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



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GT Silver with black leather,  
62k miles.....£33,000



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Silver with black leather,  
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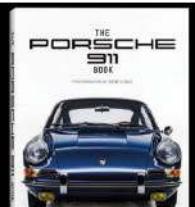
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# Welcome

**P**erhaps the most frequent question fired into the ears of my editorial staff and I this year has been, "What's going on with the classic market?" Unfortunately the query is as complicated as it is common: there is no easy answer.

There's no question those glorious days of 'the great Porsche boom' (think circa 2014 to 2016), where values of classic and modern-classic 911s appreciated almost on a weekly basis, are long gone, replaced with a period of stability as the market has caught up with itself.

Many dealers are adamant this period of stabilisation has carried on into 2018, but there is evidence the market appears to have slowed in places. Many enthusiasts have picked up on this and, despite experts still doing their best to talk the market up, we're starting to see the early signs of a lack of confidence, particularly in the UK.

Likely as a direct consequence of the Brexit farce, many are reluctant to spend their cash until the economic picture becomes clearer, and so demand has fallen. That means those

**"It's a buyer's market right now"**

trying to get out of their cars are having to substantially lower their prices in order to get even a sniff of interest.

What can we learn from this? Firstly, there needs to be a collective acceptance that the market has changed and, with it, a realisation our cars might not be worth what they were last year.

Secondly (and far more positively), if you're in the mood for adding to your 911 stable, it's a good time to do so. It's a buyer's market right now: you'll find lots of choice in the classifieds and, with many owners or investors keen to get out, the possibility of a cheeky deal is rife. Of course, with less of this 'collector car' and 'investment-grade' rhetoric flagrantly woven into the 911 marketplace, the big positive is that we can all return to the idea of actually driving our Porsche 911s, rather than tucking them away in the hope of a quick payday in the near future. They're built to be driven, after all – regardless of the economic climate!



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# 911 Opening Shot

Britain's answer to Rennsport Reunion, Porsche Club GB's Festival of Porsche allows fans of the marque to get up close and personal to their favourite cars. Here some of the 5,000 enthusiasts in attendance take a walk along the grid at the storied Brands Hatch circuit before the final Porsche Club Championship race of the season, one of many competitive races taking place at the festival. The 2018 Porsche Club Championship title was claimed by Mark Sumpter of Paragon Porsche, piloting his 996.1 Carrera.

Photograph courtesy Porsche Club GB





# Contents

ISSUE #171 OCTOBER 2018

## ESSENTIALS

### Update

Your tailored round-up of Porsche-specific news from around the world

10

### Views

Highlights from your Porsche correspondence via email, social media and Total911.com

16

### Subscriptions

Become a loyal subscriber and get the magazine delivered to your door

28

### Living the Legend

Our band of real-world Porsche owners share their 911 stories from around the planet

72

### Premier Porsche

All the industry contacts you need to buy, tune, restore or upgrade your Porsche 911

81

### Data file

Stats, specs and updated market values for every 911 model 1963 to 2018

86

### Coming soon

Take a look ahead at the glorious Porsche content awaiting you next issue

113

### Design Icons

The 959's centre-locking wheel started a trend that's come full circle for today's 911 GT and Turbo cars

## FEATURES

### Rise of the 997

Think the 996 is the 911 to buy? Wrong. We show you why the 997 is the best 911 for your money right now

20

### 911 hero: Gérard Larrousse

Johnny Tipler grabs a chat with the French racing maverick to reflect on his remarkable career

46

### 997 v 991 GT2 RS

It's the battle of Porsche's only blown Rennsports as the 997 GT2 RS takes on its 991 sibling

30

### GTS to the Arctic Part Two

The second instalment of our 5,000-mile epic takes in one of the world's most breathtaking roads

52

### Forward-dated SC

Think backdates are all the rage? We remind you of a time when forward-dating was firmly in fashion

36

### History of PTS

It's a popular option now, but what are the origins behind Porsche's Paint To Sample procedure?

60

### 911 winter storage

It's that time of year again: if you're thinking of putting your 911 away for winter, we reveal the best practises

42

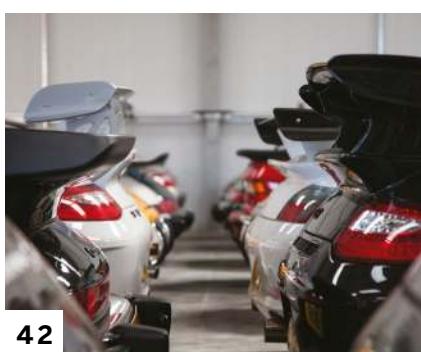
### Road-legal 996 Cup

It's built for heavy-duty competition on the race track. We take the first water-cooled 911 Cup car for a spin on the road...

