a German tuning company specialising in Porsche, Ruf eventually became a manufacturer in its own right in 1981, which meant the cars leaving Pfaffenhausen came with a Ruf chassis number – the pinnacle of which arguably came in 1987 with the release of the Yellowbird. Subsequently crowned the fastest car of the year, putting Ferrari's F40 and Porsche's own 959 in to touch, Ruf had now well and truly arrived at the top table of automotive manufacturers. The company has gained something of a cult following among enthusiasts ever since.

Still family owned to this day, Ruf's cars remain hand made from the first instance to the last. This mantra is crucial to the company: Ruf never has nor ever will be anything like a high-volume automotive outfit, and so its cars are rare. Owing to that rarity, plus the fact its customers tend to be rather more private individuals, goes some way to explaining why you'll not often see a car publicly for sale in the marketplace.

Not all cars are 'born' with a Ruf 'W09' chassis, though. An alternative to approaching the company about building a car from scratch (and arguably quicker, seeing as the waiting list for an SCR is

currently three years) is to take a Porsche to Rufplatz for a retrospective conversion. Erik Nordby's Signal green Ruf Turbo R here falls into this category, though instead of taking the car to Rufplatz for surgery he happened to make good use of an ex-Ruf technician who now lives near him in his native Norway. This is rare, as usually for a car to be christened as a Ruf, rather than a Porsche with Ruf modifications (though we'll admit, there can be a fine line between either), the car must go to Ruf's workshops for the makeover.

So what's the story of the car we're looking at? "It was originally a Basalt black MY1996 993 Turbo with X50 Powerkit," Erik tells me, which makes the base car a highly desirable Turbo model right off the bat.

The Turbo was then treated to a complete restoration three years ago at Porsche Centre Son, Oslo's main Porsche Centre and home to only the third Porsche Classic dealership in the world, and it was here where the Turbo got the full Ruf treatment. Erik explains: "Ali Acarsoy, one of the technicians at Son, is a German who worked at Ruf for 13 years before coming to Norway. He was

responsible for the Ruf conversion on my car."

The original Ruf Turbo R was introduced in 1998, just after Porsche's last air-cooled Turbo in the 993 had ceased production (though the Exclusive department was still building some of the 345 Turbo S rarities).

Described by Ruf as 'a package of the last expansion stage of the turbocharged air-cooled flat six engine', Pfaffenhausen developed a

“It is quite simply one of the most blistering experiences you will likely come across at the mercy of an air-cooled flat six”





ABOVE Revised Ruf touch points inside include steering wheel, pedals, seats and shifter, while the dial faces have been converted to Ruf's iconic green



Model Ruf Turbo R

Year 1998

Engine

Capacity 3,600cc

Compression ratio Unknown

Maximum power 490hp+ @ 5,500rpm

Maximum torque 650Nm+ @ 4,500rpm

Transmission Six-speed manual with Ruf-spec revised ratios

Suspension

Front Independent; Bilstein PSS10 coilovers; anti-roll bar

Rear Independent; multi-link; Bilstein PSS10 coilovers; anti-roll bar

Wheels & tyres

Front 8.5x19-inch; 235/35/R19

Rear 10x19-inch; 295/30/R19

Dimensions

Length 4,245mm

Width 1,795mm

Weight 1,591kg

Performance

0-62mph not tested

Top speed 205mph



BELOW Even with 4WD, the Ruf Turbo R has brutal levels of power and torque at its mercy

RUF'S GLORIOUS TURBOS

The Turbo R is one of many pulsating turbocharged cars to get the Pfaffenhausen treatment. Here are five of the best:



Turbo 3.3

POWER: 303HP

Ruf's first Turbo-derived car arrived in 1977, beginning a trend of not only usurping the Porsche Turbo in terms of performance, but exceeding its development, too. As Porsche was making deliveries of its 930 3.0, Ruf was busy announcing its Turbo 3.3, this enlargement a result of Ruf using larger pistons. Mated to a five-speed gearbox, Porsche would wait 14 years before following suit.



CTR Yellowbird

POWER: 469HP

The car responsible for putting Ruf firmly in the international spotlight, the Yellowbird was named so after a sprint test for *Road & Track* magazine in 1987 when its 211mph top speed as set by reporters made it the fastest car on the planet. 29 of the original CTRs were made, and you can expect to stump up a seven figure sum to prize one away from its owner today.



CTR3

POWER: 691HP

Quite simply the only mid-engined sports car we've ever dared to print on the main pages in the history of **Total 911**, the CTR3 was released in April 2007 to mark two decades since the release of that record-breaking original. Staggering performance came via a 3.8-litre, twin-turbocharged flat six shoehorned inside a body built entirely by Ruf for the first time.



RCT Evo

POWER: 425HP

The RCT is a car held in high esteem by Ruf. Alois' daily drive, the RCT (Ruf Carrera Turbo) is still built today, Pfaffenhausen saying the mantra for this 964-based monster is "if it isn't broke, don't fix it". A single turbocharger mated to a flat six engine is what Ruf also describes as traditional simplicity, even if its six-speed manual gearbox once again usurped Porsche's equivalent.



BTR

POWER: 374HP

Its acronym standing for Gruppe B Turbo Ruf, the BTR was based on the G-series Porsche models, albeit with a 3.4-litre, turbocharged flat six hiding under a large, fixed rear wing. Available in either narrow- or wide-body form, the later BTR III of 1988 to 1989 was the first single-turbo engine to be fitted with Motronic engine management, again beating Porsche to the development.





RIGHT Porsche Classic radio brings modern tech to a retro interface; Ruf sports seats provide grip and comfort; Alois gives his seal of approval



twin-turbocharged engine which not only increased power, but minimised lag over Porsche's effort with the 993 Turbo. The Turbo R's credentials were thus 490 maximum horsepower at 5,500rpm, with 650Nm peak torque delivered at 4,500rpm, though two more extreme tuning packages were available to take the Turbo R to 520 or even 580hp.

The conversion on Erik's car included a rebuild of the 993 Turbo's engine and gearbox, with a resultant 580hp generated at the flywheel – some way above the wheel horsepower quoted by Ruf for its Turbo R and in a different league entirely to the 450hp provided by that factory Porsche X50 Powerkit.

The interior of the Turbo R featured Ruf Sport seats, a three-spoke Sports steering wheel much smaller in diameter than that fitted to the cars over at Zuffenhausen, customary green Ruf instrument dials, as well as Ruf's famous integrated roll cage, in this instance borrowed from the CTR 2.

The Turbo R's body differs from Porsche's 993 Turbo by way of revised front and rear PUs which feature additional vents for increased airflow, revised mirrors, and lighter alloy wheels to reduce unsprung mass. Erik's car has all of this, minus the integrated roll cage inside, which he says would be hard to get approved for the streets of Norway.

That the odometer shows only 13,000 kilometres shows this is a coveted car that's cared for accordingly, though it's certainly not the kind of beast you'd jump in to simply pop to the shops in any case. I'd soon find out why.

Taking a seat inside, its Sports seats are supremely comfortable (and heated) with plenty of lateral support offered by generous side bolsters. The steering wheel ahead is possibly a little too small for my personal liking, yet it's purposeful, offering a firm, chunky grip.

Its engine note is more aggressive than the 993 Turbo under load, a state that's hard not to go chasing for in the Turbo R. Yes, it has a brilliant level of sophistication to its ride at low speeds, but it's so damned fast and so impressively responsive that it's hard to restrain from a prominent squirt of the gas pedal each time the road opens up ahead of us.

There's so much power on tap, this is evident – our problem however is putting it down on the road. The surface beneath the Turbo R's tyres is damp and we're spinning up in second and even third gears, even with the aid of four-wheel drive. Managing power and grip proves a tricky task, and we're simply not able to exploit anything like the car's full potential on the winding roads around Oslo. This is a car for

a perfectly warm, dry day, which goes some way to explaining its low mileage at its present home here in Norway.

That said, our short drive is still enough to showcase the engineering qualities of a car sporting the Ruf name. There's clearly a beautiful balance between clutch, gas and gearbox, the revised ratios better suiting the Turbo R's blistering surge of power, most evident after the rpm needle swoops past 4,000rpm.

So what does the Ruf Turbo R bring to the table? It is quite simply one of the most blistering experiences you will likely come across at the mercy of an air-cooled flat six. Now 20 years old (factory-bred Turbo Rs were produced from 1998), its performance is so polished yet so thunderous that it is still positively enchanting today. That you can have this at the wheel of a car which assumes the profile and silhouette of the last air-cooled Porsche Turbo only adds to its charm.

Build numbers of the Turbo R are hard to establish, complicated by cars built at the factory and cars built retrospectively, but as Erik has shown, if it's the utmost in both exclusivity and performance from a turbocharged flat six that you're after, you need look no further. **911**

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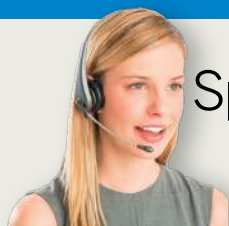
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TARGA TO THE ARCTIC CIRCLE

Written by **Lee Sibley** Photography by **Rich Pearce**

It's our craziest mission ever: can a Porsche Targa 4 GTS power us from London to the Arctic Circle – and back – in a fortnight?

PART ONE: REACHING THE ARCTIC

It was always going to be our biggest road trip challenge yet. 5,000 miles to cover in just 14 days, and the roads aren't exactly fast, flat and direct. There will be little help readily available if our vehicle so much as picks up a puncture, let alone requires repatriation to a Porsche Centre, and the hazards present from challenging terrain and rogue wildlife will be heightened.

Our road trip ideas at **Total 911** are becoming more outlandish, I admit, but persuading the magazine's management to let us embark on this adventure took some doing. Looking at the facts, it'd just be

easier not to go, but then there's no fun in ducking a challenge – especially one as mad as this.

Why the Arctic Circle, I hear you ask? There may be seven billion people currently inhabiting our planet, but only four million live within the Arctic Circle. This is because it's a challenging region in which to live: defined as an area above an invisible line of latitude around the Earth at approximately 66°30' N, for at least one day a year there is 24 consecutive hours of sunshine in the summer and 24 hours of darkness in the winter at its base, rising to six months per year by the time you reach the ➔

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planet's North Pole. Daylight can be an issue, and temperatures too, figures averaging well into the minus throughout December and January.

It's a properly fascinating part of our world, and better still, getting there by car involves traversing some of the very best roads our planet has to offer, with quiet, twisting routes set among spectacular scenery. The question, therefore, should be: why *wouldn't* you drive to the Arctic Circle and back?

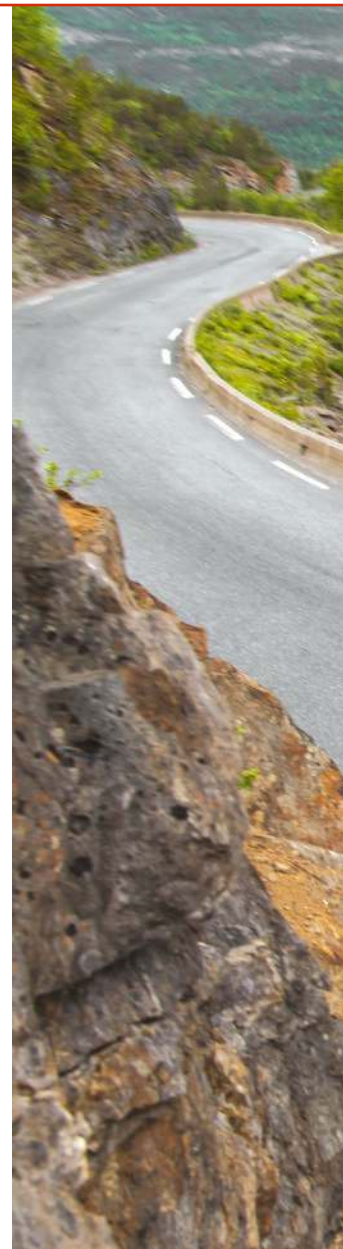
With extended daylight and friendlier temperatures at our mercy we choose the height of the summer months for our journey, which begins at the break of dawn at Porsche Reading to collect a 991.2 Targa 4 GTS. Chosen for its touring abilities (getting the roof down will allow us to fully take in the spectacular terrain, while four-wheel drive will doubtless come in useful), a Targa is pretty well the ideal 911 for such a task. Resplendent in Basalt black paintwork, its matte-black rollover bar and centre-locking wheels provide a suitably understated look. Inside, two-tone red and black leather gives a great balance of visual flare without overdoing it. Equipped with PDK, 18-way heated Sports seats Plus, and a top-end Burmester sound system (think 12 speakers and 821 watts of power for your £3,000) on top of the usual GTS-spec gubbins including Sport Chrono pack with Mode wheel and Sports Exhaust, we quickly decide this particular example is a retrofit of cruise control away from being the perfect Targa specification.

Loading our bags and Rich's photography equipment into the Targa, we make haste for the UK's Channel Tunnel at Folkestone, our gateway to mainland Europe. France, Belgium and The Netherlands are all dispatched of without fuss in the coming days (via some stop-offs for other magazine features), before entering Germany and its famous network of Autobahns.

Highways 40, 52 and 43 take us from Germany's western border past Münster before Highway 1 guides us north-east up to Denmark. With large sections of de-restricted road ahead of us, it'd be rude not to chase the Targa 4 GTS's claimed top speed of 190mph.

Flicking the Mode wheel round to Sport Plus sees the GTS's most aggressive mapping selected, its sharpest throttle response and its firmest PASM setting. The road ahead is delightfully clear, so on we push: squeezing the Targa's accelerator sees the PDK system seamlessly drop three gears from seventh to fourth as it surges forward from a cruising speed of 130kph. In Sport Plus, PDK holds on to each gear right to the redline at 7,200rpm before a marginally aggressive change-up, sending a small tremor through the car. There's no let-up in our increase in velocity though, the digital speedometer front and centre of the dashboard skipping up in multiples of four.

As our speed rises, so does my heart rate; the heavy Targa's chassis lumps around beneath us, refusing to settle. It's unnerving, especially as we sail past 220kph, but from 250kph, things bizarrely get easier. The car's aerodynamics come brilliantly into play, pushing the Targa fiercely into the ground. It feels so planted now, and the game is all about



following the road with only smooth, tiny inputs to the steering wheel while constantly throwing your vision as far ahead as the horizon will take you. We hit our fastest speed on a quiet stretch just after Hamburg, only coming off the gas as we spot a smattering of slower moving cars far, far ahead. The Targa's on-board speedo reads 308kph, or 192.3mph, and while we can't claim it to be entirely accurate, we do know the Targa 4 GTS had a little more to give still.

Stopping for another fuel refill in the remote throws of northern Germany, we splash n' dash before blasting north to the German island of Fehmarn and its small port at Puttgarden for the 45-minute ferry hop to Denmark.

Catching our breath on the short crossing over the Baltic sea allows us to take stock of the Targa. There's no denying the 991's revival of the classic Targa look is little short of genius. It looks positively retro – convincingly so, rather than a cheap modern remake. Its kinetics as the rollover bar dissects itself and the fabric roof is lifted off the top of the windscreen and back behind the rear seats is nothing short of fascinating, and it proves a crowd pleaser as we reverse the process – from the key – to restore the roof once we're parked on the ferry.

Practically speaking the Targa offers great all-round vision, particularly compared to the Cabriolet ➔





ABOVE LEFT Targa looks sensational with its roof down, though wind noise remains an issue above 50mph
BELOW Kills bugs fast



ABOVE RIGHT Stretching the Targa's legs on the Autobahn



when the driver is looking over his or her shoulder. Whereas the Cabriolet's roof robs of any outward vision over its rear three-quarter, the Targa's wrap-around glass screen allows plenty of sight lines, better so than even the Coupe. However, the Targa loses quite spectacularly against the Cabriolet when it comes to when it can lose or redeploy its roof. Where the Cabriolet can have its system activated at speeds of up to 32mph, the Targa must be stationary, owing to the fact that heavy glass screen hangs back over the rear clusters to allow the fabric roof to be stored. It's annoying having to stop for 19 seconds each time you want to do something with the roof, but really it's only a minor flaw to a car that looks sensational because of it.

As for wind noise? Understandably, wind noise increased during our high-speed Autobahn run with the roof up, but otherwise you may as well be in a Coupe. With the roof down though, expect savage buffeting inside the cabin at any speed over 50mph – just like its classic Targa forebears.

Disembarking from the ferry in Rodby, the next day we navigate the many islands making up Denmark, headed for Copenhagen. The terrain is flat and largely featureless, but the visual excitement is ramped up as we approach the Øresund bridge. Essentially a toll road, this main link road between Denmark's Copenhagen and the Swedish city of Malmö offers a spectacular, double-assault of man-made engineering totalling some 12 kilometres in length. First, the Drogden tunnel: plunging us into darkness as we drive under the sea, the tunnel stretches for some four kilometres before bringing us back up into daylight on the artificial island of Peberholm in the middle of the Øresund strait.

From there the eight-kilometre bridge lifts us high above the calm sea waters, offering a spectacular 360-degree view of our surroundings. It's pretty surreal to drive. Heading east away from the setting

sun, we see the sprawling expanse of Sweden ahead of us, while behind, my mirrors show the E20 motorway simply disappearing into a large hole in the middle of the sea, with Denmark nestled quietly in the background. It makes for a great way to finish the day.

Sweden, as we discover the very next morning, is beautiful. After the flats of Denmark, rises and falls in the topography here are warmly received. It's more colourful, too, thanks to the perpetual presence of evergreen trees lining the land between the roadside and the distant horizon. It's a view to get used to.

For the first time we feel like we're a long way from home – yet a check of the map shows we've

“With the roof down our ears pick up the distinct whooshing of the 9A2 engine”

still got plenty of northerly miles to go before we get up to the lower reaches of the planet's Arctic Circle. The plan is to head north-east from Helsingborgs to the capital, Stockholm, where we'll rest for a day before following Sweden's east coast north for some ten hours. Once at the tip of the neighbouring Gulf of Bothnia we'll turn inland, heading north-west into Norway and on to the Arctic Circle.

Surprisingly we're greeted by fine, warm weather in Sweden, which gives us reason enough to put the Targa's roof down and enjoy the moment. The dream of a sun-soaked, blissful drive north is shattered by the reality of a noisy cabin though, wind noise battering the Targa's insides. A small breaker bar

running along the top of the windscreen provides little respite whether deployed or not (you simply have to press it down on its left-hand side for it to pop up or down) but, seeking to seize the moment, we persevere in the elements for a while.

This provides us with our first chance to really hear the Targa's acoustics from the outside, which offers a startling surprise. With the roof down our ears pick up the distinct whooshing of the 9A2 engine's twin turbochargers spooling up under acceleration. You'd be hard-pressed to detect this on the inside, the 991's built-in sound symposer feeding a burbling engine noise into the cabin instead. A mark of the 991.2-generation's switch to turbocharging, its sound is unlike any other 911: it's nowhere near as raucous as the naturally aspirated 991.1 generation before it, while the acoustics from its bigger brother in the 911 Turbo come chiefly from its wastegates when you let *off* the gas.

I decide I don't mind the 991.2's engine note at all, though it is spoiled by the noise emitted from the Targa's Sports exhaust. Though the car is too quiet without it, my issue is its sound is simply too engineered. Let off the gas in Sport mode (PSE's most vocal setting) and it gargles away at the same point each time, its sound systematic, repetitive and not too dissimilar to the exhaust note found on any contemporary Mercedes AMG or BMW M car. It's a real shame, robbing the 911 of a crucial connection in emotion between a driver's right foot and the car's response. Sure, it's a criticism levied at the entire 991.2 range, but in a topless car like the Targa, that you can hear the car more only increases the problem.