64



36



42



46



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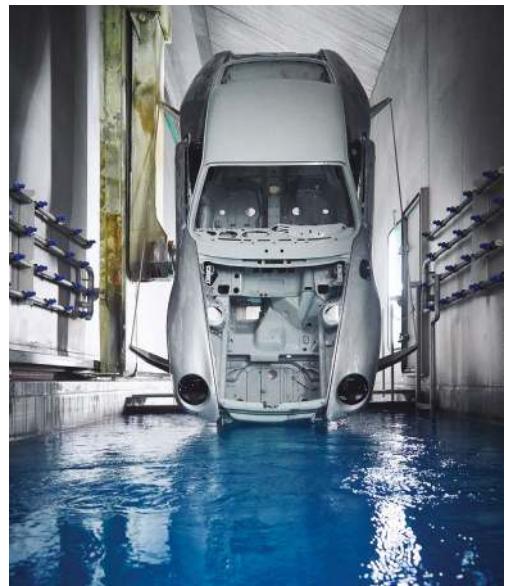


“On looks alone the 997  
has the 996 licked”



# Update

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



## Project Gold takes centre stage at Rennsport Reunion

New factory-built 993 Turbo makes public debut ahead of auction

Porsche's extraordinary 'Project Gold' build of a 'one of one' special-edition 993 Turbo, more than 20 years after production of air-cooled 911s ceased at Zuffenhausen, has made its public debut at Rennsport Reunion VI. The car has been put together by Porsche Classic, with its styling and gold paintwork evoking that of Porsche's current 991 Turbo S Exclusive Edition.

Painted in the same Golden yellow metallic, the body of this collector's item is 'based on' an original 993 body shell, with side air intakes present from the Exclusive 993 Turbo S, which

was also available as an option on the regular 993 Turbo. Porsche says a brand-new 3.6-litre 993 Turbo engine was installed into the car, its quoted output of 450hp suggesting the motor comes fitted with the X50 Powerkit option available at the time through Porsche Exclusive.

Project Gold took one-and-a-half years to build, relying on a pool of over 6,500 genuine Porsche Classic parts, with Studio Porsche responsible for contemporary styling based on the 991 Turbo S Exclusive Edition, which includes black leather seats with gold piping,

gold detailing on the tachometer and carbon detailing inside and out.

Porsche says the car is a 'one-off production' which will be auctioned at RM Sotheby's Porsche-only sale at PEC Atlanta on October 27 2018, which itself will mark 70 years of Porsche sports car production. However, the winning bidder will not be able to enjoy this 993 on the public road: not road registered, Porsche says the car is "limited to use on private tracks." The proceeds for this instant collector's item will be donated to the Ferry Porsche Foundation.

### Socks show a Pasha for Porsche

US-based company Striped Design has brought a brilliant selection of Porsche-inspired performance driving socks to market. Featuring notable designs from Porsche's past, including Pasha and Martini-patterned socks, they're a must for the connoisseur. Interested parties should visit [striipedesign.com](http://striipedesign.com) for more information.



### Salon Privé sparkles at Blenheim Palace

The 2018 rendition of Salon Privé once again marked the annual Concours d'Elegance party as a must-attend for the diehard classic car enthusiast. An array of exotica was once again on display amid the plush surroundings of Blenheim Palace, with Porsche's 70th birthday celebrations once again at the forefront at the Concours Masters event.





## 992 takes to the 'Ring

Next-gen 911 looks to set Nordschleife time ahead of 11 October reveal

The 992 has been spotted undertaking flying laps around the Nürburgring Nordschleife as Porsche looks to cement a lap time at the famous circuit ready for the car's imminent release.

Porsche took two mules out onto the 'Ring, the most noticeable difference between them found at their rears: the twin oval pipes of one prototype

indicates the shape of the stock exhaust system, while the quad-tipped prototype hints at the appearance of cars fitted with optional Sports exhaust.

Both cars revealed the extent of changes to the next 911's active rear wing, which will have the widest profile ever on a 911 Carrera, extending right round to behind the rear arches on

either side. Its maximum angle of attack is also more extreme than ever.

At the front we can see a bonnet with a more square leading edge, evoking the profile of classic generations predating the curved lip of the 991. For all the breaking 992 news as it happens on October 11th, keep an eye out on [Total911.com](#).

## What's on in 2018

- Sound Nacht **13 October**  
The annual rev-off of racing greats takes place at the Porsche Arena for the first time
- Petit Le Mans **10-13 October**  
Ten-hour season finale for 2018 IMSA
- 6 Hours of Fuji **14 October**  
The WEC super-season heads to Japan for the penultimate race of the calendar year
- Classic Motor Show 2018 **9-11 November**  
Porsche GB will reveal a series of 'new' classic cars built to commemorate 70 years of Porsche
- LA Auto Show **30 November - 9 December**  
See the all-new 911 in the metal for the first time at its public reveal



## Ruf rocks up at Monterey

CTR 2017 and CTR chassis 001 make US debut at Car Week

Ruf's new CTR 2017 made its US debut alongside its famous CTR chassis 001 in a specially dedicated 'Alois Ruf Reunion' display. The seven-strong lineup of Ruf cars celebrated the decorated career of Alois Ruf Jr, who took over the company from his father in 1974.

Chassis 001, the original 'Yellowbird' currently owned by prominent car collector Bruce Meyer, won 'Best in Class' at the motorsport gathering at the

Quail Lodge, situated in the idyllic Carmel-by-the-Sea, California.

"We have thoroughly enjoyed our time here sharing our passion for the automotive hobby with Ruf owners and enthusiasts," said Alois. "This is the first time that we've brought a Ruf vehicle to the United States since 2001, and we were overwhelmed by the reception. Bringing the all-new CTR to display and drive alongside Meyer's CTR #001 was a fantastic experience."

## Festival of Porsche a roaring success

5,000 visitors attend Porsche Club GB's factory-supported national event



Thousands of British Porsche enthusiasts descended on Brands Hatch for a special day of Stuttgart celebrations at the 2018 Festival of Porsche. The event proved a huge success, with celebrated race cars including the 919 Hybrid Evo, GT1 and 962 taking to the famous former F1 circuit.

The illustrious metal was piloted by a host of British racing greats, with Nick Tandy taking to the wheel of the 919 Hybrid Evo. Tandy was joined on track by fellow British Porsche Legends Derek Bell and Richard Attwood, while Magnus

Walker also made the journey over to support the Festival of Porsche.

A host of racing took place on track, while a live stage in the Porsche Club marquee, hosted by Total 911's Lee Sibley, gave enthusiasts the opportunity to hear from their Porsche heroes.



# Motorsport

The latest news and results from racing series around the globe



## Porsche second at Laguna Seca IMSA epic

Works RSR just 2.4 seconds off victory in penultimate race of the year

Porsche's works effort in the US narrowly missed out on a second IMSA Sports Car Championship victory of the season after a thrilling race on the storied Laguna Seca circuit in California, the venue which only weeks later played host to Rennsport Reunion VI.

Starting from 7th position on the grid in the GTLM class, the #912 works car of Laurens Vanhooydonck and Earl Bamber battled through a hectic field over the two hour and 40 minute race, made entertaining by vastly different fuel

strategies between teams, not to mention the many caution periods.

During one caution period at the halfway mark the #912 team decided to pit Earl Bamber early, handing the lead over to Laurens Vanhooydonck. The Belgian had to complete the race on one tank of fuel and a single set of tyres while keeping the rest of the field at bay. A near-flawless drive from the works driver ensured the car took second place behind the BMW M8 GTE, finishing just behind it in a closely contested finish.

The sister #911 car of Nick Tandy and Patrick Pilet, which qualified for the race in 6th position, was forced into early retirement right from the start after colliding with a damaged prototype car.

The teams will now head to Road Atlanta over the weekend of 10-13th October for the ten-hour season finale, dubbed 'Petit Le Mans'. Porsche sits 3rd in the manufacturers standings, 21 points behind Ford, while driver and team accolades look unlikely this year.



## Factory drivers making the difference in Germany

Works-supported customer teams succeeding in ADAC GT Masters

Meanwhile, Porsche's decision to enrol its enviable roster of factory drivers into the efforts of customer racing teams this year is having clear benefits at home in Germany.

In the fiercely contested ADAC GT Masters, Porsche Young Professional Mathieu Jaminet was part of the Precode Herberth Motorsport team which took 4th place at the Sachsenring, which means the 911 GT3 R now heads into the final weekend at the top of the points standings.

Jaminet started the race from 9th on the grid, but battled his way up to 4th inside half an hour before handing over to teammate Robert Renauer.