By evening we reach Stockholm. A sprawling, beautiful city over an archipelago encompassing 14 islands linked by more than 50 bridges, we take a day to rest up, having travelled 1,800 kilometres north since rolling off the channel tunnel at Calais. An ➔



BELOW The view of Sweden's magnificent Høga Kusten bridge

Model 991.2 Targa 4 GTS

Year 2017

Engine**Capacity** 2,981cc**Compression** 10.0:1
ratio**Maximum power** 450hp @ 6,500rpm**Maximum torque** 550Nm @ 2,150-5,000rpm**Transmission** Seven-speed PDK, 4WD**Suspension****Front** Independent; MacPherson strut;
PASM; anti-roll bar**Rear** Independent; multi-link; PASM;
anti-roll bar**Wheels & tyres****Front** 9x20-inch centrelocks; 245/35/
ZR20 Pirelli P Zero**Rear** 12x20-inch centrelocks; 305/30/
ZR20 Pirelli P Zero**Dimensions****Length** 4,528mm**Width** 1,852mm**Weight** 1,605kg**Performance****0-62mph** 3.7 seconds**Top speed** 192mph

hour or so before we meet up with the Roughneck Brigade (more on them next issue) we spot an outlaw 964 parked at the roadside, and wander over to take a look. Poring over its extensive modifications, we realise it's the first 911 we've seen, our Targa aside, since The Netherlands some 1,400 kilometres back. Perhaps it's the increase in values that's to blame for the fact we just don't see as many Porsche 911s on the road as we used to.

After suitably recharging ourselves we press north a day later, the road stubbornly following the Gulf of Bothnia to our right. So soon after the sprawling, urban environment of Stockholm, we watch the landscape change in front of us. Now only sparsely populated, there's a noted worsening of the road condition, too. It matters little to us, the Targa riding excellently on the 30- and 35-profile Pirelli P-Zeros wrapped around big 20-inch, Turbo-style centre-lock wheels.

Evergreens once again close in on the road as it switches between dual and single carriageways, and numerous signs give fair warning of the presence of Swedish elk. Nervously, we keep a look out – we decide both car and animal wouldn't fare too well from a coming together.

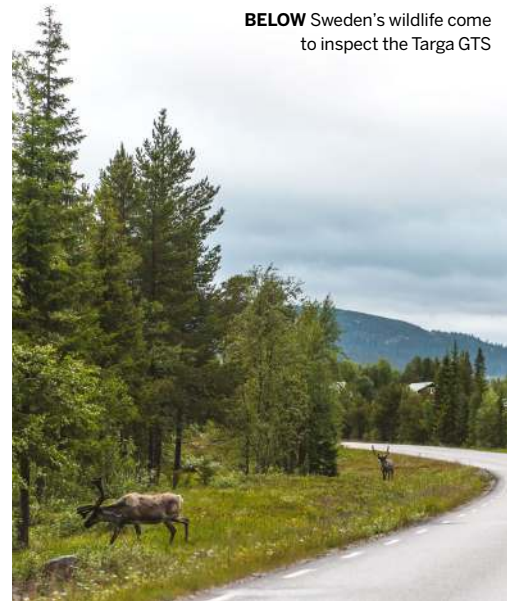
The further north we go, the longer we find ourselves driving for each day. Daylight is quietly increasing, the time consistently creeping up on our body clocks. Only a hunger pang prompts a look at the time. 9pm. I double-check my watch against my phone in scarce belief. Sure enough there are only three hours of the day left, yet the sun hangs diligently in the sky, its rays bleaching the topography

with a vibrancy of early evening. This is going to take some getting used to!

At last we hit the top of the Gulf, calling it a day at Luleå. Though the road quality has deteriorated, we're surprised to still be riding on Tarmac roads which, despite the fluctuation in temperatures (from October through March these are buried under snow and ice) are in noticeably better condition than those back home. It likely has much to do with the fact less traffic rides over them: there are only clusters of household dwellings as we leave Luleå and head inland, and there are little to no other cars sharing the road with us for miles at a time. The road, too, flows neatly across the land, and with excellent vision ahead it's easy to put my foot down and slice the time down from the ETA displayed on the Targa's PCM screen. However, restraint is needed as we remember the elk lurking in the surrounding trees, our concerns spiked by grisly bar-side tales from locals back in Luleå the night before.

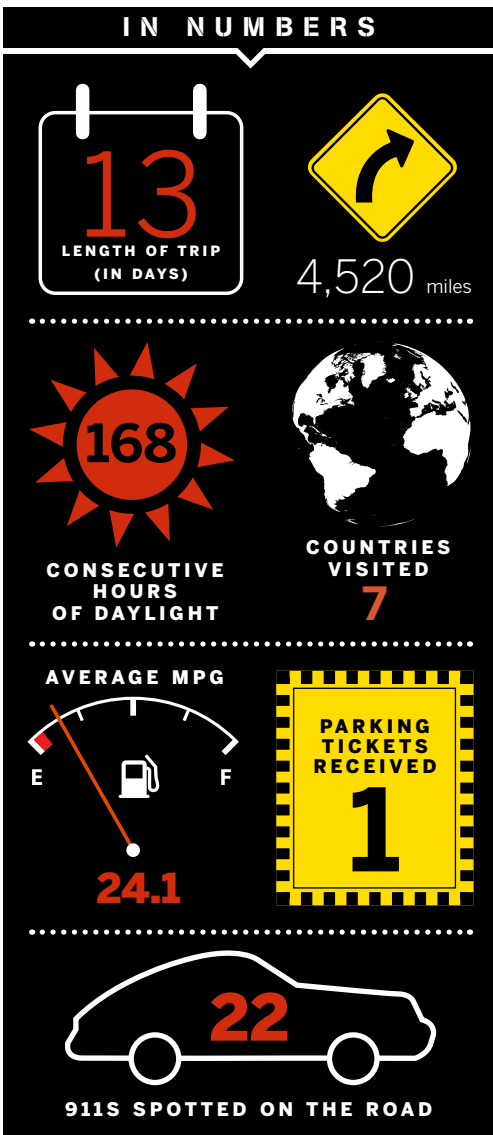
Half an hour at a time ticks by before any other traffic comes into sight, a clear indication of our remoteness now in relation to the rest of the planet. It's just so sparse – at times we feel like we're the last people on Earth. Our fuel light comes on, just as we roll into a small village quite literally in the middle of nowhere. We spot a 'Total' garage roof about halfway down the street and pull in. I explain the serendipitous timing of the fuel light to the cashier after filling up. "You're lucky," she says, dressed head-to-toe in the blue and yellow colours of Sweden's national flag (there's a World Cup going on, after all). "The next fuel stop is an hour away."

BELOW Sweden's wildlife come to inspect the Targa GTS



BELOW Precisely midnight in the Arctic, not that you'd guess from the daylight still present





BELOW Arrival at the Arctic Circle Centre. Now to turn around and head home...

Returning to the Targa, we count our blessings and restart the motor, its engine firing into life with the same enthusiasm and energy as day one. If only its occupants could match it! Arriving at our hotel in another deserted hamlet later that day, we ditch our bags and head out after dinner for a snap of the car in the midnight sun. Unfortunately our mini-venture is largely unsuccessful: clouds have covered the sky, but it's still bright enough to make for an eerie experience, chiefly because it's still broad daylight. Save for the fact my body clock is telling me it's bed time, not to mention the fact there's nobody around, we just wouldn't guess we're entering the dying minutes of the day.

Despite the kilometres – and driving hours – piling on, sleep doesn't appear to be too much of an issue for journo or snapper. I pass out as soon as my head hits the pillow each night, and Rich says he's the same. Eventually turning in at lam after our midnight drive, I close my eyes to daylight streaming through the retro, flower-patterned curtains of our hotel. I'm greeted by the same sight seven hours later, though it doesn't exactly help me spring out of bed. I'm knackered, but no matter. Today is the day we cross into the Arctic Circle!

Another refill of the Targa complete, its dusty body almost completely covered at the front by a mass grave of thousands of dead flies, we make one last push for the Arctic Circle Centre, which involves crossing the border into Norway.

As soon as we cross into Norwegian territory the scenery changes in the most spectacular fashion – I've never seen such a dramatic change simply by rolling into another country. Mountains rise up sharply from the ground in front of us, punctuated by evergreens growing stubbornly all the way up the rock face. We stop the car and hop out to take it all in.

The stop-offs become regular, and soon we create a dilemma for ourselves: crucial time is being lost, but can we really just motor by such breathtaking scenery? Like nothing else we've seen before, Norway has truly remarkable landscapes around every corner. We compromise and elect to pull back on our speed, lower the Targa's roof and simply meander along the beautiful, crisp road, drinking it all in.

All this in shorts and T-shirts, too. It's not cold up here – far from it. We expect to be greeted by a snowy terrain, but the reality is otherwise. This summer's unusually warm temperatures means snow only occupies the occasional mountain top, instead revealing a rocky, craggy terrain that's green with forestation and alive with wildlife.

Suddenly the curvy mountain roads straighten out and flatten, and we catch up with a slow-moving line of tourist coaches. We must be close. Utilising that low-down torque from the turbocharged flat six, we pull out from them and ghost by the coaches in one fell swoop, returning to the right side of the road with nothing but stunning scenery ahead of us once more. Then, in the distance, we see a sign at the side of the road... we're here!

In all fairness, the brown tourist sign reading 'Arctic Circle – top of the world' proves a little underwhelming for two mortals who've just driven up from London to see it, but behind it we spy the Arctic Circle Centre, a more fitting hub for tourists to stop-off and celebrate reaching the beginning of the top of the Earth.

Elation usurping exhaustion, we hop out the Targa and admire the cool surroundings of our co-ordinates at precisely 66°33' N 15°19' E. We've made it! Now to just turn the Porsche around and head back – via some of the most breathtaking roads I've ever had the pleasure of driving... **911**



FreeVectorMaps.com

Klaus Ludwig

We chat with Klaus Ludwig at the 2018 Le Mans Classic – where, true to incorrigible form, he's racing a 1978 Group 4 930

Written by **Johnny Tipler** Photography courtesy **Porsche Archive**



They don't come much more successful than this man: three Le Mans wins, plus one second place, victor of his native German DTM Championship as well as forays Down Under

to Bathurst and across the pond for the Trans-Am and Camel GT IMSA series. Klaus Ludwig has enjoyed success driving top-line cars not only for Porsche, but Mercedes-Benz and Ford as well.

Klaus has also won the German national DRM, DTM and FIA GT Championships. Having retired in 1999, he couldn't resist some 'hobby racing' at the Nürburgring 24 Hours, placing 2nd in the Alzen brothers' 997 GT3 in 2006. We caught up with King Ludwig at Le Mans Classic 2018, where he was racing a 930 and a 356 Speedster.

Klaus, You started for Porsche in a 934 and 935. What was that like?

The 935 is nothing like this 934; it's a street car modified into a 930, and the 935s are completely different, purpose-built race cars. But this car makes about 420bhp against 650 or 750 with the 935. So it's a completely different ball game, but it's a lot of fun to drive, very good handling and a good solid car.

Let's talk about your Le Mans win in 1979 with the Whittington brothers. A 935 in the wet, that's got to be a real task; you've got to have some guts for that!

No, in fact it was not so hard. We had Dunlop tyres, and they were really working very well in the rain especially, and no, it was not really so tricky. You had to get used to the power delivery of the 935. It had great big rear tyres so you could slide it; you could make a wonderful four-wheel slide. You had to be at one with the car, and after a couple of laps playing yourself in, you were fine.

What were the principle characteristics of the 935, given its massive horsepower and those enormous rear tyres?

Very big turbo lag! You had to wait for the power to come in, and that took about one second or more sometimes, but then the power was there instantly. Such a brutal delivery. It was not easy to drive, that's for sure, but once you were dialled in it was wonderful.

You came from Ford to Porsche in the mid-1970s. What was the transition like?

Yeah, from a saloon car to a coupe, and later, in 1982, I came from Ford C100 prototypes to Porsche 956 prototypes, so that was about the same speed-wise.

And then you were with Reinhold Joest driving his 956; had you known him for a long time?

Actually, I didn't know him so well at the time. I was doing some prototype racing with the Ford C100, and then Porsche asked me if I wanted to ↪



Klaus Ludwig career highlights

- Began racing saloon cars in 1969.
- First Porsche race: the 1975 Nürburgring 1,000km in a 3.0 Carrera RSR; DNF.
- First Porsche victory: the Monza 6 Hours, driving a GELO Racing Porsche 934.
- Won the 1979 Le Mans 24 Hours in a Kremer-Porsche 935, partnered by the Whittington brothers.
- Five-time Deutsche Rennsport Meisterschaft (DRM) and Deutsche Tourenwagen Masters (DTM) champion.
- Won Le Mans 24 Hours in 1985 and 1986 driving Joest Racing Porsche 956s.



BELOW Driving the 956 for Joest Racing

drive for Reinhold Joest, who at that time was a pretty small operation, about 15 people and two cars, but very professional; good guys and very good mechanics. The car came from Porsche and wasn't over-engineered. We didn't do too many things to it like what happened later when they built their own chassis – like the Thompson chassis and trick suspensions – but that was a pretty much standard long-tail Le Mans car from Porsche, on Dunlop tyres the first year. That was the Marlboro car in 1983, and we [Ludwig, Johansson and Wollek] were very unlucky that year because we were good for 2nd place for sure, but I lost it at Arnage because there was a big oil spill and no flags. We spent a long time in the pits repairing it, so we only finished 6th overall. Then a year later we came back with a New-Man 956 and Pescarolo and I won, and a year later we came back with the New-Man 956 and we won again, this time with Barilla.

And you were right at the heart of the ground-effect era when fuel economy ruled the roost in Group C.

Yeah. So then the next year I came back to Le Mans again in Joest's Blaupunkt car with Goodyear tyres, and we were really dominating the race, using less gas – and the gas consumption was a secret – and the tyres were less roll-resistant because they had a lot of chemical grip, and at the time nobody really recognised that. But we knew that we could run a little bit less downforce or wing on the straight, so we were very quick. We used very little gas and that was wonderful.

So we [Barilla and Winter] were dominating the race – until the engine blew up because of the pace car situation after Jo Gartner's dreadful crash. That meant it was not running hot enough. We were running no thermostat in the cooling system, so when the water temperature went down to 35 degrees and the oil temperature was at 35 degrees, the oil pressure went up to 11, and then I think a bolt flew out of the oil pump and that was it! It was very sad because that year was our year; we would have won.

In 1987 and 1988 you were using the 962...

Yeah, and I was also driving with Mass and Wollek, Dieudonné and Winter, and I came back to Le Mans in 1988 with a factory car with Stuck and Bell and we were flying again. But we couldn't make use of the reserve tank because the fuel pump was full of the yellow foam from the tank. It was a new car and we didn't know that, and when I came in from my first stint I was surprised that the pump wasn't working, so we had to push the car and we lost some time. We fought back though, and Stuck did a wonderful job during the night in the rain, and we were leading again, easily. And then a water pipe broke and we had to stop for another seven minutes. Then we fought back again, this time against the Jaguar, but we couldn't overtake it. We finished 2nd behind the Jaguar. That was one of the hardest fights we ever had, and Stuck and Bell did a great job.

Can you explain a bit more about what happened with the fuel pump incident?

I was the loser because I was the first one to experience that problem with the fuel pump. The system in the Porsche was very straightforward to handle: a white light came on to warn you that the main fuel tank is empty, so now you have to switch over to the reserve, but you could carry on going until the engine started to cough because it was starved of fuel. I passed the start/finish line, went down the Mulsanne Straight, and at the end of the straight came the first cough, and I pressed the reserve switch but there was nothing happening because the pump was clogged up.

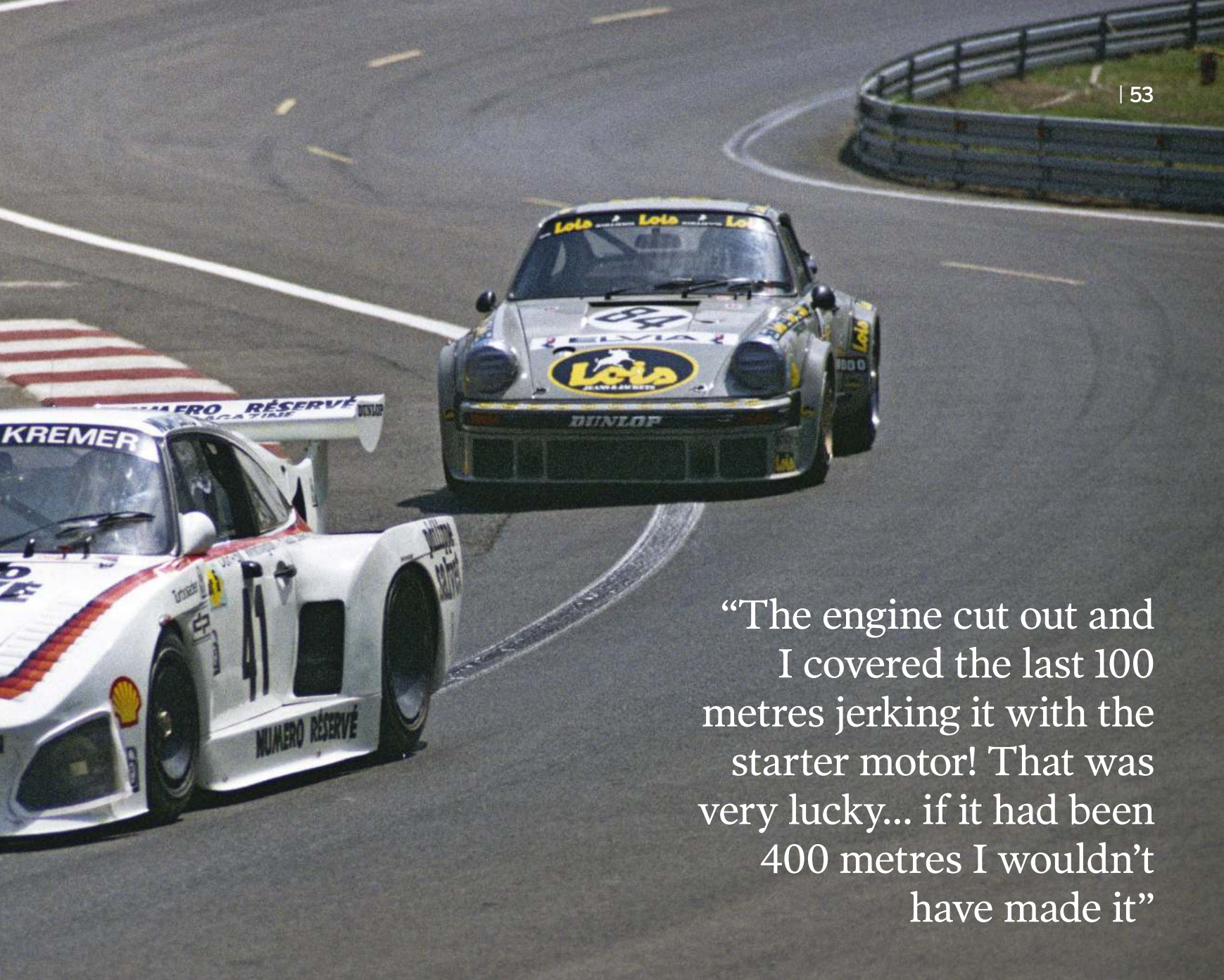
I managed to limp back with the dregs of the normal tank as far as the last chicane, but the engine cut out and I covered the last 100 metres jerking it with the starter motor! That was very lucky because it was only 100 metres to the pits; if it had been 400 metres I wouldn't have made it. After that we could only use the main tank's 90 litres, but it was okay because we just did one lap



less so we didn't run into a problem. It was really a shame though, because we could have won that time. After the race I spoke with Jan Lammers, who was in the Jaguar, and he told me the Jaguar was dead – complete transmission failure with the gearbox groaning and nothing working anymore. So maybe with just one more lap they would have stopped on the straight and we might have overtaken them. That's how it goes. They were very lucky and we were a bit unlucky. At the time I think that was good for the sport, Jaguar winning at Le Mans in front of 100,000 English people; they loved it.

You've driven events like the N24 quite recently. In 2004 and 2005 you drove with Uwe Alzen in the Alzen team's 996 GT2, and you finished 2nd in 2006 in their 997 GT3.

Yeah, I've won that race three times. But that's a different ball game too. That was my home ground, and the first victory was with a street car more or less. The second victory was the same with a Sierra Cosworth and the third one was



“The engine cut out and I covered the last 100 metres jerking it with the starter motor! That was very lucky... if it had been 400 metres I wouldn’t have made it”

with a Dodge Viper. I’ve also driven it in an Aston Martin. We were so much better than the rest, so it was easy. Nowadays my son Luca is doing the 24 hours of Spa and Nürburgring. Over the years I won a lot of races, including the Sebring 12 Hours, but I never won Daytona; I was close many times, and I’m sad because I would like to have won the Rolex watch!

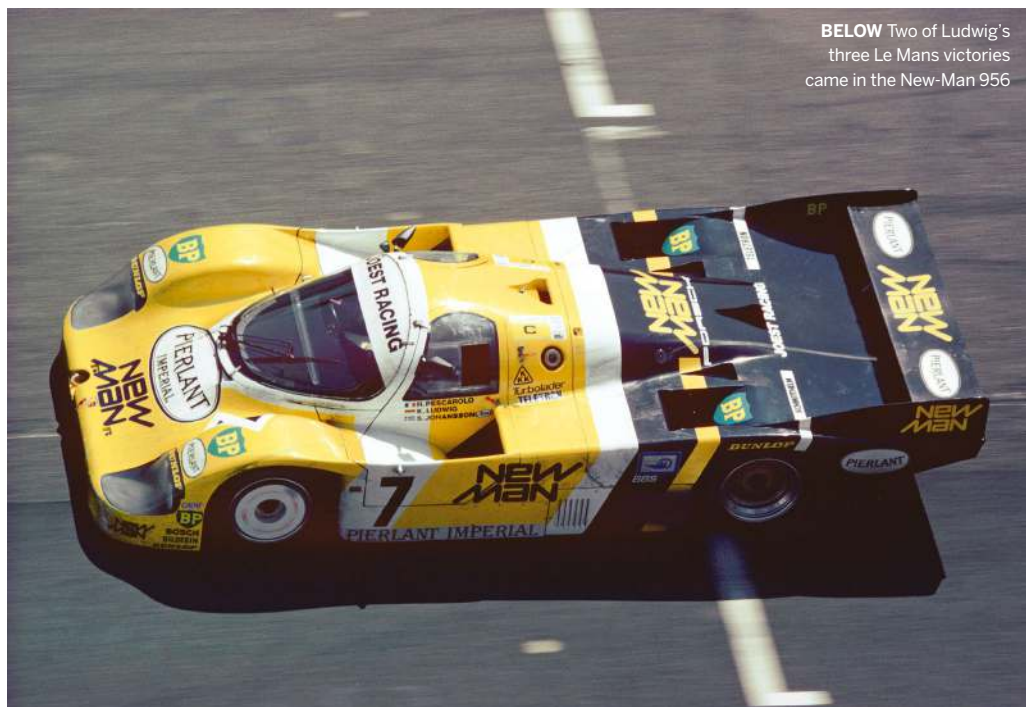
I retired officially in 1999, but more recently I drove Corvettes for Callaway in the FIA GT3, and I also drove the Gallardo in GT3. I won the DTM five times with Kremer and Zakspeed, so everything has been good. I’ve had a good life and I’m still healthy, I’m happy and I can still get out there and drive a car like this 930 and the 356 Carrera Speedster in historic events like Le Mans.

You’ve been hugely successful and you’ve come out of it really well.

Yeah, it’s been wonderful and, better still, I never hurt myself.

And you’re still behind the wheel...

Yep, going on 70 next year! **911**



BELOW Two of Ludwig’s three Le Mans victories came in the New-Man 956

THE FIRST SPEEDSTER

The 991 concept is Porsche's fourth generation of 911 Speedster. We take a look at the first iteration, which celebrates its 30th birthday next year

Written by **Kieron Fennelly** Photography by **Rich Pearce**



Porsche rarely misses an opportunity to produce an anniversary model, but it is significant that the 991 Speedster Concept celebrates 70 years of the sports car rather than 30 years since the best known 911 Speedster, the impact-bumper 3.2. In fact, there was a 356 Speedster built from 1954 for the US; a specific cut-down and denuded barchetta sold for owners who wanted a competitive weekend racer. Not offered in Europe, the Speedster was the choice of the thinking American club racer who might otherwise have bought a Corvette, an Austin Healey or a Triumph TR2. The Speedster's replacement was effectively the 1955 550/1500 RS Spyder as Porsche's competition-build models switched to mid-engine.

When the 911 was launched, its subsequent race-oriented versions – the S with its various Sportpaketed upgrades or the race-engined R – were all based on the Coupe, as there was no open version of the 911. A somewhat half-hearted attempt to make a 911 convertible to replace the 356 Cabrio had been

abandoned, with problems of structural rigidity gone unresolved. After the ruckus stirred up by Ralph Nader, future US legislation seemed likely to outlaw open cars. In the circumstances Porsche's Targa model, conceived quickly in 1965, appeared to fill the gap in the market for an open sports car.

Ten years later Porsche knew how to make an open 911 sufficiently rigid: work on a possible Cabrio 924 had shown that a combination of the transmission tunnel and stronger passenger bulkhead largely overcame structural concerns. However, this was at a time when under CEO Ernst Fuhrmann, development of the 911 had been halted in favour of the transaxle 924 and 928. Board member for engineering Helmuth Bott, an open car devotee, was frustrated at this, as there was now no technical reason not to reintroduce a convertible, and as far as Porsche sales personnel were concerned there was plenty of demand to justify the model. Fuhrmann however was increasingly determined to make his legacy at Porsche the 928, and would not hear ☞





ABOVE LEFT Fabric roof is stored under fibreglass cover; first 911 Speedster came with G50 gearbox

of it. Worse, feeling more and more isolated by his universally disliked stance on the 911, he is said to have threatened Bott with dismissal if the chief engineer persisted in a pet project of a simplified convertible 911, a latter day Speedster. Always loyal, Bott dutifully rolled the partially completed prototype out of his workshop in Weissach and into a discreet lock-up at the back.

Then Porsche underwent one of those sea changes, which seem to occur at ten-year intervals during its history. Fuhrmann left Porsche, and his replacement Peter Schutz, a Berlin-born US citizen, was the proverbial new broom. An engineer with a sales background, Schutz was quick to realise that the 911, that very symbol of Porsche, was also the only car of Zuffenhausen's three-model range which in fact made any profit. One of his first acts was to restart the 911 development programme. This enabled Weissach to proceed with the upgrade of the SC to the next 911 and to disinter plans for a convertible version, a hole in the line-up that Schutz, with his knowledge of the American consumer, could not comprehend. When he saw Bott's tentative Speedster, he gave his second in command enthusiastic permission to develop that too.

The early 1980s were a time of intense activity at Porsche: Ferdinand Piëch's Audi Quattros had excited

everybody, and both Ferry and Bott thought at least some of the future lay in four-wheel drive. The engineering priority became what would become known as the 959, the Porsche 4x4 turbo supercar. A joint venture with McLaren to supply the Woking firm with Formula 1 engines would occupy Hans Mezger's group, and a return to sports car racing (also stopped under Fuhrmann) took further engineering resources. The remaining budget for the 911 was absorbed first by the Cabrio and development of the 3.2. Nevertheless, with Schutz's typically enthusiastic support, which extended to authorising a production run of 200 cars, the 'Bott Speedster' as it had become known, started to take shape.

The idea was to repeat as far as possible the 1954 barchetta, which apart from its racing windscreen was no higher than the tops of its doors. The design studio produced a styling model, and in early 1983 a group under 911 programme manager Friedrich Bezner set to work to replicate the original. Of course there were no sporting pretensions for this new Speedster, which was based up to the waistline on the stock Carrera. What made it special was the wraparound windscreen, no more than five-inches high, and its top covered by a vast glass-fibre cover with an aperture for the driver. There were neither screen wipers nor any weather protection, but before

these mundane practicalities could be addressed the project was again shelved as more pressing matters absorbed its development engineers.

However, three years on and with the 25th anniversary of the 911 on the horizon, Weissach once again dusted off the Speedster and presented it at the Frankfurt IAA in 1987. This Speedster was a typical concept car, intended to portray a 'Clubsport' version of an open 911. Like the original 1983 prototype it had the low windscreen and glass-fibre cover, and this time behind the driver's seat was a slightly ostentatious roll bar. This was as exotic a 911 as the public had seen for years, and partly on the strength of its positive reception Porsche decided to launch the model as a derivative of the current Carrera 3.2 rather than wait for the new Type 964 as had been its original intention. In any case, engine development difficulties meant that the 964 launch was delayed by over a year; it made sense to market a production Speedster while the concept was still relatively fresh, even if it entailed using the existing 911.

Michel Thiriar, who has written extensively about Porsche Speedsters, says the production car, available from September 1988, was produced from Cabrio bodysells which were modified by craftsmen in the old Reutter body shop at the back of Werk 2. ➔



Model 3.2 Speedster

Year 1988-89

Engine

Capacity 3,164cc

Compression 10.3:1
ratio

Maximum power 231bhp @ 5,900rpm

Maximum torque 284Nm @ 4,800rpm

Transmission Five-speed manual transmission;
hydraulic clutch

Suspension

Front Torsion bar and semi-trailing arms

Rear Strut/damper unit and torsion bar

Wheels & tyres

Front 7x16-inch Fuchs; 195/65/16 tyres

Rear 7x16-inch Fuchs; 215/60/16 tyres

Dimensions

Length 4,291mm

Width 1,750mm

Weight 1,300kg

Performance

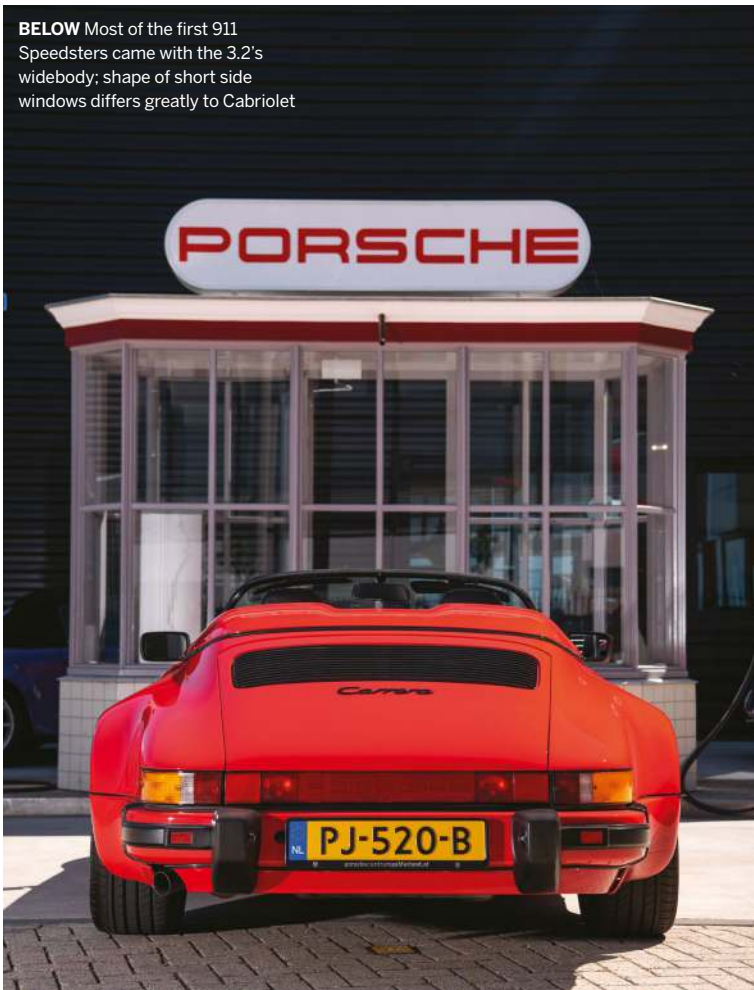
0-62mph 5.9 seconds

Top speed 145mph



BELOW Lowered and more steeply raked windscreen is a key hallmark of the Speedster's unique design, which below the waist is standard 3.2 Carrera

BELOW Most of the first 911 Speedsters came with the 3.2's widebody; shape of short side windows differs greatly to Cabriolet



Porsche Speedster through the years

356: Built at the behest of US distributor Max Hoffman who said Porsche needed a cheaper model, the first Speedster was effectively a roofless 356 with a rudimentary windshield and simplified interior. A US-only road-going model of which 4,000 were assembled, it put Porsche firmly on the racing map in America.

964: Porsche reprised the 3.2 Speedster theme using the then-current 911, but despite an interior borrowed from the RS, a manual transmission and power steering, the 964 version offered no other advance over its predecessor and looked like a slightly desperate attempt to shore up flagging 964 sales in the early Nineties.

997: Two decades later, Porsche took up the Speedster idea again, but now the objective was clearer: a collector's 911, production limited to a symbolic 356 units. Once again a hooped cover distinguished this lowered windscreen, two-seater 911, but the hood mechanism was not automatic as one might have hoped.

991: Apparently based on the GT3 rather than the more softly sprung Carrera, the concept suggests this will be closer to the original barchetta, a point emphasised by its silver paint and bonnet-mounted fuel filler. Its manual gearbox and centre-lock wheels also emphasise sporting pretensions. Production is likely in 2019; the only certainty is that its price will not undercut the base 991.





“The production car was produced from Cabrio bodysells modified by Werk 2”

Naturally, the Speedster differed from the concept in that to obtain type approval it had to have windscreen wipers. No longer a vestigial wind deflector, the Speedster had a proper windscreen, though it was visibly more steeply raked and a good three-inches lower than the 911 Cabrio's. Gone too was the all-over glass-fibre cover, replaced by a neat body-coloured item, slightly hooped to mimic aerodynamic shapes of old which masked the space where the Cabrio's rear seats would have been. This hinged up to reveal a manually erected hood which Porsche was at pains to emphasise was not waterproof. Said to be a struggle to assemble, most Speedster hoods were destined to stay folded away. As its maker suggested, this would be a distinctly fair-weather Porsche.

In other respects it was all stock 911: the wheels were seven- and eight-inch Fuchs, the engine the same 231bhp RoW or 217bhp US/Japan 3.2 and gearbox and suspension standard. Electric adjustment for the seats included height adjustment, and the headlight washers were fitted. To add to the Speedster's appeal standard production was with the Turbo bodysell, though about 160 narrow-body cars were made for specific customer orders.

Even today the 3.2 Speedster is a striking 911; 30 years ago it was decidedly racy looking, but over two

years only 2,100 were built before the 3.2 range was withdrawn. This was partly to do with availability of Cabrio shells, but also with demand, which ultimately tailed off after an enthusiastic reception. The Speedster would have stood more of a chance at the beginning of the decade when its shape and the air-cooled 911 itself were newer designs and the growing strength of the dollar assured a ready market in America, even if a Speedster would inevitably have duplicated the Targa and newly launched 911 Cabrio.

By 1988 the dollar was in free fall, as were much of Porsche's vital US sales. A North American list price of almost \$66,000 was somewhat theoretical said *Motor Trend*, whose appropriately named correspondent Jeff Karr got his hands on a Speedster in October 1989. He remarked that most punters were having to pay over \$80,000 by the time leather seats, a limited-slip differential and various dealer premiums had been added; a 3.3 Turbo Targa could be had for less. This was the paradox of a 911 whose hood “ripped your fingernails off” and let in floods of water if not restricted to strictly blue-sky weather, an expensive toy likely to occupy the third stall in your garage. Yet, Karr remarked, as you drove off you were likely to capture more attention than anything else on the roads of the time.

The paradox continued: the original 1954 Speedster was cut down and lightened for competition and sold more cheaply. The widebody 3.2 Speedster not only cost more, but weighed more than its Carrera equivalent. On the other hand, on *Motor Trends* skidpad it achieved a higher lateral ‘g’ than the newly introduced 964 Carrera 4. On the open road it lacked the power steering and slick short-shift gearchange of the later model, yet its throttle response, handling and above all soundtrack were addictive, until you tried to go above 70mph, by which time the buffeting was deafening. A man who owned several over the years, Michel Thiriart comments on the “incoherence of the Speedster,” yet road testers were, like Karr, mostly generous in their praise. Helmuth Bott once said that the basic concept of the 911 “is so interesting that something will always occur to us to keep it attractive”. The subsequently assured classic status of the completely impractical 3.2 Speedster underlines how right he was. **911**

Thanks

The 3.2 Speedster in our pictures is for sale at Porsche Centre Gelderland. For more information visit porschezentrumgelderland.nl or call +31 (0) 26 356 0 911

911 SAFETY DEVELOPMENT

It's not just about the thrill of the drive, as Porsche has always imbued its Neunelfer with impressive levels of safety. Total 911 delves into the history

Written by **Chris Randall** Photography courtesy **Porsche AG**

Whether you like your 911 in air- or water-cooled flavours the engineering integrity and motorsport pedigree never fail to stir the soul, but there's another aspect of development that rarely merits much in the way of consideration: safety. Although it's probably not at the forefront of our minds when attacking a favourite ribbon of Tarmac, it shouldn't be dismissed, the 911 long having blended driving thrills with a focus on keeping those behind the wheel in one piece.

Recent years have seen sophisticated electronics play a more prominent role in the safety equation, but even the very earliest models didn't ignore such a crucial element of car design. For example, way back in 1963 the adoption of rack and pinion steering not only provided vastly superior levels of feedback and tactility but its engineering demonstrated that Porsche understood the need to protect the driver should the worst happen. The steering gear was located

in the centre of the car and connected to the steering wheel via a three-part linkage with two universal joints – in the event of a frontal collision the wheel would be directed away from the driver. And then there were the improvements to braking performance with the adoption of dual-circuit brakes for the 'A' series and the wider use of ventilated discs.

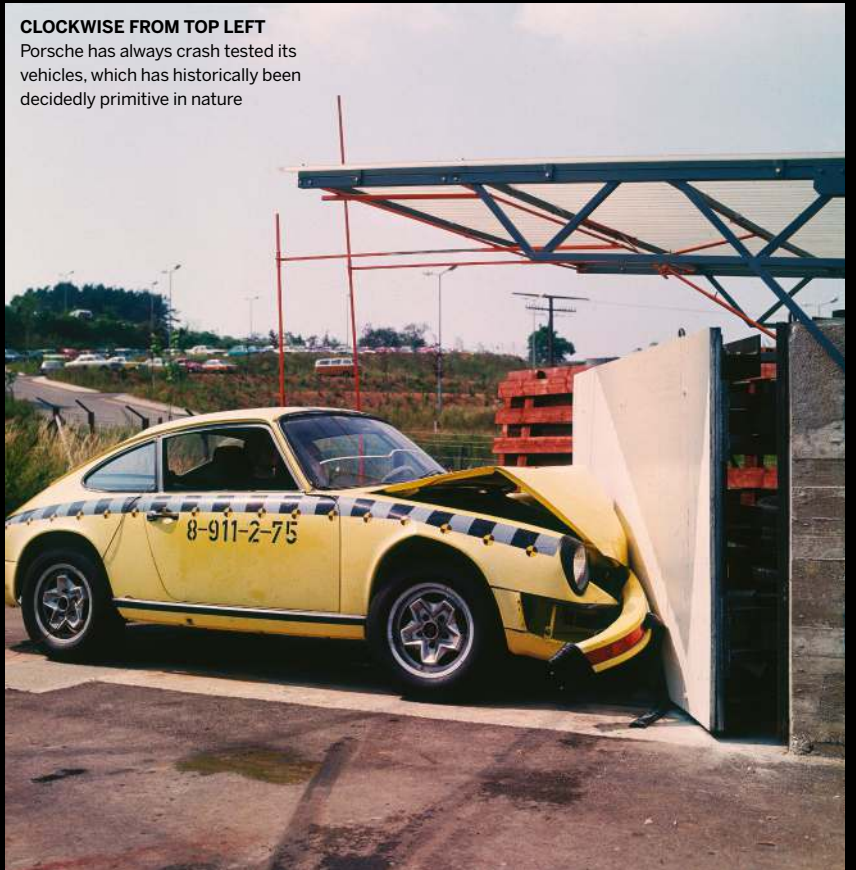
Those earliest years also saw a greater focus on minimising the 911's more undesirable handling traits, and if adding a pair of 11kg iron weights to the front bumper was a decidedly inelegant engineering solution (one that Porsche would rather not be reminded of) it showed their awareness of the need to improve stability. Ultimately those 'bumper reinforcements' were ditched as Porsche focused on improving weight distribution in more traditional ways, as well as making constant improvements to the suspension set-up and geometry. And we can't leave the 1960s without mentioning the Targa, a model that became an iconic part of the line-up thanks to

the strength-imparting roll hoop. The 1970s saw more gradual developments in safety with closer attention being paid to the integrity of the body shell, but more visible improvements would also arrive. For G-series cars Porsche introduced cabin changes including safety steering with a padded boss and the high-backed 'tombstone' seats with integral headrests.