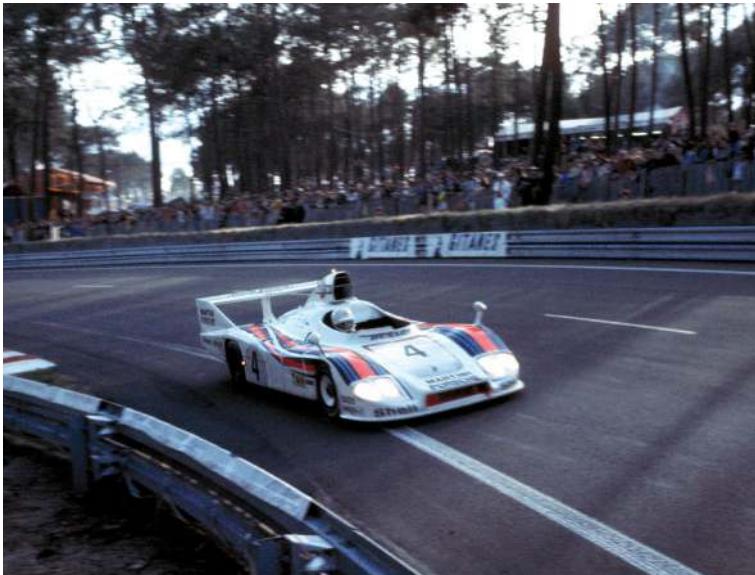
Elsewhere, two more Porsche works drivers in Timo Bernhard and Kévin Estre from the KÜS Team75 Bernhard squad came 5th, the second-best Porsche customer team. The last round of the season takes place at the historic Hockenheimring circuit.



GUEST COLUMN

# Hurley Haywood

PART OF A  
SPECIAL  
MINI-SERIES



Earlier this year, Porsche race legend Hurley Haywood's autobiography was released. Here, America's greatest ever endurance race driver shares some additional memoirs with Tony McGuiness

**N**othing prepares you for Le Mans. It is an amazing event. Back in 1977 I couldn't believe my luck being chosen as a factory driver for Porsche, yet here I was in the beautiful Martini Racing liveried 936 leading the race with Jürgen Barth and Jacky Ickx in my team.

They were going to give me the honour of taking the checkered flag. Everything was going marvellously well. The car felt good, everything was good. We weren't in jeopardy of being caught by anybody. Then I felt this sort of tightness in the engine. I looked out the rear-view mirror and there was blue smoke billowing out of the exhaust pipes. I thought, "Oh my God!"

I stuck the microphone in my helmet and said, "This is car four, we have an engine problem."

There is smoke coming out. I am going to drive it slowly back to the pits." I was feeling quite devastated, thinking I had done something wrong.

I got back to the pits and the crew immediately took the bonnet off the back and realised one of the pistons had burnt a hole in it. They disconnected the spark plug and took it out to neutralise it.

Porsche decided Jurgen was much more mechanically inclined than I was and had the best feel for keeping the engine going, so put him in the car. The engineers had worked out how slow Jurgen would have to drive, and the team knew exactly when to let him go from the pits to complete the last few minutes of the race and still be in the lead.

They gave him a huge clock and said you must do a lap within... I don't know, four minutes, or whatever it was. I can't remember the exact time, but they knew exactly what had to be done to take the checkered flag at the 24-hour mark.

Well, he went too quickly. He had to make another lap, and by that time the engine was not feeling well at all! It was agonising waiting for him to come back around. He basically inched across the finish line, but we had won the 1977 24 Hours of Le Mans! It was incredible!

I remember running across the pit lane, jumping over the guardrail and having this sea of people... I mean I have never been in a situation where you were so overwhelmed by the sheer magnitude of the crowd that was suddenly rushing on you.

I finally got to the car and they lifted me up on the side pod. It was amazing. That whole thing was unbelievable. It was hard to imagine it was happening. Here you are at your first time at Le Mans and you won the thing! The crowds were immense, and the noise was deafening. It was so incredibly emotional. Just like a dream! Everyone wanted to touch you, to talk to you, to say something. The guards and the safety protocols they have now didn't exist then, so people were everywhere.

I had won Daytona three times up to that point so Porsche knew I had the ability to bring a car to the finish line, but Le Mans is so different from Daytona. There are few comparisons other than they are both 24-hour races.