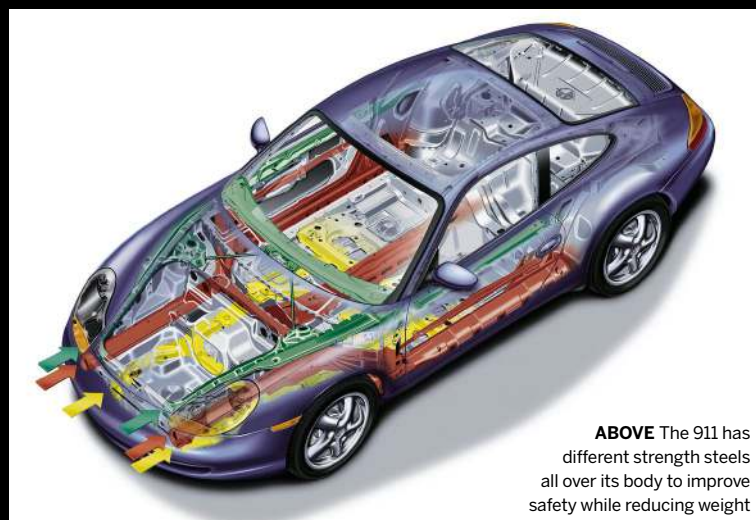
With safety becoming an ever more important consideration for buyers – not to mention the increasingly stringent legislative requirements – it's no surprise that the 1980s saw Porsche adopt plenty of improvements. For example, 3.2 Carrera owners now benefitted from numerous safety devices, from an interior that featured deformable materials for dashboard controls to flame-retardant upholstery. Greater attention was also paid to the body shell, which boasted more extensive front crumple zones and safety locks for the doors that prevented them bursting open in an impact, while 1985 saw Porsche fitting super-high-strength steel beams in each door for side-impact protection. This brings us to the model that would finally end the 911's image as something of a motoring anachronism. The 964's history and development has been chronicled within these pages before, but suffice to say that it marked the advent of the thoroughly modern Neunelfer, not just dynamically but also in terms of safety. Not only did it feature a far more ergonomic cabin that was less distracting and irksome for the driver, but also a steering wheel and dashboard that boasted air bags. It wasn't the first Porsche to feature them – US-bound 944 Turbos got them in 1987 – and they wouldn't become standard on European 964s until the early 1990s, but it was the start of an intensive period of safety development that continues to this day. The 964 was the first regular model to be fitted with anti-lock brakes and the traction-enhancing benefits of an electronically controlled four-wheel-drive system. ➔



ABOVE High-strength steel door reinforcements combine with POSIP to keep occupants safe from the side of the vehicle



CLOCKWISE FROM TOP LEFT
Porsche has always crash tested its vehicles, which has historically been decidedly primitive in nature



ABOVE The 911 has different strength steels all over its body to improve safety while reducing weight



It was a turning point from which Porsche never looked back, each succeeding generation incorporating ever more complex and effective safety systems. Indeed, the 996 brought a new innovation with the Porsche Side Impact Protection system (POSIP) which paired the door protection beams with a side air bag for each occupant. It was also the first appearance of Porsche Stability Management (PSM), combining the anti-lock brakes, traction control in the form of Anti-Slip Regulation (ASR) and an automatic brake differential; if loss of traction was detected the system braked individual wheels to restore stability and cut engine power if required.

The early 2000s also saw the addition of seat belt pretensioners and force limiters, a pyrotechnic system that worked in conjunction with the air bags to tighten the seat belts, operating in around 20 milliseconds. And more traditional safety methods weren't ignored, the body shell constructed from high-strength and Boron steels along with tailored blanks in key areas for maximum rigidity. Three separate load paths within the shell distributed crash forces around the passenger cell, while Cabriolet drivers were protected by a pair of spring-loaded bars located behind the rear seats which deployed automatically if a potential roll over was detected.

It was reassuring stuff, extended for the 997 generation with features such as tyre pressure monitoring and additions to the PSM system for C4 models. For those, sudden release of the throttle primed the brakes by raising the pressure in the brake lines, bringing the pads into light contact with the discs, while a brake assist function provided maximum retardation in the event of an emergency stop. 997s also adopted

“It was a turning point from which Porsche never looked back, each succeeding generation incorporating ever more complex and effective safety systems”

two-stage operation of driver and passenger front air bags, the force of deployment differing depending on the severity of the crash, and by now Porsche used an organic-based propellant that made the air bag units smaller and lighter.

Further developing the POSIP system it now featured two side air bags, one in the seat backrest for thorax protection and a head air bag deploying from the top of the inner door panel; eight litres in volume each (the 996's single bags were 30 litres) they promised maximum

protection, while Cabriolet and Targa models boasted specially shaped items to ensure protection when the roof was open.

By the time the 991 arrived in 2011 these systems were embedded as a key part of the safety arsenal, but that didn't stop Porsche making further tweaks to the POSIP system – increasing the volume of the thorax and head air bags to 10 and 15 litres respectively – and introducing new tech in the form of Porsche Active Safe. Optional for PDK-equipped cars, you got an active cruise control system incorporating a radar sensor to monitor the speed of the car in front. Not only could it increase or decrease speed accordingly, including braking to a standstill, but the system also provided audible and visual warnings if it detected a decrease in distance to the car ahead that signified an accident risk.

It's all very clever stuff, and the sort of technology that most of today's drivers take for granted, but for owners of a 911 it's the culmination of more than five decades of effort by Porsche to ensure its most famous sports car has always been as safe as it is thrilling. It's safety systems like the ones mentioned above which ensures that of the one million Porsche 911s produced since 1963, more than 70 per cent are still on the road today. **911**

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EVOLVING THE CARRERA

There's a very nice 996.2 GT3 sitting in the RPM Technik showroom when I arrive early on a Wednesday morning. There's a track booked, but the GT3 will be staying here. Instead RPM Technik's commercial director Darren Anderson hands me the keys to the company's CSR EVO. The CSR name has been around since 2010, RPM offering the CSR as a package of upgrades on 996 and 997s which can be done at once or over a period of time, depending on budget and expectations.

With the EVO the focus is more on track driving, it obviously a more hardcore, adjustable car that offers the serial track day enthusiast something they can drive as a daily, yet track mercilessly. As Anderson himself says, the EVO "has the broadest remit of any CSR".

RPM Technik admits that to qualify as a CSR there has to be a minimum of work done to give the name its due. Obviously the Merlin purple demonstrator, build number 22, has the full EVO package on it, but if elements don't chime with your

desires or needs then you don't have to have them. Add all the EVO changes up and you're looking at around £55,000, which is a not-insignificant amount, especially as you need a 996.2 Carrera base car in the first instance. Indeed, that pushes the CSR EVO into the league of that aforementioned 996.2 GT3.

That's perhaps a moot argument as, regrettably, the likelihood of buyers walking into RPM's showroom, buying a GT3, chucking a lid and some Nomex clothing under the bonnet and heading to a track day are past. Blame the speculative nature of



RPM Technik's latest project is built with the track in mind, but can it hold a candle to a GT car from Weissach? Total 911 puts the CSR EVO to the test...

Written by **Kyle Fortune** Photography by **Ali Cusick**

the Porsche marketplace for that, and in particular the 'value' of the GT cars.

The CSR EVO represents an opportunity: this is a car that a genuine enthusiast can buy and use as they like, that indeed being a significant part of its appeal. That it's based on the 996 only makes it more interesting, a car that the market's traditionally described as unloved. I've never subscribed to that – a good 996 delivers a wonderful drive, yet as with any car there's scope for improvement, which is where RPM comes in.

The list of changes on this CSR EVO is lengthy. It's very obviously purple, which is deliberate given its demonstrator status, Anderson wanting it to stand out among other cars. The likelihood is CSR EVO customers will leave their cars in the standard hue, though RPM will be only too happy to take on a colour change. Overt colour aside, the bodywork changes are relatively subtle. There's a vented CSR EVO front bumper with ducting behind it feeding an additional third radiator, a carbon ducktail and sideskirts and rear bumper with vented inserts, and

a central exit for the twin exhaust pipes. There's a carbon bonnet, upon which there's a stickered Porsche badge, in keeping with the lightweight ethos.

That carries over to the inside: there's a lower dash delete, RPM moving the window switches up from between the seats to the centre dash, the ashtray also being removed. Out of that neater tunnel between the Recaro Pole Position bucket seats is a longer gearstick attached to a modified linkage for an improved shift, while ahead of you is a deep-dished, leather-rimmed MOMO wheel with a yellow strip ➔



at 12 o'clock. Without an air bag the view of the instruments is improved significantly, the rev counter finished in grey, an orange CSR logo matching the livery outside, with the redline apparent at 7200rpm.

There's a rear seat delete and half cage in this car, though you can do without the cage and leave those useful pews in if you need them. RPM Technik designed the CSR's harness bar in such a way as to allow race harnesses with the rear seats in the car, answering that long-held gripe of GT cars for the breeders among us. There's no stereo, though the air con is retained, the interior exhibiting purpose rather than feeling compromisingly stripped, even though Darren says RPM Technik has managed to shave around 45kg off a 996.2 Carrera 2's mass.

Removing the stereo might seem a step too far for the everyday usability goal, but firing the engine creates all the sound you could want. The exhaust shrieks out a bark unlike any 996 I've ever experienced, its note cultured but menacing with a deep resonance that's got a racer's edge at idle without the recalcitrance of a competition engine. Blip the accelerator and the 3.6-litre M96 unit flares immediately, that helped by the 7kg removed from the flywheel. There's the slight chunter from the transmission that you'll be familiar with if you've ever driven a GT3, the clutch release bearing audible, though that's a good thing.

The flat six has been given a thorough series of modifications to both improve performance as well as ensure longevity. Revisions include what RPM describes as a CSR preservation pack and stage one powerkit consisting of new cams, that additional radiator, gas flowed and ported cylinder heads, an IMS upgrade, deep sump extension, the CSR centre exhaust – this alone saving 9kg over a standard exhaust – and improved induction for an engine that's producing 350hp at 7100rpm. Torque stays pretty much the same, though the way it's produced is different: the delivery is stronger from lower revs for a fatter, flatter twist that, as well as the overt keenness to rev, makes for the key differentiators over the unit it's based on.

Today's track in question is Bedford Autodrome, 40 miles away from RPM Technik's Long Marston base. We cut across country as much as possible, though the dual carriageway punctuated with the many roundabouts it's famous for sees us traverse Milton Keynes, too. The roads around Long Marston can best be described as challenging for any car, let alone a 911 that's got an eye on track work. The surface is the stuff of chassis set-up nightmares. There are some fierce dips and crests, a high

crowning camber and usually poor but occasionally downright appalling tarmac with the odd hole or sizeable crack apparent, too. Throw in the narrowness typical of a British country road, some spatially unaware traffic and vegetation keen to reconquer the road space and it should be a horrible introduction to the CSR EVO.

But it isn't. I've driven these roads many times in various 911s, and the CSR EVO doesn't feel in any way out of its depth. That's a real surprise, as all the talk until pulling out of the estate had been about this EVO being the most track appropriate CSR yet. It's taut, unquestionably, but there's real finesse to the way the chassis deals with the horrible surfaces running underneath it at ever-increasing velocities. Where a standard 996 would be running out of ideas, the CSR EVO keeps tracking straight and true. It takes a moment to recalibrate, the wince you wear

as you anticipate a corrupting jolt, thud or crash just not apparent. You're busy, but it's detail not disruption, the CSR EVO dealing with the surface with real composure.

Try the same road at the same speed in a GT3 and you'd be backing off, the sophistication of the CSR's suspension evident here in its control, it enabling progress rather than denying it. That's down to RPM Technik specifying KW

three-way Clubsport coilovers which offer plenty of scope for adjustment, RPM having come up with a CSR-specific set-up that works remarkably well on the roads around its base. To those coilovers there are hollow Eibach adjustable anti-roll bars, these being light yet stiff for greater control, while the lower arms offer some adjustment and polybushing features, too.

Lightweight OZ alloy wheels help reduce unsprung mass, behind which four-piston CSR-detailed calipers pinch floating discs with high-performance pads. The pedal feel is spot on. It's firm and progressive, giving a useful platform to roll your foot over to the accelerator to heel-and-toe downshift. It works perfectly in tandem with the engine's immediacy, backed with the rousing shriek of the engine as the revs flare. I'll admit to being sceptical of the longer shift lever for the six-speeder, the norm for more focused cars being a stubbier lever which brings a shorter throw as a result. The CSR's throw isn't long, shifting through the gate with speed and precision – that it's that bit nearer the steering wheel is no bad thing either, as you'll want all the time with your hands on the wheel.

That's not a reflection of being overly busy or fighting trajectory, but instead to revel in the

“Try the same road at the same speed in a GT3 and you'd be backing off, the sophistication of the CSR's suspension evident here”



BELOW 9kg lighter exhaust system with dual centre-exit tailpipes looks and sounds sensational





BELOW M96 preservation pack and stage one powerkit sees the CSR EVO good for 350hp

Model 996.2 CSR EVO

Year 2002

Engine

Capacity 3,600cc

Compression 11.7:1
ratio

Maximum power 350hp @ 7,100rpm

Maximum torque 370Nm @ 4,250rpm

Transmission Six-speed manual; rear-wheel drive

Suspension

Front CSR derivative of KW Clubsport three-way adjustable with CSR ride height; geometry set-up and corner weighting

Rear CSR derivative of KW Club sport three-way adjustable with CSR ride height; geometry set-up and corner weighting

Wheels & tyres

Front 8x18-inch; 235/40/ZR18

Rear 10x18-inch; 285/30/ZR18

Dimensions

Length 4,430mm

Width 1,770mm

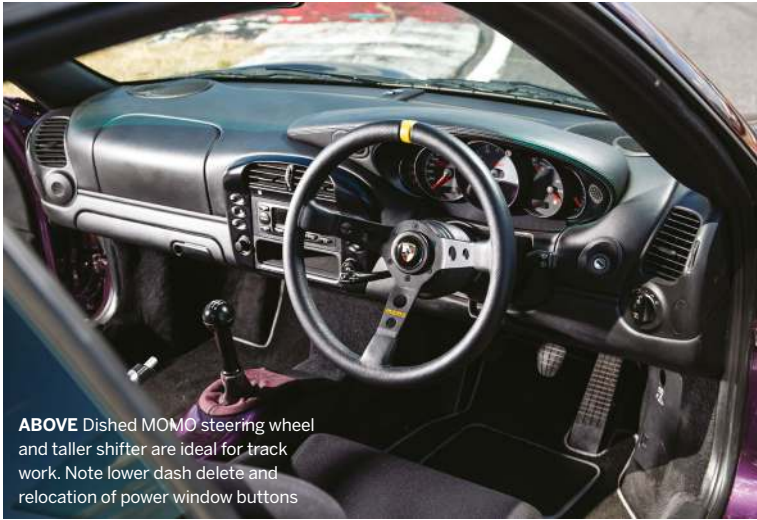
Weight 1,325kg

Performance

0-62mph 4.5 seconds

Top speed 180 mph





ABOVE Dished MOMO steering wheel and taller shifter are ideal for track work. Note lower dash delete and relocation of power window buttons



BELOW Kyle puts the 996 CSR EVO through its paces on track at Bedford



“All the elements that made it a hugely entertaining road car are sharpened on the track”

With the speeds exponentially higher, if there are any vices they'll become evident here. Bedford's a quick track, lacking in gradient and demanding some big stops and rapid changes in direction. On arrival Anderson re-sets the coilovers for greater control, it easy enough to do so, the click wheel on the bottom allowing rebound adjustment for better control on the track, or should you want to change to a different wheel and tyre package. The set-up is such you can run the CSR EVO on semi-slicks, or aggressive, track-biased Michelin Pilot Cup 2 tyres if you're after ultimate lap times. Today it's riding on Michelin Pilot Sports, not the Cup 2s.

The CSR EVO feels entirely at home on the track, that obviously enhanced when you're trussed up in the bucket seat with the race harnesses on. All the elements that made it a hugely entertaining road car are sharpened here: the way the engine picks up, the immediacy of its response to your right foot, the confidence-inspiring front axle and the strong brakes. It would be quicker still on some more aggressive track tyres, but part of the joy of it is feeling it moving around under you as you work the tyres up to and beyond their limits, the CSR EVO never anything less than communicative.

Entering a corner hot and backing off allows the usual 911 trait of weight transfer, the CSR EVO's rear coming into play. It's exploitable, the limited-slip differential aiding control, it only needing a bit of catching when it transitions back to the straight-ahead, though that's something that could be dialled out with a bit more set-up work. Everywhere else it's hilariously good fun, fast rather than ballistic, this a car that encourages you to exploit all of its performance rather than tip-toe around in the middle, or fearful at the top.

Leaving the track and driving it back to RPM it feels no different. The brakes are fine, only the suspension is a touch busier, simply because we didn't take the five minutes to re-set it back to the preferential road set-up.

Arriving back at base it's difficult not to be impressed. Yes, I still want the GT3 they've got, but then the CSR EVO makes a strong case as a supporting act, not merely as an understudy. With the GT3 you'd want to keep the miles off it, with the CSR EVO you'll do quite the opposite, and that's very much the point and, these days, a considerable part of its appeal. **911**



sensations coming through it. I've yet to drive any car with a MOMO steering wheel that's not had an immediate increase in steering detail, but when you're starting with a car that's already noted for fine steering then the effect is multiplied. Add RPM Technik's suspension trickery and it's improved further, the way the CSR EVO's front axle works arguably being its most appealing element. Not the dominant one, as that would suggest it's not operating as a package, the front axle working as a cohesive whole with the EVO's other revisions, the limited-slip differential at the rear no small part; it's just that when you're sat hunkered into the race seat the greatest sensation is coming through your hands.

Escaping the vagaries of a typical British country road and transferring across the speedway that is Milton Keynes is revelatory. I've had one of my most memorable drives ever in a 911 through here: a 996 GT3 RS, the UK's most modern of towns being an unlikely driving nirvana. In the CSR EVO there are obvious similarities, though with it I can take more liberties on entry into the many roundabouts, more confident in what the steering wheel is doing. Similarly in exiting, often over a difficult camber which would spit an RS out of line, the CSR EVO's line remains resolute, informing you of the surface topography without demanding any corrective action.

In the straights that separate the roundabouts the 3.6-litre flat six howls with real vigour to its redline, it feeling very linear in its pull, with urge evident all the way from low revs up. That flexibility is to its credit, particularly as a car that'll potentially be used as a daily, it lacking the peaky, demanding nature, yet retaining the immediacy and thrill of the chase to the redline. Arriving at the track it's more than ably demonstrated it's an accomplished fast-road car – urgent, immediate, taut and controlled. A circuit should, in comparison, be a cinch.





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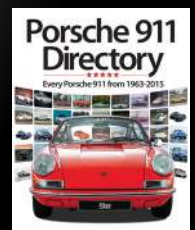
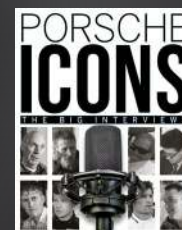
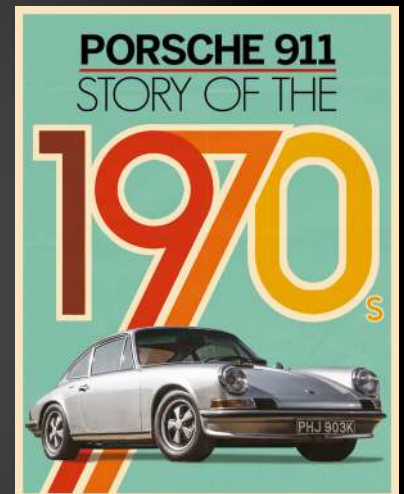
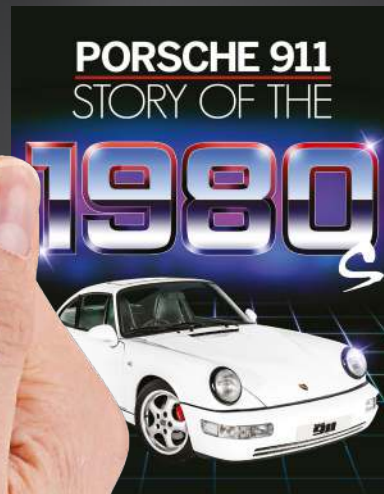
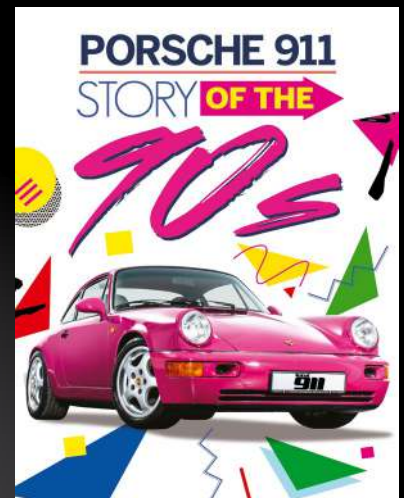
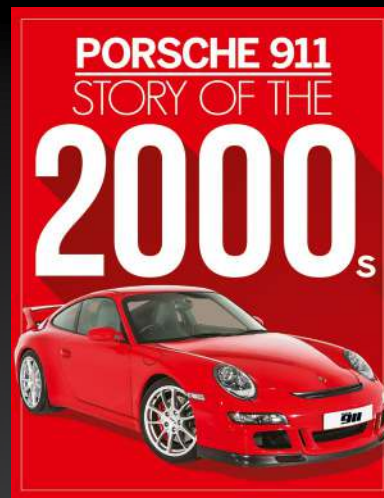
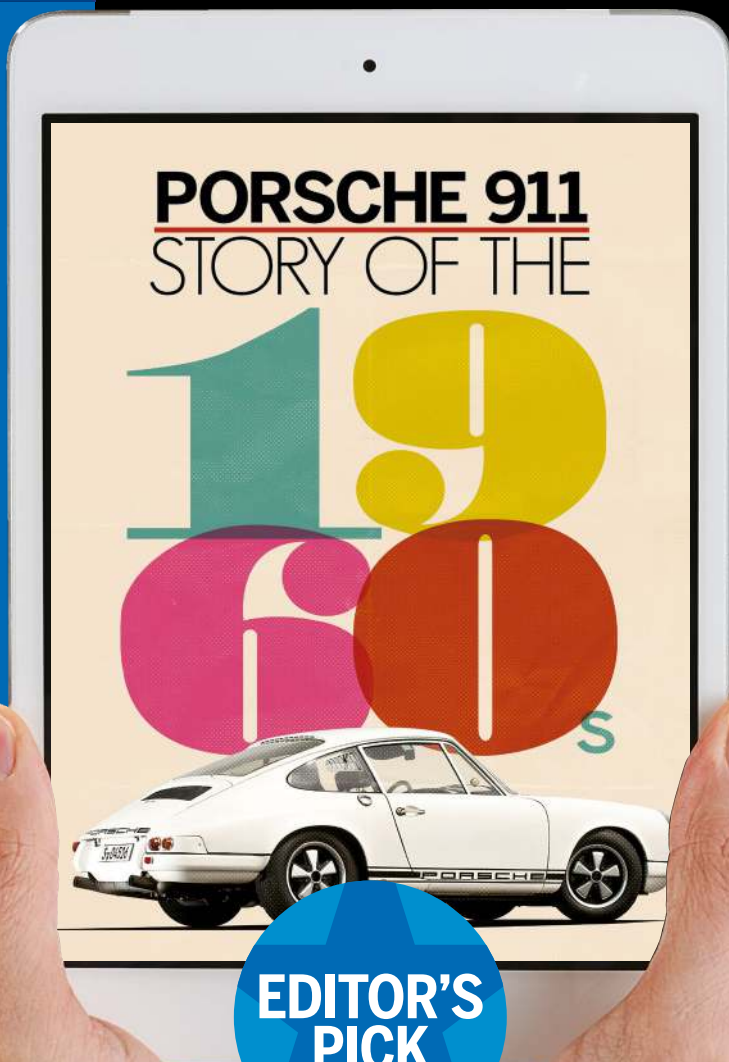


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Lee Sibley
Bournemouth, UK

 @lee_sibs

Model 996 Carrera 4S
Year 2002
Acquired April 2017



Last issue I mentioned how, after a mere three corners of my track day at Castle Combe, my C4S suffered epic brake fail, forcing the car into an early finish. I didn't hang around in getting the problem fixed, remembering my old man's oft-recited saying that "the most important aspect of a car is its ability to stop". Long-time readers will recall I changed the brakes on my previous 996.2 C4 to EBC a couple of years back, so the decision to turn to them once again was an easy one, promptly ordering Yellowstuff pads, Dot 4 fluid and braided lines. I then booked the car in at ZRS Engineering down the road in Poole, as Matt there now does all work on my beloved C4S.

With the car on Matt's two-post ramp, the wheels were whipped off and the pads removed. They had plenty of meat on them still as they were only

installed at the end of 2017 but, as I've previously mentioned, I've just not been happy with their (complete lack of) feel and performance, despite fluid changes to alleviate the issue. Incidentally the pads had 'TRW' on the covers, which Matt informs me is the OEM brand, but whether or not it was just those covers which in this case were TRW remains to be seen. Either way, I took great pleasure in frisbeeing them into the bin.

EBC's Yellowstuff pads were then installed inside the C4S's Big Red calipers: these are intended for fast road and occasional track use, as they offer performance in huge heat ranges without brake fade. Although fashion isn't exactly a priority when it comes to safety, it was great to see the yellow hue of the pads adding to the visual flare of my yellow KW coilover springs, at least with the wheels off!

Matt then replaced my rubber factory brake lines with EBC braided items. These will provide additional feel through

the pedal, sorely needed in my case, and their braided element offers an increase in longevity underneath my C4S. With identical routing as per the factory lines, their fit was simple enough. They're good value: although the fittings don't appear to be stainless steel (as they're painted), they're still good value when compared to vastly more expensive competitor items. I was pleased to have them fitted.

Matt did have to make up new hard lines from each caliper as mine had corroded. A 996 will always throw up a curve ball on a job like this, particularly with rust or corrosion on chassis componentry, so the added time needed for Matt to make those up before connecting to the EBC lines was expected, really.

With the braided lines in place Matt flushed out the old brake fluid, which ran for the hills when temperatures began to rise during the first few minutes of my aforementioned track day. I got two



one-litre bottles of EBC's Dot 4 fluid, but the reality was we only needed the one. With the system bled, the wheels were soon back on and the 911 once again graced the floor.

Next step was bedding the brakes in, which I'm still in the process of doing. This is crucial to ensuring the brakes perform well over a sustained period of time. Many people skip this step and then wonder why they get brake fade pretty quickly. The process for EBC's brakes can be found on their website at ebcbrakeshop.co.uk, but essentially I have to cover 200 urban miles before conducting a series of high-speed stoppages down to 20mph.

As I say I'm still in that process, and as soon as that's done I'm heading for the track. What I will say, however, is that even now, after only a few miles, the difference is commendable. There's now so much feel through that middle pedal that I can push it with confidence, those pads now clamping to the as-new discs with a conviction sorely lacking before. Once this set-up is run in, this is going to be an unbelievable car.



Gina Purcell
Oxford, UK

@ginapurcell1

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



A 964-owning friend, Jack Pegoraro, contacted me a couple of months ago to do a film about my cars.

He'd picked up on a comment I'd made about my cars' status as the unloved 911s. Check out Jack's YouTube channel, Number27, to see the comparison between them in his film, unsurprisingly titled 'Unloved 911s'. It was fun, but it inadvertently wound up changing my 911-ownership outlook forever. Rather than being a glorious coronation, seeing both cars side-by-side as finished projects became an impetus for change.

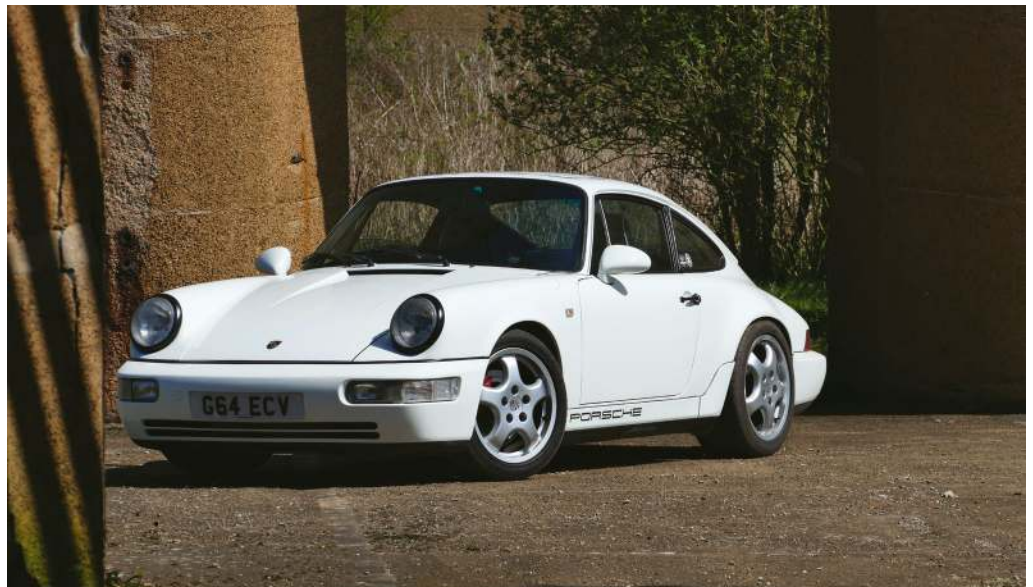
After 14 years' ownership with Wolfi I decided that the time had come to let him go to pastures new. I'd had fun with the car, modifying him as far as I was comfortable with, and had honed him into my vision of what a 'sorted' C4 should be. I've driven him all over the British Isles and Europe, and have a head full of treasured memories at the wheel. He hasn't gone far, however, as my other half is Wolfi's new owner.

For a while now Alan has been itching to do a build based on a 964 C2, and we'd been casually looking out for a suitable candidate to rock up for sale. Our friend Tyrone at Riviera Autobody tipped us off about a C2 potentially coming to market that was a bit scruffy, but an ideal basis for a project. At the same time our friend Neil at BS Motorsport unearthed a track-focused C4 project in need of a new direction. However,



both of these cars were almost £40K, which after factoring the restoration and build costs in killed the plan off, as we're both incredibly resistant to paying the current market prices for an air-cooled 911. I'd bought Wolfi for £16K in 2004, Al bought Sabine the 3.2 in 2013 for £17K and had bought Steffi the SC for me in 2014 for £20K before the prices got out of control, putting us the right side of financial prudence – well, as much as possible in the distorted world of man-maths and discretionary multiple Porsche purchasing. £40K was a stretch too far and Al got pretty glum!

I've gone on record in the past in this worthy tome as saying I wanted to double Steffi the SC's mileage when I got her at 200,000 miles. It slowly dawned on me that at the current rate of usage I'll be an old lady by the time that happens, especially if I'm dividing my 911 miles across two cars. Also, why start with a tatty 964 base car for a build when a restored car was staring us in the face? My husband had kindly bought Steffi for me and paid for her restoration, so was it not time to do something in return? He's now having a lot of fun considering the spec for Wolfi's future, but the baseline will be a C2 conversion.





Joe Croser
Northamptonshire, UK

@jcx911

Model 997.2 Turbo
Year 2010
Acquired December 2015



For some, cars are transport. For others, they are status. For me cars are a source of exhilaration, fun and friendship, as I was reminded on

our **Total 911** Legends road trip to the Yorkshire Dales.

I could fill every legend column this month by waxing lyrical about the Dales; preaching about their beauty and their architecture. I could rave about the best road I've ever driven, or the best fish and chips I've ever eaten, but it was a fellowship, the laughter and bonhomie, that has me now, just two days later.

For two days my good mates and fellow **T911** columnists (past and present) traversed the Yorkshire Dales, north and south, east and west, in search of the finest driving roads. Of course, we found them all – a few weeks of research had enabled me to compile routes and include photo opportunities which would take our breath away.

They call North Yorkshire 'God's own county' and it's hard to argue otherwise, especially when wall-to-wall sun is laid on from dusk till dawn as if to light our route and provide a warm contrast to our wet Welsh trip almost two years ago.

I like to think my cars don't define me, but they do reflect my personality. I don't see myself as a customiser of cars and I don't see my car as anything other than stock to the naked eye, but the way it silkily threaded the needle on many

of the flowing Dales roads was nothing short of sublime... a testament to the sum of its customised parts.

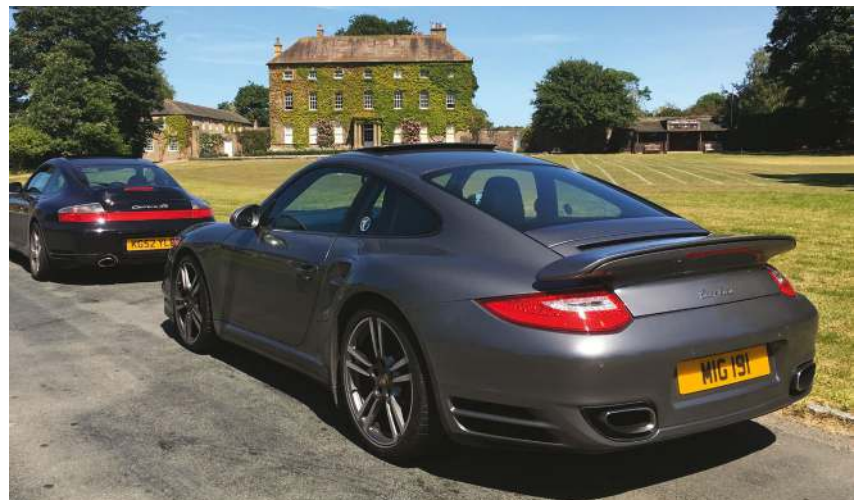
From the engine to the exhaust and from the suspension to the tyres my car has enjoyed very subtle, but easily discernible upgrades which have transformed my heavy Turbo into a butterfly with the sting of a bee.

My recent Sharkwerks remap and my beloved and much admired Sharkwerks exhaust provided the power and the glory. The DSC V1 PASM upgrade coupled with my Michelin Pilot Sport 4S tyres kept me firmly planted. The whole package tickled my every fancy in the most spiritual of ways.

And then there was the Yorkshire welcome from the team at The Wheatsheaf in Carperby where we

filled our boots with delicious food and drink before resting our heads in their well-appointed and spotlessly clean rooms. Adam (behind the bar), even remembered me from a family visit a year earlier. That's what I am talking about. Friendship is not just for the folks you see frequently, it's for the folks you meet once who remember you and welcome you back like an old neighbour.

Two short days and yet it felt like a week, so relaxing was the trip. The driving was Zen-like as I became one with my car and the company was brotherly as we became one, with lots of fun and not an ounce of malice or edge. I am ready to head straight back again, but it may not be the same. Perhaps I'll select some other routes in a different area.





Tony McGuinness
San Diego, USA

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Instagram @tonymcguinnessgt3rs

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

Model **991.1 GT3**
Year **2015**
Acquired **December 2014**



My amazing garage is progressing well. If I do say so, it looks absolutely phenomenal. Not only because it contains a GT3 RS and a GT3, but also because it has some incredibly beautiful Porsche art.

On the right side of the garage is the 997 Grey black GT3 RS. The closets in the front and along the left side of the garage are painted in the exact Grey black colour of the GT3 RS.

Along the wall next to the GT3 RS is a three foot by five foot hand-painted

tribute to Porsche Martini Racing along with a three foot by five foot hand-painted tribute to Gulf Porsche Racing. Both are striking and pay homage to the racing heritage of the GT3 RS.

In between these two very large pieces is a slightly smaller hand-painted piece. This artwork is appropriately positioned above the GT3 RS. It's simple, but that is what makes it so beautiful. The painting is in Grey black with the GT3 RS logo in White gold, exactly in the colours of my car.

As you drive into the garage you see a large porcelain official Porsche crest. Next to the crest is an autographed photograph of the Porsche 917 longtail #21 car in Martini Racing Livery signed by Vic Elford and co-driver Gérard Larrousse. Below is a photograph of the 956 Rothmans Le Mans winner signed by Derek Bell.

One of the most impressive aspects of the garage and right next to the 991 GT3 is an actual Porsche 997 GT3 carbon-fibre Cup wing shelf. The upright struts fit perfectly against the wall with 'Porsche' lettering spelt out on the winglet end plates.

More hand-painted Porsche art is above the Cup Wing, including tributes to the race cars driven by Vic Elford.



Each one has been signed by Vic. Below those pieces are interpretations of the liveries of the RS Spyder, two variations of Martini Racing including the 'Black Widow' and two of Gulf Porsche. The latest addition to the Porsche art is the 917 purple and green Hippie car.

If you want to have a seat and admire the GT cars, as well as the Porsche artwork, you can pull up one of two bar stools which have been hand-painted in Martini and Gulf colours.

What makes it even more remarkable is you won't find these paintings or bar stools available anywhere. They are all one of one and painstakingly painted by my partner Vicki. Stay tuned as she's already begun work on her next project.



Michael Meldrum
Houston, Texas

Instagram @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**

Model **991.1 GT3 RS**
Year **2016** Acquired **2018**



A few issues ago I introduced you to my green-haired stepchild of the P911R clan... the Viper Green 991 GT3 Rennsport.

I've now had a good amount of time to use the RS in many different circumstances and have gotten to know it better.

Disclaimer: I may not have the typical driver profile of modern cars. I have a higher tolerance for discomfort and missing creature comforts as long as I'm compensated with the wonderful analogue driving experience of an air-cooled Porsche.

My initial feelings are that it is a surprisingly practical vehicle for driving around Houston, Texas. I'm not trying to be flippant, but the combination of PDK, front axle lift, extra chilly air conditioning, Bluetooth and a working stereo are a winning combination for dealing with big-city traffic in the summer.

The ride is firm but not bone shaking, the noise is civilised in comparison to some of my other cars, the bucket

seats are exceptionally comfortable, but ingress/egress requires a bit more effort than standard seats. I've brushed over my thoughts regarding performance as it's been well documented – this thing is a wonderful beast with all the performance you need/want.

One major surprise was that my wife totally adores driving it. To give you some context, she is a bit of a stickler about air bags and other modern safety features, so I got her a 997.1 GT3 which she really loved, but I think it's the Viper

green that really makes the car for her. Colour is such an emotive thing and it's definitely one of Porsche's signature vintage 911 colours.

Personally, I have a massive soft spot for Signal yellow and would love to do a PTS 991.2 RS to my exact spec. The green RS is awesome, but I think I would do different options if I had a choice.

So the verdict is... it's a winner and I will be keeping the Viper green RS as a placeholder until I can secure a PTS 991.2 in Signal yellow, to my exact spec.