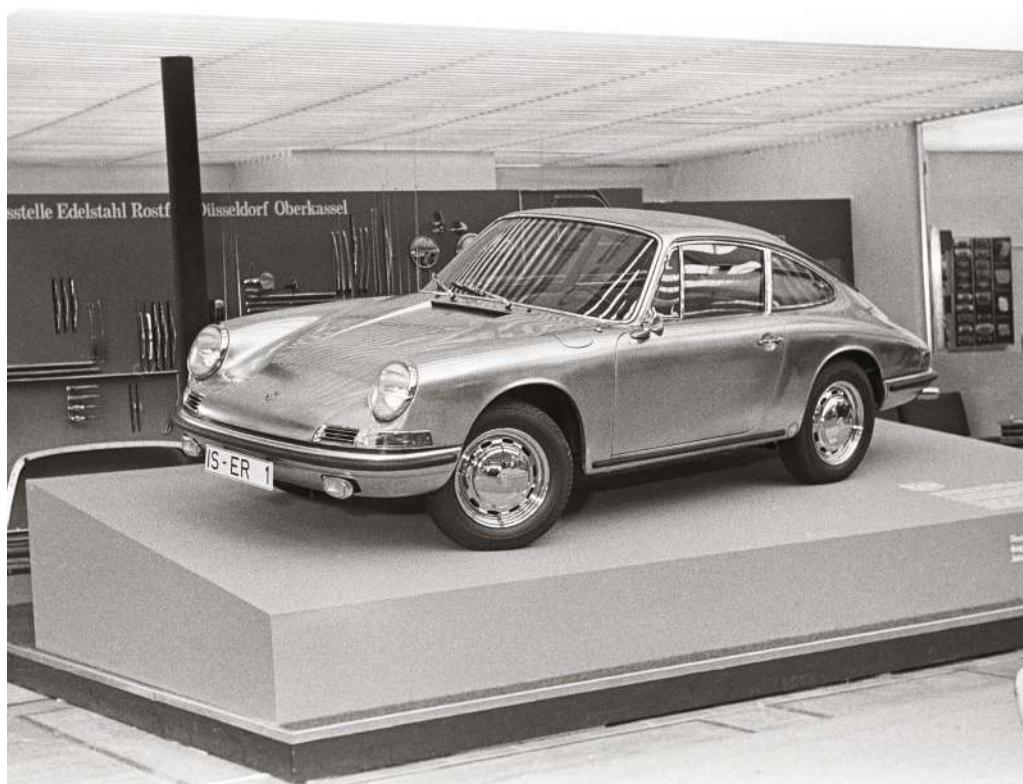
Thank god that everything went well! There were a bunch of things that could have gone wrong and things that did go wrong, yet we overcame those problems. That's what makes a great team, and that's what gives Porsche the unique ability to win so many of these long-distance races – its ability to quickly analyse a problem and fix it.

I didn't get to savour the Le Mans win as I went right back to the airport the next day to fly back to America. I was basically mobbed at the airport, which was amazing! That was pretty cool. No one knew who Hurley Haywood was when I landed in France, but they knew who I was when I left! I received a huge reception when I landed back in the States; there were a couple hundred people waiting to congratulate me.

We get a lot of things for winning Le Mans, but one of the things I got was a beautiful glass like a rock which has 'Le Mans' and 'Winner' and the year inscribed on it. It really is a beautiful thing, and weighs about 15 pounds. I actually carried it back home in my suitcase!

I had come a long way from that car park where I had beat Peter Gregg in my Corvette for the Autocross fastest time of the day (FTD). Back then I never would have imagined that I would have won major victories at the 24 Hours of Le Mans, 24 Hours of Daytona and the 12 Hours of Sebring before the 1970s ended.

But then, on Monday 15 December, 1980, I heard the devastating, incomprehensible news that lives with me to this day...



## The stainless steel 911

There's an ultra-rare 911S on display at the Deutsches Museum, Munich, with a different approach to alternative body materials. Total 911 investigates its story...

**J**ust when you think you've got a handle on the 911 and its history, something comes along and surprises you. This car certainly does that. What makes it so unusual, you see, is that the bodywork is fashioned from stainless steel. It's also the only such example in existence.

As the 1960s wore on it seems that the German TÜV – the organisation responsible for testing cars, among other things – was becoming increasingly concerned about the defects caused by corrosion, so it made sense to investigate the use of alternative materials for car bodies.

Enter the Information Centre for Stainless Steel (ICSS), based in Düsseldorf, who decided to test the longevity of their chosen material by using it to body this S. Depending on the account you read – and information is scarce to say the least – three of them were built, with two written off. Given the differing registration numbers that appear in images and the fact that cars are pictured sporting both steel wheels and Fuchs items, it seems reasonable, though little about this car is as straightforward as it first appears.

This example currently resides in the fascinating Deutsches Museum in Munich. The project itself dates back to August 1967, and by the following month an example went on display at that year's International Auto Show in Frankfurt.