James Samuel

Poole, UK

@Jamessamuel4

Model 997.1 Turbo
Year 2008
Acquired April 2015

Model 996.1 GT3
Year 2000
Acquired January 2018



It was recently my birthday month, so following some advice on my last track day I decided to treat myself to some safety

equipment in the form of an FHR device. As I am harnessed in to the car the only loose item in the event of a crash is my big noggin.

I was recommended the Simpson hybrid, which is both comfortable but also fits a variety of harness and seat combinations. I went for the quick-release system recommended for

people who are in and out of the car a lot during a day. Luckily the next track day was just around the corner, and so an ideal opportunity was presented to test it out with a day in the seat.

Prior to the track day I felt it was time to give the GT3 a mid-season service and some upgrades for the rest of the sessions I have booked. First up was a full fluid flush, including differential oil. I went with Millers LSD-specific gear oil, as recommended by Matt at ZRS and many others. The car also had new oil and a filter and I replaced the perished castor bushes in my lower arms (below) with Powerflex black items.

With that all done it was off to Donnington. The weather was perfect and it is simply one of the most fun tracks I have driven to date, although I had a bit of a moment at the chicane trying a bit too hard.

I had also ordered a BMC air filter for the GT3 from porscheshop.co.uk. After two-and-a-half weeks it finally arrived, only to be the wrong part. The customer service and communication from them has been appalling and I will not be using them again. Luckily Eurocarparts were able to supply the correct part next day so that has been installed – review to follow next month!

It has been a relatively quiet month for the Turbo. As I rolled back onto my drive from ym euro trip the brake pad warning light came on, so off I went to see my brother at ZRS Engineering. While there we also spotted a coolant leak; luckily it turned out to be a shoddy Jubilee clip and an easy fix. A 150-mile work trip confirmed that was sorted.

The Turbo also hit a kind of milestone this month in clocking over the 80,000-mile mark. I have been fortunate to drive just over 32,000 of these and it never fails to feel special – roll on the big 100,000!



Kyle Fortune

Warwickshire, UK

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@Kyle_Fortune

Model 993 Carrera 2
Year 1994
Acquired December 2014



Ever since I bought the 993 I've been pondering what to do with the stereo. The old head unit, a Porsche-branded CR 21 Becker

cassette player, looks fine, and the radio works, but it lacks any sort of modern connectivity. I'm still a bit old-school; not old school enough to have cassettes, but I'm still a buyer of CDs, so I've long been on the hunt for a period CD player which I could also add iPod connectivity to via the changer control.

The thing is, they're expensive. Browse eBay and you're looking at the thick end of £700 for a Porsche-branded CD player, which is just daft. What I really needed, suggested the people at Porsche UK, was Porsche's Classic Navigation. It's not cheap at a little over £1,000 and, full disclosure here, it's on loan for me to review for a while, but given the price of a second-hand CD player it's a bit of a bargain.

Having fitted a DIN stereo in my old 205 GTI a few years ago I figured it couldn't be too much trouble, but Richie Payne at the press garage said he'd help. I say help, what I mean is

'do', though I did my bit holding wires, torches and trying to be useful.

More than an ordinary stereo fitment, the Classic Navigation needs a GPS sensor, Payne positioning it behind the front bumper and routing the wiring up behind the headlight, though the boot and behind the dash. Popping the headlight out is a cinch, it also revealing the Xenon conversion on the back of the light, Payne saying it's the neatest, smallest conversion he's ever seen – having seen a good few. Another plus in my 993's box.

Additional wiring was also required to put the microphone for the Bluetooth telephone connection in, which is positioned neatly on the steering column cover, Payne pushing out the instruments to route the cabling so none of it is visible. Likewise, the unit containing an aux socket and twin USB ports for charging and connecting smartphones, iPods and suchlike has been secreted away in the glovebox. The result is fantastic, and the unit itself looks absolutely spot on.

Touchscreen technology in a 993! You wouldn't have believed it back in 1994, but it works beautifully. The mapping is decent – particularly given

the screen size – the operation simple, too. As I use it more and more I'll reveal how I get on with it, but first impressions are overwhelmingly positive. Indeed, every time I get into a pre-996 911 without it, or fitted with some period aftermarket item, I wince.


The next job was to ready the car for Goodwood, where I'd be driving a few choice historics up the hill – some of which you'll have read about on these pages. I figured as I was there for a few days I'd take my bike to escape and enjoy the countryside, and fitted some Thule roof bars to do so. I'll go into more detail about these next month, but in the meantime here's a picture...





Chris Wallbank

Leeds, UK

 chris_wallbank

 @chrisjwallbank

Model 997.1 Carrera S
Year 2005
Acquired November 2012



After another month of amazing weather in the UK it was finally time to put down the camera and meet up with some of my fellow

LTL columnists for a road trip around the North Yorkshire moors! It's something I had been eagerly waiting for as the Carrera S hadn't been out of the garage for a number of weeks.

It was all made possible by our good friend and 997.2 Turbo owner Joe Croser, who very kindly took the time out to organise an awesome route over two days which started very close to my home town in Collingham. There wasn't a single cloud in the sky as I was joined at the meeting point by Joe, Rob and ex-LTL contributor Sean Parr with his new 996 Carrera 4S.

Joe promised that the route he chose had some epic roads, which I was very keen to experience with them being so close to home for me and having never driven them before. I have to say – definitely wasn't disappointed! There were some amazing switchbacks and fast twisty bends I didn't even know existed!



I followed Joe for a good stint on the first day and I have to say I've never been a fan of the how 911 Turbos sound in comparison to the normally aspirated Carrera S, as there's usually hardly any grunt, but Joe's upgraded SharkWerks exhaust sounded simply incredible!

The weather was also extremely unusually hot, which meant for very sticky roads and grippy tyres, but my trusty 997 Carrera S did not disappoint, as always! I still love how


the 3.8 delivers its power in the higher rev ranges.


I did notice on some of the slightly bumpy Yorkshire roads the suspension felt like it was almost bottoming out with the 20mm-lower springs fitted, making it slightly unsettled at times. Something I feel may be helped by the fact that the struts are now 13 years old! I think I may look at addressing this with full new Bliestin suspension struts that support PASM at some point very soon.



Rob Clarke

Bristol, UK

 @rob911_tlt

 @Rob996LTL

Model 996.1 Carrera 4
Year 1999
Acquired February 2014



The road trip to the Yorkshire Dales nearly didn't happen for me as it was unclear if my car was going to run, but as you would have

read last month, with a week to go my car had the all clear.

I figured I would get my 18-inch rims on the car, but as ever the simple things never go as smooth as you expect. This time one of my wheel crests fell off, but some gorilla glue epoxy fixed that. Fellow Legend Joe sent through a comprehensive set of instructions

recommending full tanks at the start. I followed this advice and set a course for a petrol station near our rendezvous point. A 207-mile uneventful journey and I had a full tank of fuel.

I was first to arrive at our rendezvous point in Collingham. Ten minutes later Joe arrived, another few minutes and both Chris and Sean arrived. After a general catch up both Chris and Sean announced they had failed to fuel their cars, but luckily the first stretch went past a fuel stop.

For me the first day had two key points to take away. Firstly, on day one I did feel I was at a power and gearbox disadvantage. The roads on day one were not as wide as you'd desire and were lined with vegetation. For me this meant that I was not on the power until I was clear of the corner and could see my exit, and this is when the others could effortlessly pull away.

Second take away is to check your car; in my case check your aftermarket induction pipe! We had pulled into a lane to regroup and my dash lit up like a Christmas tree and the engine died. My heart sank. All I could think was maybe it wasn't my expansion tank but my head gasket. I turned her over, nothing. Tried

again, nothing. On throttle she sputtered into life, but had a massive misfire. As soon as I lifted off the throttle she died. I checked for coolant and leaks. It all looked fine! I looked further and found that the induction pipe was loose. Ten minutes later it was back on and the car started. Result!

Day two, for me, was a far better driving day as the roads were more open. With better visibility I could equalise my car's (Tiptronic) gearbox and power deficit by driving smarter! With clear visibility through the corners I could afford to brake earlier, change down and get on to the power sooner so I was on the tail of my faster colleagues, so much so that Sean even commented on how surprised he was of how quick the 'wrong' 996 was!

In fact, I surprised myself when I was hanging on to the back of Chris' Carrera S. We ended the trip in Settle with fish and chips and then started the journey home. For me this was about 260 miles, so cruise control went on and I pointed the car back to Bristol. This is what makes ownership great; you meet people with a common passion and you enjoy this passion together. Hopefully we will do this again soon.





Joel Newman
London, UK

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



I was getting ready to list my Turbo; in fact, I was driving back having had the car polished, thinking about exactly what my sales advert

might say, when I started to wonder if I was hearing something...

No, sadly I was not. I thought the ticking was emanating from the front left, but as happens when you are driving above 30mph it was quite difficult to pinpoint – it gets quicker and louder with speed. It's also more prominent when turning left.

I got under the car to have a closer look and lo and behold some of my plastic undertray was hanging down, clearly catching the wind. Some scissors and a bit of a hack later and the offending area was no longer present. After a test drive the sound remained – not ideal when you have just lobbed off a chunk of undertray for seemingly no apparent reason!

Once again I called Porschacare, my trusted specialist, who even over the phone told me it sounded like one of my driveshafts may be on the way out. After

taking my car in that diagnosis was confirmed. Matt, the owner and greatest Porsche mechanic I have ever come across, was kind enough to point me away from an OEM replacement from Porsche at £700+VAT and toward an eBay listing for two drive shafts from a 996 C4, which work across the C4/C4S/Turbo range.

Listed at £100 for the pair, I enquired what the buy it now price was and £90 later they were mine! Funny story, the chap selling them turned out to be the owner of Race Technology, a company I know as it has timed a few events for me over the years! We had a nice chat and it turns out he is currently building a 900bhp 996 Turbo with a rear-wheel-drive conversion and a track-focused C4 – from which the drive shafts I needed emanated.

Matt whipped out the old unit and in his words said that it was “falling to bits”, so we have certainly found the offending item. As I had hoped, the car is now whisper quiet. It turns out that the clicking was one of a number of aural symptoms I must have gotten used to, as the cabin is considerably quieter than it was.



The irony is that in the last two months, after deciding to sell, I have spent the most I ever have on the car. With the current downturn in market values now is not really the best time to sell, but unless I take the plunge I may never do it, and I want to experience a host of other cars.

If anyone is looking for a manual 996 Turbo and has followed my monthly reports, please pop me a message.



David Grover
London, UK

@propertypetrolheads

Model **997 Cup**
Year **2014**
Acquired **December 2016**

Model **991.2 GT3 RS**
Year **2018**
Acquired **May 2018**



My Rockingham trip to the The Supercar Event didn't disappoint. We raised loads of money for The Children's Trust and

as drivers we got to take a whole host of paying passengers, from small children to adults, driving them around the circuit and giving them an experience. Also, we all got to try out our lovely road cars on a great track on a beautiful, dry sunny day. What could be better?

The RS is astonishingly good, even at moderate pace. We were only doing

fast rides, not exploiting the car on a full track day event, but you can sense how stable the car is and how well it handles on a race circuit. There was other faster or more powerful machinery on the track that day, but it seemed to me that the RS was constantly in the mirrors of everything around it wanting to go just that little bit quicker around the corners.

We haven't yet fitted the race belts and extinguisher still, so wearing a HANS device wasn't possible with normal road belts, although helmets were of course compulsory.

I need to get some more miles on the clock. It is stuck in the low 500s awaiting the next proper outing to get over the recommended mileage to get the oil for the first time. I know we will get that resolved on my annual pilgrimage to northern France in a few weeks where we will dig out some fast D roads and back routes en route to the Champagne area.

I love the roads in northern France. The motorways allow big distances to be achieved very efficiently without speeding too much, and the back roads are great as they are generally good quality, quiet, sweeping and often very smooth. Simply ideal for a 911 to get the pedal to the metal and realise the true

driving potential of these lovely cars. I can't wait, especially as we will be with a few other special-model Porsche.

I am not worried about putting so few miles on this very special car so far, although it doesn't mean I don't want to. It's certainly not intended to be a garage queen. There will be time to use it more extensively later in the year and hopefully into 2019. It's been simply a matter of available time since it arrived.

The immediate challenge is to get the car back to Topaz for its post-install check of the clear wrap recently fitted. It then needs a full re-valet which I will try and do during August when there is no school traffic blocking the streets. Hopefully we can also get to some other Porsche events before the summer finishes and allow others to see in the flesh what an amazing car this is.

What has turned up during the month is a full set of manuals and paperwork for the car. I have now started to read that through ahead of the offer by Porsche to send out a specialist to make sure I know everything the car can do via a technical clinic. I have had a few 911s now – this is my 6th – and other Porsche models and it's a first. I will let you know whether that is useful or not in a later article.





Ben Przekop
Mercer Island, WA

Model **996 40th Anniversary**
Year **2004**
Acquired **January 2018**



As much as I enjoy driving on track with the Porsche Club, I enjoy serving as an instructor more.

While it is thrilling to learn new tracks and engage in the never-ending pursuit of the perfect lap at the highest possible speed, it is even more rewarding to introduce newcomers to this addictive sport and see them grow in confidence and ability lap by lap.

Luckily for me my local Pacific Northwest region hosts both High Performance Driving Events (HPDE)

and Driver's Skills (DS) clinics monthly from April through October, so there are plenty of opportunities to volunteer.

Since this is my first season running on two new tracks in the Seattle area – Pacific Raceways and The Ridge – I am participating in the HPDEs just as a driver while I master these tracks and perfect the 'school line'. I will definitely start instructing next season. Meanwhile, I have been very busy working as an instructor at the Driver's Skills events. Unlike HPDEs, where instructors have an opportunity to drive on track in their own cars as part of the Advanced Group along with instructing their student during the novice sessions, DS events provide no such opportunity for solo track time as they are all-day events with constant responsibilities.

'All work and no play', one might say, but while that deters some instructors it simply motivates me to keep volunteering. The only limiting factor on student attendance is the number of instructors who step up each month. We could book 45 to 50 students at every event, but occasionally have to limit the size of the class due to a lack of instructors. For my part I have already



instructed at four events this summer, and will likely do several more.

During these all-day sessions the students develop basic car control skills on wet skid pads, slalom courses and high-speed braking and accident avoidance courses, with an autocross at day's end to put all the skills together.

The huge smiles and warm thanks from these amped-up and excited students are all the reward one could ask for, but there is the added bonus of a satisfyingly warm feeling from knowing that you have most likely saved a few of these folks from a very serious road accident at some point in their lives. What could possibly be a better way to spend a sunny Saturday?



Joe Williams
Weymouth, UK

Model **912**
Year **1967**
Acquired **April 2017**



2018 for me is all about participation: say 'yes' and do as many things as possible. For cars that means more events, more track

days, more road trips, more driving and of course... this column.

Porsche for me was a natural progression from my younger days being obsessed with all things classic Volkswagen. Similarly to those VW days, Porsche bites you with the same bug! Any genuine Porsche enthusiast in my opinion knows that it is so much more than just a brand. It's an ethos, a movement and even a way of life that stays with you.

My 911 story started with a 996 Targa with the Tiptronic 'box that changed gears... eventually! It was heavy and cumbersome, but still fairly fast and handled how a Porsche should.

After only a year of ownership (and a cheeky deal), a 997.1 C2S Cabrio followed. It felt light years ahead of the 996 and was a pleasure to drive in every way. I'm not normally a fan of any Cabriolet, but that car almost converted me. I next made the mistake of visiting my local OPC only to find myself having



a test drive in a 991.1 C2 GTS Coupe. As it turned out, the demo car was available and, well, that was that. I bought it. I loved that car; it was great in every way and genuinely special to drive. I don't mind admitting I didn't actually realise how special it was until it went.

Then came the flutter with a GT4, which nobody can argue with as being a great driver's tool and a special piece of equipment. It was so precise, but for me it just didn't have that special something that I've come to associate with driving a Porsche, and so I moved it on.

Then came the 912. Having missed something 'old' in my life for so long, I decided it was time to fill that gap. Coming from someone with four-cylinder, air-cooled roots, the 912 seemed like a fun way to get that back.

The bit I've missed out is that I buy cars as daily drivers, not weekend or sunny day garage queens. The 912 is, therefore, driven very regularly. I can't explain how great that little car is: I think it's a keeper. Perhaps everyone should go back a few years and reconnect with what made Porsche so special.



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(997) TURBO 3.6 TIP (58 - 2008)
GT Silver with black leather,
51k miles.....£56,000



(997) TURBO 3.6 (06 - 2006)
Cobalt blue with black leather,
52k miles.....£54,000



(997) TURBO 3.6 TIP (56 - 2006)
Basalt black with black leather,
52k miles.....£52,000



(997) TURBO 3.6 TIP (57 - 2007)
Silver with black leather,
63k miles.....£49,000



(997) "4S" 3.8 "GEN 2" PDK (11 - 2011)
Basalt black with black leather,
35k miles.....£53,000



(997) "4S" 3.8 "GEN 2" PDK (61 - 2011)
Meteor grey with black leather,
54k miles.....£50,000



(997) "2S" 3.8 "GEN 2" PDK (58 - 2008)
Basalt black with black leather,
75k miles.....£37,000



(997) "2S" 3.8 "GEN 2" PDK (59 - 2009)
Basalt black with black leather,
37k miles.....£47,000



(997) "2S" 3.8 "GEN 2" PDK (59 - 2009)
Basalt black with red leather,
33k miles.....£46,000



(997) "4S" 3.8 "GEN 2" (09 - 2009)
Basalt black with sand leather,
50k miles.....£44,000



(997) "2S" 3.8 "GEN 2" PDK (10 - 2010)
Basalt black with black leather,
65k miles.....£40,000



(997) "2S" 3.8 "GEN 2" PDK (10 - 2010)
Basalt black with black leather,
65k miles.....£41,000



(997) "C2" 3.6 "GEN 2" (60 - 2010)
Silver with black leather,
20k miles.....£40,000



(997) "C2" 3.6 "GEN 2" PDK (60 - 2010)
Silver with black leather,
44k miles.....£40,000



(997) "C2" 3.6 "GEN 2" PDK (09 - 2009)
Aqua blue with black leather,
42k miles.....£40,000



(997) "4S" 3.8 TIP (58 - 2008)
Silver with black leather,
46k miles.....£36,000



(997) "4S" 3.8 "X51" (06 - 2006)
Basalt black with black leather,
48k miles.....£35,000



(997) "2S" 3.8 (07 - 2007)
Silver with ocean blue leather,
40k miles.....£35,000



(997) "2S" 3.8 TIP (57 - 2007)
Meteor grey with black leather,
61k miles.....£34,000



(997) "2S" 3.8 (08 - 2008)
Cobalt blue with black leather,
63k miles.....£34,000



(997) "2S" 3.8 (07 - 2007)
GT silver with stone grey leather,
56k miles.....£34,000



(997) "4S" 3.8 (06 - 2006)
Basalt black with black leather,
56k miles.....£34,000



(997) "2S" TIP (07 - 2007)
Meteor grey with black leather,
60k miles.....£33,000



(997) "2S" 3.8 (07 - 2007)
GT Silver with black leather,
62k miles.....£33,000



(997) "2S" 3.8 (07 - 2007)
Basalt black with black leather,
48k miles.....£33,000



(997) "4S" CAB TIP (56 - 2006)
Silver with black leather,
66k miles.....£33,000



(997) "2S" 3.8 (57 - 2008)
Silver with black leather,
59k miles.....£33,000



(997) "2S" 3.8 TIP (57 - 2007)
Silver with black leather,
53k miles.....£33,000



(997) "2S" 3.8 TIP CAB (07 - 2007)
Basalt black with black leather,
62k miles.....£32,000



(997) "4S" 3.8 TIP (56 - 2006)
Silver with ocean blue leather,
51k miles.....£32,000



(997) "2S" 3.8 (56 - 2006)
Silver with black leather,
48k miles.....£32,000



(997) "4S" 3.8 (56 - 2006)
Basalt black with black leather,
63k miles.....£32,000



(997) "2S" 3.8 TIP (56 - 2006)
Silver with ocean blue leather,
57k miles.....£29,000



(997) "2S" 3.8 (06 - 2006)
GT Silver with black leather,
71k miles.....£29,000



(996) TURBO 3.6 TIP (53 - 2003)
Silver with black leather,
51k miles.....£40,000



(997) CAYENNE "GTS" 4.8 TIP (63 - 2013)
Basalt black with black alcantara,
31k miles.....£42,000



(997) CAYENNE "GTS" 4.8 TIP (58 - 2008)
Basalt black with black leather,
61k miles.....£20,000

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ES MOTOR UK

One UK-based tuner produces some of the most senior tuning packages in the world for 911s, with records to back it up. **Total 911 visits ES Motor...**

Written & photographed by **Alisdair Cusick**

Porsche owners can perhaps be compared to pizza lovers. Are you an authentic purist who would only consider a thin base, tomato and herb sauce and a light scattering of mozzarella? Are you a topping lover who wants more, so goes for a Hawaiian, never mind the Italians who decry pineapple for not belonging on one? Or are you an all-in pizza fan who has their own personal favourite mix of allsorts, loaded with whatever you want and as spicy as it can be?