It – or one of the cars at any rate – was then handed over to ICSS managing director Heinz Todtmann, who used the car over the course of seven years and 150,000km to prove the longevity of the stainless-steel finish. In 1972, and after 100,000 of those kilometres had been covered, he apparently reported that there was no trace of rust. Once the test had been completed, presumably with all parties satisfied that stainless steel was indeed a useful material for cars, the Porsche was handed over to the Museum in October 1974, where it has been ever since.

Documentation says it was manufactured from cold-rolled steel, the panels made by both hand and machine, and it was polished and brushed with no paint applied. No mechanical changes appear to have been made, and there were no plans for mainstream production – it was intended just to show that it could be done and to prove the corrosion-resistant properties of the material. That certainly rings true, as the cost would probably have been astronomical at the time, and Porsche would go on to use galvanised steel instead. It's also interesting that older reports of the project highlight the 1,030kg kerb weight, expressing surprise that it appeared lighter than a conventional example, although our data shows that to be the normal weight for a 911S of the period.

But who actually built it? According to the Deutsches Museum, the one-time curator of its 'traffic centre', Frank Steinbeck, did attempt to unearth the car's story, but his findings were inconclusive. Porsche itself was unable to shed any light, but his initial investigations led him to a German company by the name of Blanco. Formed in 1925, they still exist, and have a reputation for producing high-quality stainless steel kitchen equipment. At first they seemed to admit to having a hand in this rather special Neunelfer, but pressed further they were unable to produce actual evidence.

The trail looked to have gone cold until further digging by Steinbeck unearthed documentation that pointed in the direction of Reutter, the company that had produced 356 bodies. That certainly seemed more likely, given their skills and the Zuffenhausen connection, so was it mystery solved? Unfortunately not, and with concrete proof remaining elusive the story had reached a dead end. And that's how things remain today, the true facts behind this unusual 911 still tantalisingly out of reach. As with all mysteries, perhaps that's exactly how it should be.

### Thanks

Thanks to the Deutsches Museum, Munich, for their help with this article.



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# Views

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editorial@total911.com

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

## Why are there so many car auctions?

Dear Sir,

I'm sure I'm not imagining it – in fact, I know I'm not – but there appears to have been a stark rise in the number of 'sales' being brought to market by auction houses. Whereas I can recall two or three auctions per year previously, now there is pretty much one classic car auction a week, with concentrated 911 content each time.

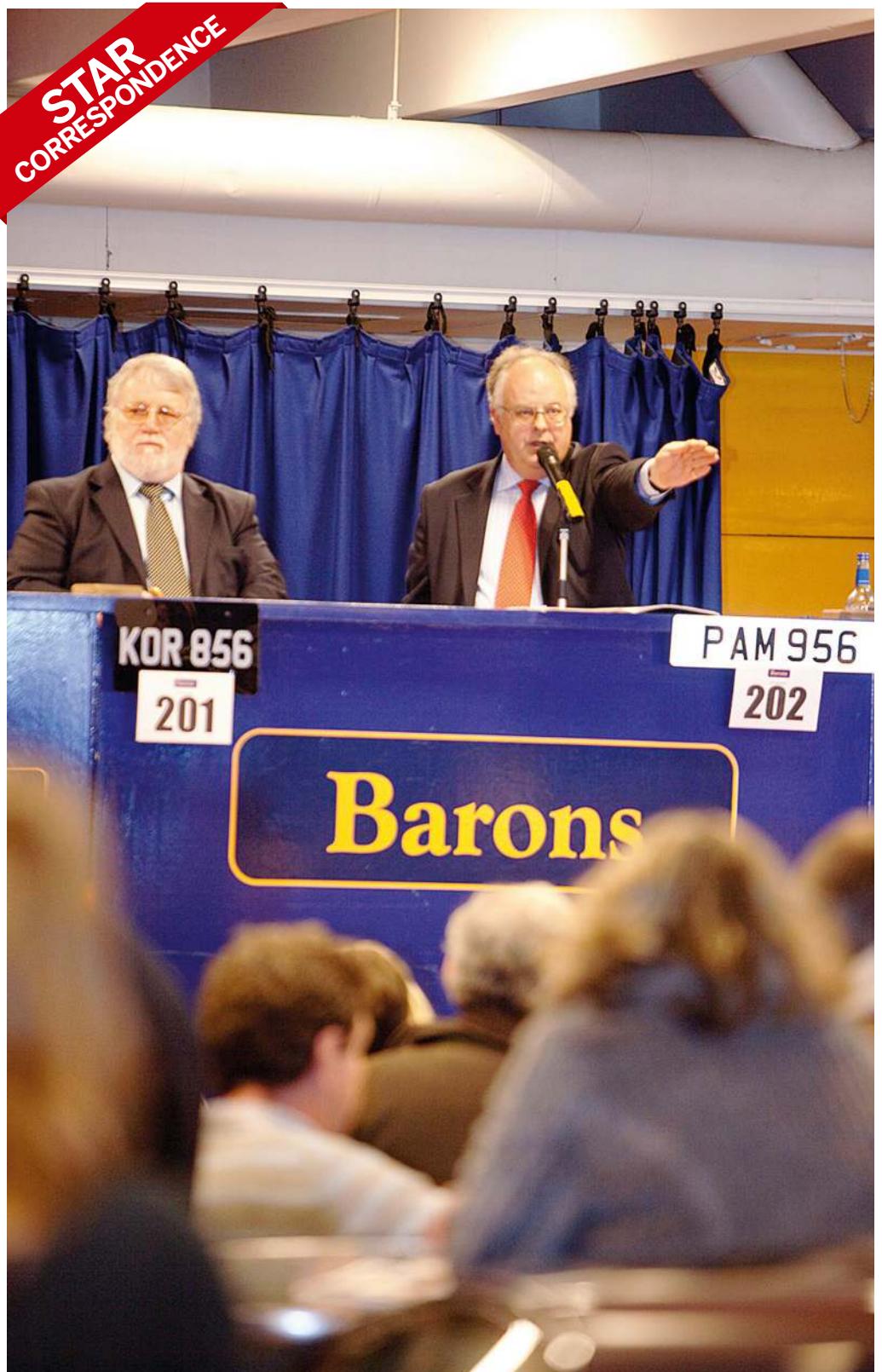
I've also noted how it appears the more classic car auctions there are, the more the market has stalled. I can only assume, therefore, that auction houses are leading to this slowing of the market? I'd say they're flooding the market, as there's just not the demand there for these cars anymore.