Just like pizza fans, Porsche owners follow a similar vein. Some owners only want that as-it-left-the-factory look, whereas another loves their air-cooled car, but wants to make it go a bit faster, or look like a 1973 RS. Then there are those for who Stuttgart's finest is merely a base, and they use that to go as far as they possibly can. Those customers need a company who push those limits to the ragged edge and back. Those people go to ES Motor.

Started in 2008 by Ibrahim Akpınar and son Emre, ES Motor then opened its UK branch in 2014 with Amir Mohuddin, though Emre remains the sole mapper of all vehicles. The Milton Keynes-based company initially built a 997 GT2, pushing the factory 523bhp

engine to a potent 850bhp with its ES850 package. To unleash its potential they took it to the VMAX event at Bruntingthorpe in 2015 where it made a very pleasing 203.3mph. "The company basically grew from there," recalls Ibrahim. "We then built an ES1400 using a 2006 Turbo Tiptronic, then a personal car for me using a 4.3-litre engine in a 997 GenII Turbo." If

you haven't realised, their ES packages carry the suffix of the horsepower produced, with torque being roughly equal. Yes, you read that right; the ES1400 makes a 911 produce 1,400bhp.

If 1,400bhp doesn't melt your brain, then listen to this. "In testing, the ES1400 felt like it wasn't enough," explains Ibrahim. "We felt there was more potential, so instead of top speed runs we changed to quarter mile runs. It's a benchmark. Everything is [then] equal, being measured over a set distance." A maximum speed run can obviously take any distance to achieve, despite being on a long runway. A timed, set distance fixes everyone's variables, giving a fair comparison for ultimate performance. Ultimate performance is perhaps a fitting title to attribute, for they took the 1,400 car further by creating their 'ES XXX', which approaches a tyre-shredding 2,000bhp. This guise was to bag them ➔

ES Motor

Founders

Emre and Ibrahim
Levent

First opened

2008

Location

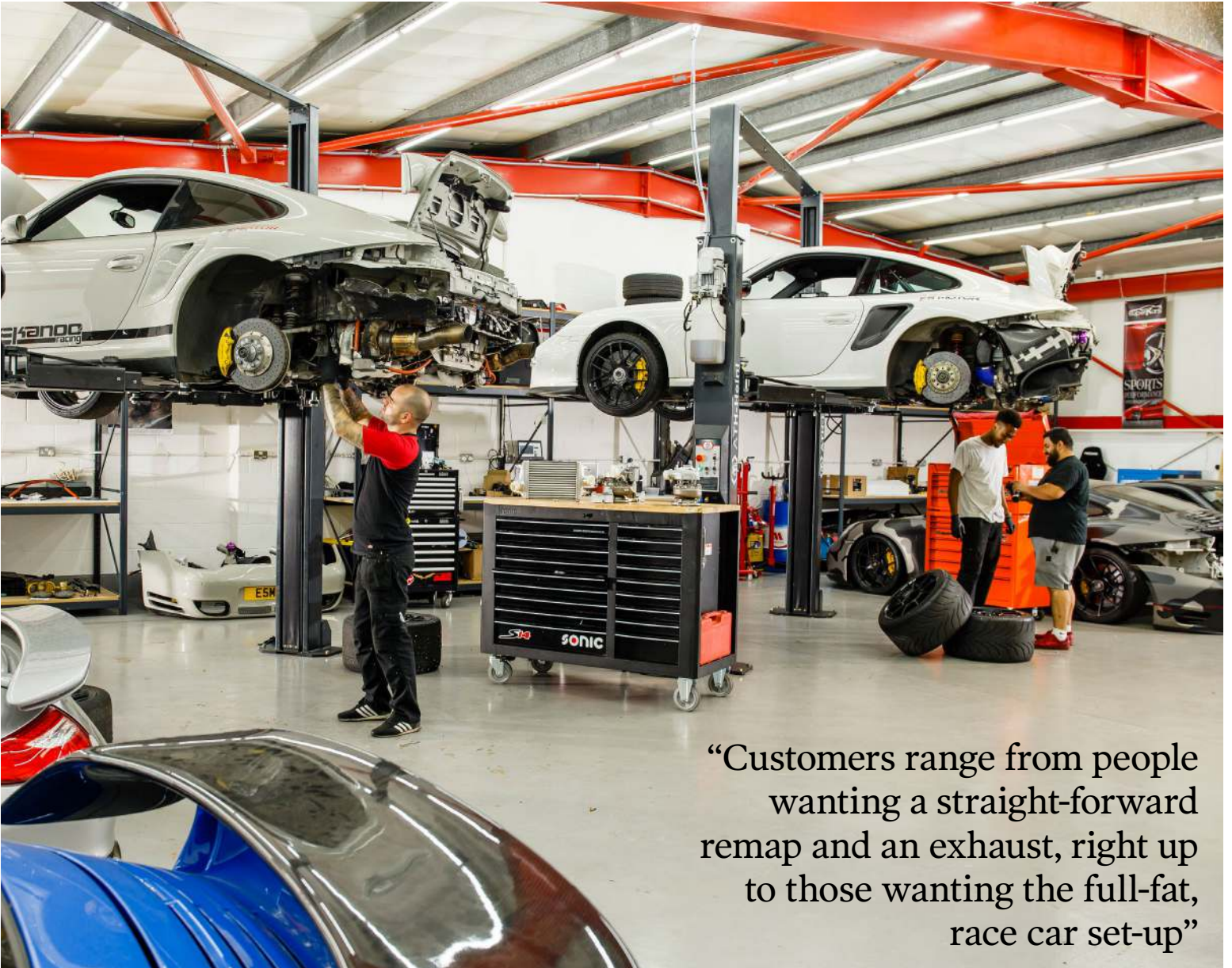
Milton Keynes,
Buckinghamshire

Interesting fact about the business

ES Motors make their own engine internals including pistons, rods and cranks, all laser etched with the ES Motor logo, and do their own mapping in-house

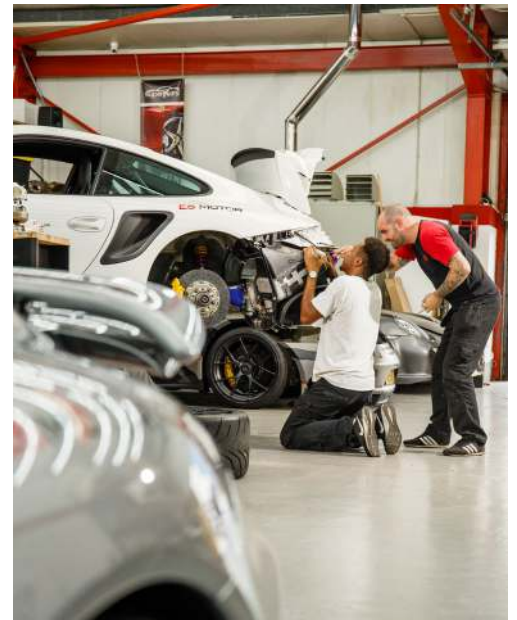
Contact

Call +44 (0) 1908
220077 or visit
esmotor.co



“Customers range from people wanting a straight-forward remap and an exhaust, right up to those wanting the full-fat, race car set-up”





quite an accolade, as Ibrahim proudly recalls. “In 2016 we sent our XXX car to Bahrain for some testing. When we got there the car went faster and faster: first a 9.3-second quarter mile, then 9, then 8.7 and finally an 8.47, making it the second-fastest 911 in the world, and the fastest 911 in Europe.” The car it lost out to? One of their customer’s cars.

So, how do they do it? They specialise in turbocharged cars, mainly going for models with ceramic brakes – “The best base to start with,” says Ibrahim. Engine pistons, rods and cranks are designed in-house, as are their own turbos, based on stock Porsche fitments but reworked with ES internals to make them hybrid. “The benefit of stock base is it retains the OEM boost feel with no lag, and a wide operating band” explains Ibrahim. Water methanol kits are employed past 650bhp which inject methanol into the intake ‘Y’ piece, lowering intake temperature. Remaps aren’t bought in, they are also done in-house, live mapping on the road. Expect a rolling road tune? ES oblige if a customer requests it to record a figure, but there aren’t many dynos suitable for four-wheel-drive 911s,

ES tell me. Manual (or Tiptronic) gearboxes can be chopped for Holinger sequential ‘boxes, modified with a front output to retain four-wheel drive if needed, giving true race-style paddle shifters at the steering wheel and driven by a compressor mounted in the luggage space.

Along with their own record car, ES are justifiably proud of a 991 belonging to a customer. That car holds the world record for being the fastest 991 Turbo S over both quarter-mile and half-mile distances, registering 8.9-seconds at 163mph in the quarter-mile dash. Back in the workshop at the time of my visit it is being upgraded yet further, so look out.

The big numbers take some concentration to fully comprehend, but they only tell part of the story. Nosing around the clean, bright workshop on my visit reveals the quality and attention to detail. Their bespoke hybrid turbos look beautiful, as do their Zircotec-coated exhausts and turbo piping. On the cars, everything is neat, tidy and as it should be. Rarely will you see an ES Motor car with Batmobile-style wings, instead their look is smooth, standard and sleek.

Customers range from people wanting a straightforward remap and an exhaust, albeit with peace of mind it is from a proven marque specialist, right up to those wanting the full-fat, race car set-up. Starting from the 996 Turbo, they have packages ranging from 550bhp right up to 2,000bhp depending on the base car model and spec. At either end their headline world records back up their credentials of tuning 911s. “Customers are split probably 50/50 between the remaps and the full-on race cars,” says Ibrahim. “We have customers around the world, from the US, the UK and the Middle East.

“People are chasing you all the time, so the R&D never stops,” he continues. ES are currently striving to secure the record for the fastest half mile for a rear-wheel-drive Porsche, using a 997 GT2 base car, and making good progress, even looking at ethanol for fuelling and -10 piping.

Every Porsche company is different and you don’t always know what makes them tick. I always make a point to ask how they see themselves. For once there’s total transparency: “We build the fastest 911s in the world,” smiles Ibrahim, proudly. **911**

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Data file

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



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



General valuations

This reflects the general market trend for a model's used value compared to the previous financial quarter. The review for 2018 Q4 will be October. The review for 2018 Q3 was July.



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



● (O & A series) ★★★★★
911S 1967-68
 Porsche soon produced more powerful variants. The first of these was the 911S – for Super – which had a higher compression engine and twin Weber 40IDS carburetors.

Production numbers	4,015
Issue featured	148
Engine capacity	1,991cc
Compression ratio	8.8:1
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



● (C & D series) ★★★★★
911S 1969-71
 An upgrade in engine size gave the 911S 180bhp. Unlike the 911E, the S didn't gain improved low-down power and torque, so you had to keep the revs up for good power.

Production numbers	4,691
Issue featured	120
Engine capacity	2,195cc
Compression ratio	9.8:1
Maximum power	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



● (C & D series) ★★★★★
911T 1969-71
 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



● (C & D series) ★★★★★
911T 1973
 US-bound F series 911Ts were the first 911s to have Bosch K-Jetronic fuel injection, improving emissions. This was mainly mechanical, with some electronic sensors.

Production numbers	16,933
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



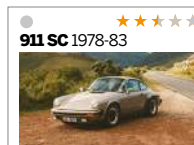
● (G, H, I, J series) ★★★★★
Carrera 3.0 RS 1974
 Updated version of the 1973 2.7 RS, complete with impact bumpers and Turbo-spec wheel-arch rear wing. Steel arches added by hand at the factory, with 917 brakes.

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



● (G, H, I, J series) ★★★★★
930 3.3 1978-83
 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



● (G, H, I, J series) ★★★★★
911 SC 1978-83
 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	1,652mm
Weight	1,160kg (1978)
Wheels & tyres	F 6x15-inch: 185/70/VR15 R 7x15-inch: 215/60/VR15



● (G, H, I, J series) ★★★★★
SC RS 1984
 True homologation special built so that Porsche could go Group B rallying. Six Rothmans cars used fibre glass front wings and lid. Tuned 3.0-litre engine had its basis in 930's crankcase.

Production numbers	21
Issue featured	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	2,185cc
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; 165HR R 5.5x15-inch; 165HR

● (E series) ★★★★★

911S 1972



A 2.4-litre engine increased torque. The mostly chrome brightwork had a black decklid grille with a 2.4" badge. 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	1,652mm
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 upgrades as the 911E, including deletion of the external oil filler. It also adopted black trim around the front and rear lights and black front quarter grilles.

Production numbers	5,054
Issue featured	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	1,075kg
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 6x15-inch; 185VR 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	1,652mm
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



● ★★★★★

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 7x15-inch; 185/70/R15 R 8x15-inch; 215/60/R15



● ★★★★★

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 7x16-inch; 205/55/VR16 R 8x16-inch; 225/50/VR16

● ★★★★★

Carrera 3.2 1984-89



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

Production numbers	70,044
Issue featured	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	1,652mm
Weight	1,210kg
Wheels & tyres	F 7x15-inch; 195/65/VR15 R 8x15-inch; 215/60/VR15 (16" for '89)

● ★★★★★

930 SE 1986-89



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

Production numbers	50 (UK only)
Issue featured	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 7x16-inch; 205/55/VR16 R 9x16-inch; 245/45/VR16



● ★★★★★

959 1986-1988

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

Production numbers	337
Issue featured	142
Engine capacity	2,850cc
Compression ratio	8.3:1
Maximum power	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

▲ ★★★★★

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 6x16-inch; 205/45/

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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	7x18-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	3,746cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-60mph	5.3sec
Top speed	152mph
Length	4,291mm
Width	1,650mm
Weight	1,160kg
Wheels & tyres	
F	6x16-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	4,250mm
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	4,250mm
Width	1,775mm
Weight	1,210kg
Wheels & tyres	
F	8x18-inch, 235/40/ZR18
R	11x18-inch, 285/35/ZR18



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, 285/35/ZR18

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 @ 2,700-4,600rpm
0-62mph	4.2sec
Top speed	189mph
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.

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

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

Production numbers	3,660
Issue featured	160
Engine capacity	3,299cc
Compression ratio	70:1
Maximum power	320hp @ 5,750rpm
Maximum torque	450Nm @ 4,500rpm
0-62mph	5.4sec
Top speed	168mph
Length	4,250mm
Width	1,775mm
Weight	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.

Production numbers	22
Issue featured	131
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	265hp @ 6,720rpm
Maximum torque	304Nm @ 6,720rpm
0-62mph	4.5sec
Top speed	125mph
Length	4,275mm
Width	1,652mm
Weight	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.

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

Production numbers	936
Issue featured	128
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	250hp @ 6,100rpm
Maximum torque	310Nm @ 4,800rpm
0-62mph	5.5sec
Top speed	161mph
Length	4,250mm
Width	1,652mm
Weight	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.

Production numbers	1,437
Issue featured	120
Engine capacity	3,600cc
Compression ratio	75:1
Maximum power	360hp @ 5,500rpm
Maximum torque	520Nm @ 4,200rpm
0-62mph	4.8sec
Top speed	174mph
Length	4,250mm
Width	1,775mm
Weight	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.

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

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

Wheels & tyres
F 7x17-inch; 205/50/ZR17
R 9x17-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.

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

Wheels & tyres
F 7x16-inch; 205/65/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.

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

Production numbers	173
Issue featured	131
Engine capacity	3,600cc
Compression ratio	80:1
Maximum power	430hp @ 5,750rpm
Maximum torque	540Nm @ 4,500rpm
0-62mph	3.9sec
Top speed	189mph
Length	4,245mm
Width	1,855mm
Weight	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'.

Production numbers	5,937
Issue featured	147
Engine capacity	3,600cc
Compression ratio	80:1
Maximum power	408hp @ 5,750rpm
Maximum torque	540Nm @ 4,500rpm
0-62mph	4.3sec
Top speed	180mph
Length	4,245mm
Width	1,795mm
Weight	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.

Production numbers	3,714
Issue featured	118
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	285hp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
0-62mph	4.1sec
Top speed	168mph
Length	4,245mm
Width	1,795mm
Weight	1,450kg

Wheels & tyres
F 7x17-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.

Production numbers	345
Issue featured	115
Engine capacity	3,600cc
Compression ratio	80:1
Maximum power	450hp @ 5,750rpm
Maximum torque	585Nm @ 4,500rpm
0-62mph	4.1sec
Top speed	186mph
Length	4,245mm
Width	1,795mm
Weight	1,583kg

Wheels & tyres
F 7x17-inch; 205/50/ZR17
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.

Production numbers	56,733
Issue featured	160
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	1,320kg

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.

Production numbers	23,055
Issue featured	155
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	320hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.1sec
Top speed	177mph
Length	4,435mm
Width	1,830mm
Weight	1,495kg

Wheels & tyres
F 8x18-inch; 225/40/R18
R 11x18-inch; 295/30/R18

★★★★★

996 GT2 2001-03




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

Production numbers	1,287
Issue featured	127
Engine capacity	3,600cc
Compression ratio	94:1
Maximum power	462hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-4,500rpm
0-62mph	4.1sec
Top speed	196mph
Length	4,450mm
Width	1,770mm
Weight	1,440kg

Wheels & tyres
F 8x18-inch; 235/40/R18
R 12x18-inch; 315/30/R18

★★★★★

Gen2 996 C2 2002-04




Facelifted with Turbo-style headlamps and revised front and rear bumpers, fitted with more powerful 3.6-litre engine and VarioCam Plus. Manual and Tiptronic boxes updated.

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

Wheels & tyres
F 7x17-inch; 205/50/R17
R 9x17-inch; 255/40/R17

★★★★★

Gen2 996 C4 2002-04




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

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

Wheels & tyres
F 7x17-inch; 205/50/R17
R 9x17-inch; 255/40/R17

★★★★★

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.

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

Wheels & tyres
F 8x18-inch; 225/40/R18
R 10x18-inch; 285/30/R18

Sales debate

Will values of the 997.2 ever overtake the 991.1?



It's the latest generation to be billed as the last 'proper' 911 before its successor grew wildly in its proportions, moved the engine slightly forward and invaded the driving experience with electric-assisted steering and a host of other technological wizardry. We are, of course, talking about the 997 and the 991, specifically the 997 Gen2 and 991 Gen1.

While each new generation of 911 causes some form of controversy among enthusiasts with purist intentions, the move from 997 to 991 proved substantial. Those changes highlighted above encompass the crux of it, though people have also commented on the 991's revised interior, which has arguably pointed the 911 further down the route of luxurious grand tourer than fully focused sports car. The 997.2 is looking ever more like the sweet spot of the generational 911 line-up on a day by day basis, so can we expect their values to leapfrog the 991.1?

"That's a difficult question to answer," says Paragon's Jamie Tyler, a man who's seen his fair share of model fluctuations in his 25 years working in the Porsche market. "Gen2 997s are brilliant, and being the last of the pure driving cars they will always do well. However, we don't think they will overtake 991 prices. 991s will hold their value in being the last of the naturally aspirated cars and people have got over the size and electric steering. However, both cars will hold their value well in our opinion."