I've been to at least half a dozen classic car auctions in the past year, and the standard of cars has dropped without question. Meanwhile the cars I've tried to sell via dealers have hung around for much longer because people believe they can get a better deal at auction. Ultimately, of course, you get what you pay for, so these people are realising too late that they're getting a car whose condition is reflected in its hammer price. It's a pretty frustrating marketplace right now, and for me auction houses are contributing significantly to this. Perhaps there should be a limit on the number of auctions per year to ensure quality, and not quantity, perseveres!

Martin Widdowson

**A very interesting perspective on the market, Martin. Judging by your documented frustration I'd say you have a lot of 911s you're looking to get out of, as from a buyer's point of view there's never been a better time to buy, with more choice not only in terms of examples available, but the channels by which they are available too.**

**There is an argument that too many auctions throughout the calendar year has lead to an overly saturated market, but the reality is auction houses have always formed a staple of the classic car marketplace. The real answer to the current climate is far more complicated; there are just too many factors playing a part in this slowing of the market at present, though most of them are political.**



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!



## Porsche sales from the inside

**Dear Sir,**

I absolutely loved the recent column by Mr Karl Meyer where he offered a historical perspective on the Porsche marketplace. It was fascinating to be reminded of a time when the 996 GT3 RS couldn't sell – this is a world long since forgotten compared to today's climate where everybody clambers for any GT car. In Britain people are still paying overs for a right-hand-drive car without Weissach Pack, which I find incredible! Mr Meyer's insight was wonderfully received, but perhaps he may offer a professional opinion on the future of the marketplace from the perspective of new Porsche cars? I await his wisdom with excitement!

**Gary Abrey**

**We're pleased Karl's column suitably resonated, Gary. Karl's experience of more than ten years from within the hub of a Porsche Centre means he's well placed to remind us of a time when the landscape was a little different to what is currently presented when we walk inside a showroom. Certainly, the only other time Karl can remember a stop to production was during the annual factory shutdown every August! We'll try to bring you guest columns from industry specialists all over the world in upcoming issues of the magazine to ensure we're providing you with a well-rounded look on all things Porsche.**

## Data file corrections



**Dear Sir,**

I believe that some data in your data file is wrong. For the 1973 Carrera 2.7 RS you have the width down as 1,610mm, whereas the correct width is 1,652mm. Likewise, for the 1974 Carrera 2.7 the width is also 1,652mm. I also cannot find any

factory files that say the SC is 1,626mm width, as stated in the magazine. Instead I believe it's the same as the 2.7 RS and 2.7 Carrera with a 1,652mm width.