It's a view echoed by Karl Meyer of 2911, who himself has dealt in the Porsche sales sphere for the last decade. "The 997.2 is highly thought of among enthusiasts, but the reality is the 991 is the better car to drive. In terms of Carreras this is what counts over any real collector interest, which will keep the 991.1 ahead of the 997.2 – just."

With both the 997.2 and 991.1 tipped to sit near to each other in terms of values in the long term, this looks to be good news for the buyer. You can expect to pay around the same money whether or not you'd like to plump for the traditional 911 set-up of the 997.2 or the technically advanced 991.1.

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 GT3 RS 2004-05

Same 3.600cc engine as in GT3, but with weight saving, offering 280bhp per ton – an improvement of four per cent over the 996 GT3 Clubsport. PCCB optional.

Production numbers	682
Issue featured	161
Engine capacity	3,600cc
Compression ratio	11.7:1
Maximum power	381hp @ 7,400rpm
Maximum torque	385Nm @ 5,000rpm
0-62mph	4.4sec
Top speed	190mph
Length	4,435mm
Width	1,770mm
Weight	1,360kg
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 30bhp 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 @ 3,500rpm
0-60mph	4.500rpm
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

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	3,996cc
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 8.5x18-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 8.5x19-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 @ 1,950rpm
0-62mph	5.000rpm
Top speed	3.9sec
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	9.8:1
Maximum power	530hp @ 6,500rpm
Maximum torque	680Nm @ 2,200rpm
0-62mph	4.500rpm
Top speed	3.7sec
Length	4,469mm
Width	1,852mm
Weight	1,440kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11x19-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 DFI 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 8.5x18-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 8.5x19-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 @ 1,950rpm
0-62mph	5.000rpm
Top speed	3.4sec
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 @ 4,400rpm
0-62mph	5.600rpm
Top speed	4.4sec
Length	4,440mm
Width	1,852mm
Weight	1,540kg
Wheels & tyres	F 8.5x19-inch; 245/35/ZR19 R 11x19-inch; 305/30/ZR19

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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	3,824cc
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	1,390kg
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

Technology explained

014 PORSCHE CARBON CERAMIC BRAKES

These brakes aren't just for effective stopping: PCCBs negate brake fade, reduce wear and improve handling, as **Total 911** explains...



After the technology was unveiled to the world at the 1999 IAA in Frankfurt, Porsche Carbon Ceramic Brakes (a joint project between Porsche and SGL Carbon) were launched in 2001 on the 996-generation GT2.

PCCB discs are constructed of a carbon-fibre-reinforced ceramic core, covered with an additional ceramic friction layer. The result of 20 days manufacturing, carbon ceramic discs are 50 per cent lighter than cast iron discs of the same size. The reduction in unsprung and rotating mass at each corner of the car results in more responsive handling and improved acceleration.

As well as the handling benefits, PCCB also benefits the braking performance itself. The ceramic coating improves the friction coefficient, improving initial 'bite' when the brakes are applied. This leads to greater confidence when attempting to brake late for a corner.

The combination of metallic silicon and silicon carbide creates a material (when combined with carbon fibre) that also offers improved wear compared to standard discs. This reduces brake fade during periods of prolonged use. The material is also more accustomed to operating at higher temperatures, meaning that discs are less likely to warp and 'knock back' the brake pads.

All this produces a constant brake pedal feel, something that improves a driver's confidence when applying the brakes. Identifiable by the big yellow calipers holding a mega six pistons at either end of the front axle and four at either rear, PCCB is a vital addition to any 911 that is going to see a lot of track action, though it is costly, with prices starting from £6,500 in 991 form. Replacement, though not an often occurrence, is far north of that. PCCBs come as standard specification on both the 991 GT2 RS and all water-cooled generations of Turbo S.



★★★★★

997 918 Edition 2010

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

Production numbers	121
Issue featured	74
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	530hp @ 6,250-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.3sec
Top speed	195mph
Length	4,435mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19



★★★★★

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	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 8.5x19-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 9x20-inch; 265/35/ZR20 R 12x21-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; 245/35/ZR19 R 11x19-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 GTS.

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	137
Engine capacity	3,436cc
Compression ratio	12.5:1
Maximum power	350hp @ 7,400rpm
Maximum torque	390Nm @ 5,500rpm
0-62mph	4.8sec
Top speed	179.6mph
Length	4,491mm
Width	1,808mm
Weight	1,380kg
Wheels & tyres	F 8.5x19-inch; 235/40/19
	R 11x19-inch; 285/35/19



★★★★★
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 @ 5,500rpm
0-62mph	4.5sec
Top speed	188.5mph
Length	4,491mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	F 8.5x20-inch; 245/35/20
	R 11x20-inch; 295/30/20



★★★★★
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; 245/35/20
	R 12x20-inch; 305/30/20



★★★★★
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 8.5x20-inch; 245/35/20
	R 11x20-inch; 305/30/20



★★★★★
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 9x20-inch; 245/35/20
	R 11x20-inch; 305/30/20



★★★★★
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 @ 5,500rpm
0-62mph	4.5sec
Top speed	188mph
Length	4,491mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	F 9x20-inch; 245/35/20
	R 11.5x20-inch; 305/30/20



★★★★★
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; 245/35/20
	R 11.5x20-inch; 305/30/20



★★★★★
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; 245/35/20
	R 11.5x20-inch; 305/30/20



★★★★★
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; 245/35/20
	R 11.5x20-inch; 305/30/20



★★★★★
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; 235/40/19
	R 11.5x19-inch; 295/35/19



★★★★★
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	188mph
Length	4,499mm
Width	1,852mm
Weight	1,490kg
Wheels & tyres	F 8.5x20-inch; 245/35/20
	R 11.5x20-inch; 305/30/20



★★★★★
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; 245/35/20
	R 11.5x20-inch; 305/30/20



★★★★★
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; 245/35/20
	R 11.5x21-inch; 305/30/20



★★★★★
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; 245/35/20
	R 12x20-inch; 305/30/20



★★★★★
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; 265/35/20
	R 12.5x21-inch; 325/30/20



★★★★★
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	170
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; 245/35/20
	R 11.5x20-inch; 305/30/20



★★★★★
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; 245/40/19
	R 11.5x19-inch; 295/35/19



★★★★★
991.2 GT3 RS

Latest GT3 RS gets GT3 faclift 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 @ 1,700-4,000rpm
0-62mph	3.2sec
Top speed	193mph
Length	4,549mm
Width	1,880mm
Weight	1,420kg
Wheels & tyres	F 9.5x20-inch; 265/35/20
	R 12.5x21-inch; 325/30/20



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1987 928 S4 Auto	Venezia Blue / Navy Leather	44,100	£39,995
2016 Boxster 2.7 Manual	Basalt Black / Black Leather	10,100	£39,995
2004 996 Turbo Cabriolet Tip S	Basalt Black / Black Leather	36,200	£44,995
2004 996 Turbo Cabriolet Tip S	Atlas Grey / Black Leather	37,500	£44,995
1989 928 GT 5.0 Manual	Baltic Blue / Marine Leather	43,500	£49,995
1989 911 Carrera Sport Cabrio	Grand Prix White / Blue Leather Piped White	50,300	£49,995
1989 911 Carrera Sport Cabrio	Guards Red / Linen / Porsche Cloth	56,500	£49,995
2009 997 Targa 4 PDK	Aqua Blue Metallic / Black Leather	17,400	£51,995
2011 997 Carrera 4 S 3.8 Manual	Carrara White / Black Leather	27,300	£52,995
2011 997 Carrera 2S 3.8 PDK	Guards Red / Black Leather	14,700	£53,995
2010 997 C2S Cabriolet Manual	Meteor Grey / Black Leather	15,500	£54,995
FROM £60,000 - £90,000	COLOUR	MILEAGE	PRICE
2011 997 GTS PDK Coupe	Basalt Black / Black Leather	22,900	£67,995
2011 997 GTS PDK Coupe	Guards Red / Black Leather	19,800	£67,995
1990 964 C4 Cabriolet Manual	Grand Prix White / Marine Blue Leather	25,900	£69,995
2011 997 GTS PDK Cabriolet	Carrara White / Black Leather / Alcantara	14,550	£69,995
2011 997 GTS PDK Coupe	Guards Red / Black Leather	17,100	£69,995
2011 997 GTS Coupe Manual	Carrara White / Black Leather / Alcantara	26,400	£69,995
1996 993 Carrera 2 Cabriolet	Midnight Blue / Grey Leather	43,700	£69,995
2011 997 GTS Manual Cabriolet	Carrera White / Black Leather / Alcantara	15,500	£72,995
2011 997 GTS Coupe Manual	Basalt Black / Black Alcantara	14,300	£75,995
1994 993 Carrera 2	Speed Yellow / Black Leather	24,600	£79,995
2010 997 Turbo S PDK	Carrara White / Black Leather	28,950	£89,995
FROM £90,000 <	COLOUR	MILEAGE	PRICE
2011 997 Turbo S PDK Cabriolet	Carrara White / Black Leather	19,800	£94,995
1986 911 Super Sport Targa	Grand Prix White / Black Leather Piped White	29,300	£99,995
1989 911 Super Sport Cabriolet	Guards Red / Linen Leather Piped Red	27,500	£99,995
1997 993 Carrera 2 S Manual	Arctic Silver / Dark Blue Leather	43,900	£99,995
2012 997 Turbo S PDK	Basalt Black / Black Leather	20,400	£99,995
2013 991 Turbo S PDK	Basalt Black / Black Leather	13,640	£104,995
2011 997 Turbo S PDK	Ruby Red Metallic / Black / Stone Grey Leather	9,600	£109,995
2010 997 GT3 Clubsport	Guards Red / Black Leather Clubsport	13,600	£124,995
1996 993 Turbo	Midnight Blue / Grey Leather	23,650	£159,995
1995 993 Turbo	Arena Red / Black Leather	2,200	£189,995
1993 964 Turbo 3.6	Midnight Blue / Black Leather	22,500	£295,000



**2012 997 TURBO S PDK | AQUA BLUE /
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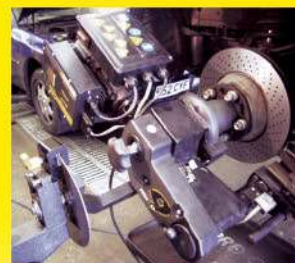
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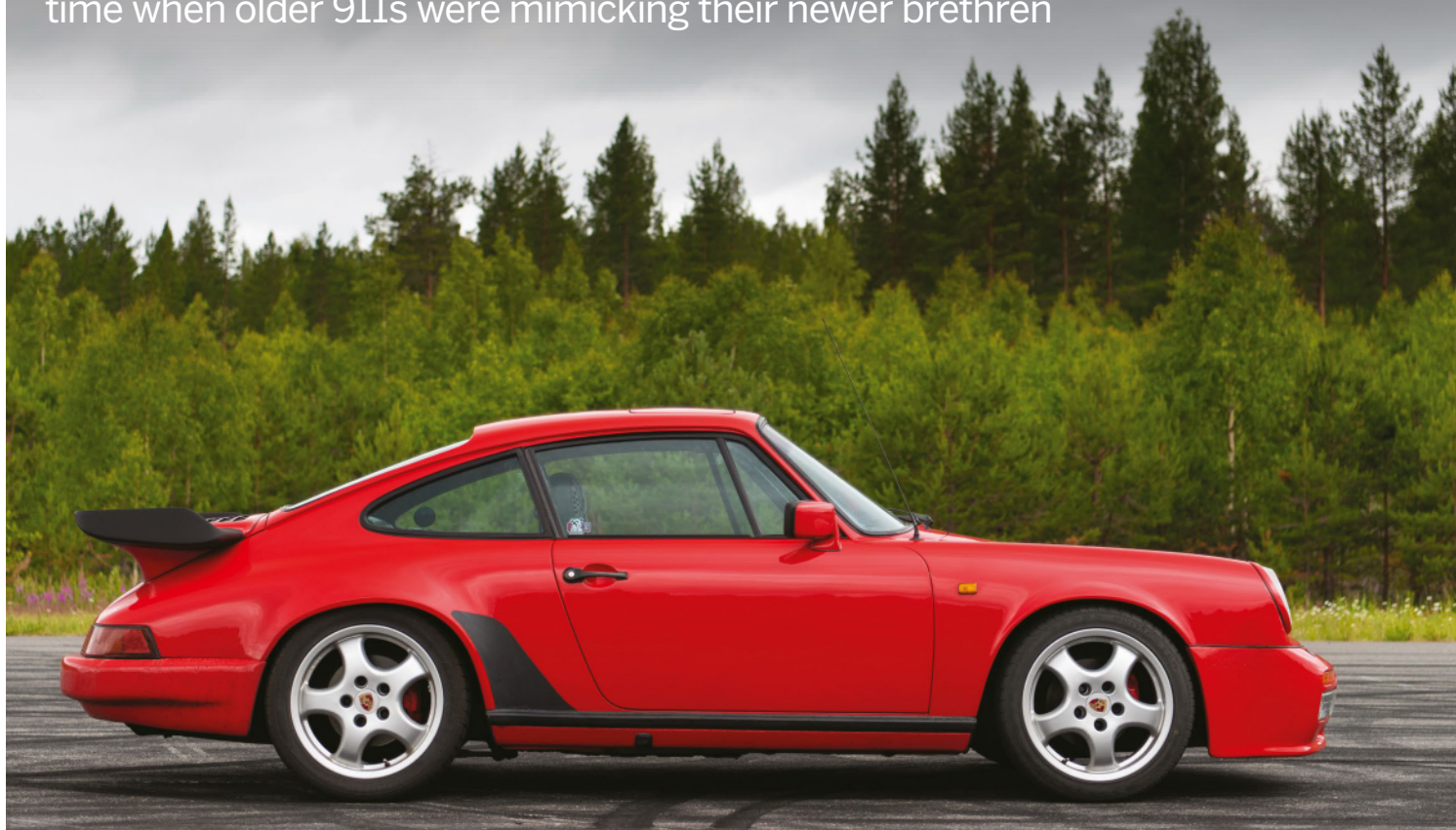
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Issue 171 in shops and available for download from 3 October

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911 DESIGN ICONS

THE WHALETAIL SPOILER

As 911 performance grew, so too did the need for more effective aerodynamics. This iconic spoiler was the result

Written by **Chris Randall** Photography by **Porsche Archive**



We kicked off our 'Design Icons' series with the ducktail spoiler (or 'bürzel'), one of the first such devices fitted to a production road car and one that grew from Porsche's racing activities. But while very adept at improving the 911's handling, it had one key flaw: the German authorities decreed that its sharp edges were a danger to pedestrians. Not only was greater downforce needed for the next generation of models, but a safer design too. Porsche's answer wasn't long in arriving, the 1974 3.0 RS offered with the rather more extravagant whaletail that featured on the racing RSR, which certainly couldn't be accused of being understated. It was a timely introduction as the blisteringly quick Turbo was just around the corner and, paired with a deeper front air dam, the 75 per cent reduction in rear lift was certainly useful.

Improved aerodynamic properties aside, the whaletail also boasted one particularly obvious feature: the flexible rubber edge, a solution that was deemed rather more acceptable to the authorities. Interestingly, the 3.3-litre Turbo featured a revised design known as the 'tea tray', but the whaletail would be optional for a variety of narrow-bodied, naturally aspirated Neunelfers right up until 1989 when the 3.2 Carrera would be replaced by the 964 with its electrically operated spoiler.

Although the design remained essentially unchanged throughout this time, there were different grille arrangements for Turbo and normally aspirated models, and for those with air-conditioning. Whaletail-equipped cars could also be specified with a rear wiper, something denied to cars fitted with the earlier ducktail. While the first versions were moulded in one piece as part of the engine cover, later 911s would feature a separate glass-fibre wing that was bolted to the lid, something that explains the large number of cars that have had a whaletail removed or added by their owners since. Incidentally, anyone tempted to add one should know that original items featured the word 'Porsche' just beneath the rubber lip, while the Porsche crest also appeared on the rubber section.

It's certainly understandable that such a distinctive design would prove a tempting addition to unadorned models, and it would also lead Porsche to give it one final appearance on the 964 Turbo S. As with the 'bürzel', the whaletail would come to symbolise the 911 for whole generations of buyers and enthusiasts, but it's worth ending with a slightly less known fact. To prove that the Germanic sense of humour was alive and well, Porsche took to YouTube back in August 2017 and, in a video titled 'Your Most Wanted Models,' they demonstrated that a whaletail could hold 40 beer bottles on its upper surface. Yes, really. **911**

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1972 Porsche 911S Targa-stock-09877

This stunning 1972 Porsche 911S Targa with matching numbers and the Certificate of Authenticity included, is available in a beautiful color combination of black with a tan interior. It comes equipped with a manual transmission, air conditioning, OEM radio and with Fuchs wheels. It was originally owned by the Aoki family owners of Benihana. This is an extremely collectible and mechanically sound vehicle which is an excellent addition to any classic car collection.

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1969 Porsche 911S Targa-stock-09873

The 1969 Porsche 911S Targa shown here is available in an iridescent blue with a black interior color combination. It is updated to a G-Series body and is equipped with a 2.7 liter engine with a 4-speed manual transmission, dual Weber carburetors, Fuchs wheels and includes the spare tire. An excellent original California car which has had the same owner for many years and is mechanically sound.

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1971 Porsche 911T-stock-09488

The excellent original 1971 Porsche 911T Coupe shown here with matching numbers comes in its original color code#1111 light ivory with a 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.

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1973 Porsche 911 RS Clone-stock-09614

This stunning 1973 Porsche 911 RS Clone comes in a gorgeous viper green with a black Carrera script and black Recaro racing seats. It is equipped with a 2.4 liter engine with a manual transmission, MOMO steering wheel, MSD ignition, roll cage and Fuchs wheels. A very presentable and a great car for vintage racing, which is also mechanically sound.

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1975 Porsche Carrera Targa-stock-09769

The 1975 Porsche Carrera Targa shown here with matching numbers is available in its original stunning color combination code#336 Mexico Blue with a black interior. It is equipped with a manual transmission, Fuchs wheels and includes some miscellaneous parts. A highly collectable example which is mechanically sound.

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1978 Porsche 930 Sunroof Turbo Carrera-stock-A1143

This 1978 Porsche 930 Sunroof Turbo Carrera in a beautiful Calabrese Beige, Code#D1 exterior over a dark brown leather interior, is equipped with matching numbers 3.3L engine and a 4-speed manual transmission. This one-family, two-owner coupe is available with an electric sunroof, European exhaust, original spare tire, tire air compressor and tools. The odometer shows a touch over 10,000 miles which is believed to be original. This original blue-plate California car comes with a Certificate of Authenticity, and is an early production number car, which is mechanically sound.

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1983 Porsche 911SC-stock-09458

The 1983 Porsche 911SC Coupe featured here with matching numbers comes in white with navy blue interior. It is 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.

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1985 Porsche 930-stock-09881

This one-owner 1985 Porsche 930 with matching numbers and a very low 38,987 miles on the odometer, is available in its original color code#700 black with a black interior. It comes with a clean CarFax and has mostly original paint. It is equipped with a 4-speed manual transmission, power windows, TRW seat belts, Fuchs wheels, sunroof and includes the spare tire and jack. An extremely clean and presentable vehicle which is mechanically sound.

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1987 Porsche Carrera Sunroof Coupe-stock-09934

This original paint 1987 Porsche Carrera Sunroof Coupe featured here with matching numbers comes in its original color code#027 guards red with a tan interior. It is equipped with a G50 transmission, air conditioning, power windows, sunroof and Fuchs alloys. An excellent original California car which is mechanically sound.

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1992 Porsche 964 Cabriolet-stock-09487

This 1992 Porsche 964 Cabriolet featured here is available in its original color code#700 black with tan interior. A highly sought-after color combination. It comes equipped with a 5-speed manual transmission, air conditioning, OEM stereo, power windows, power steering, power seats, solid wheels, soft top with boot and with the original owner's manual. An excellent weekend driver which is mechanically sound.

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