Best regards,  
**Miran Jelovsek,**

**Thanks very much indeed for getting in contact and correcting us on a couple of stats in our data file, Miran. You are of course right, and the amendments have already been made. Our data file section is crammed with stats for every Porsche 911 model created, so while every care has been taken to ensure these are painstakingly accurate, we're always grateful for feedback to ensure those pages – crucial for so many aspects of our community – are perfect. Thanks again.**

## Ask the expert

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



**Scott Gardner**

**Job title**  
Gold Diagnostic Technician

**Place of work**  
Porsche Centre  
Bournemouth, UK  
**Time at Porsche**  
12 years

I've read lots about this from magazines and online forums about the M96 and M97 engines, but I'd appreciate an answer from a long-serving technician at Porsche like yourself. I'm looking to buy a 996 C4S or 997.1. Should I avoid a car that hasn't had an IMS bearing upgrade? Or is it safe to run on the factory bearing? When was the factory switch-over from double to single row, and which is better and why?

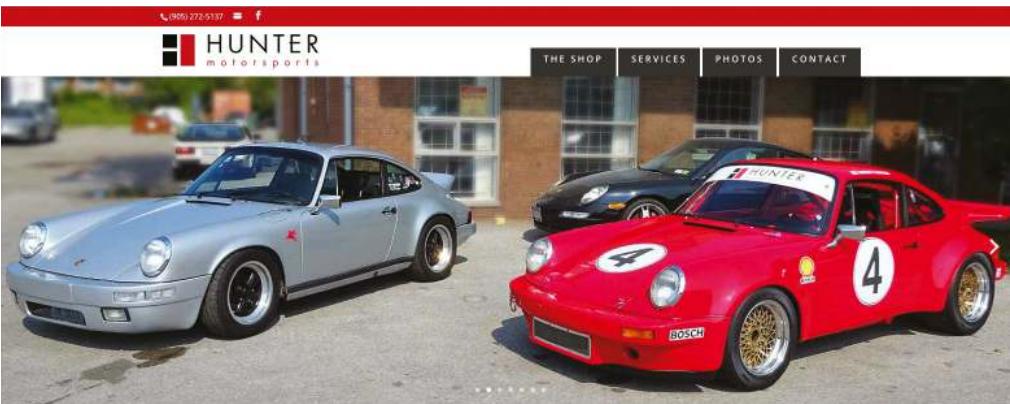
**Anthony Potter**

Regarding the IMS bearings, of course it is safe to drive cars with the original bearings. In fact, I have only ever seen a handful of cars which have an aftermarket bearing installed, be it an oil-fed or ceramic bearing. Often the cars with aftermarket bearings fitted suffer from oil leaks. This is only from personal experience; I'm sure there are many out there that are perfect.

However, I personally would not allow the IMS 'issue' to dictate the car you buy. The factory bearings can suffer failures, but in the grand scheme of things it is a rare failure, and of course you would only ever hear about the ones that have failed, which is a very small percentage of cars out there.

I've seen cars maintained perfectly with failed bearings and, likewise, neglected cars where the bearing is fine. I think it's a case of bad luck if it fails. Otherwise, both the 996 C4S and 997.1 are great cars, so you've a difficult choice on your hands!





## Want a Porsche job in Toronto?

**Dear Sir,**

Love your magazine. I'm now a regular PCA trackie at Mosport near Toronto. Our PCA Upper Canada region is incredible. Come see us if you're ever over here.

Something else: Brent, who looks after my 911 in Mississauga (near Toronto) is a wonderful fellow with a great little business, Hunter Motorsports ([huntermotorsports.ca](http://huntermotorsports.ca)). He recently lost a key employee, and I can see he's working so hard to keep customers happy.

He told me it's difficult to find suitable replacement staff. Life here is very good indeed, so if you happen to know anyone back home in Blighty who fancies heading over here to work on Porsche, perhaps give Brent a call!

**Keith Jolly**

**Consider the vacancy advertised! If you're interested in speaking further with proprietor Brent, feel free to drop him a line on +1 (905) 272-5137 or [brent@huntermotorsports.ca](mailto:brent@huntermotorsports.ca).**



## 964 v 993

**Dear Sir,**

Forgive me, but I've only just found your wonderful magazine after picking up an old copy (I was drawn to the 964 v 993 Carrera article). I then went and bought the latest copy available, issue 169, where the cover theme celebrated 30 years of the 964.

For some time now I have considered the prospect of buying a 964 Carrera 2. This will be my return to the 911 foray after a number of years away, and I'm smitten by its classic looks, without the car looking 'too old'. However, I'm reticent to pay the current market rates for a good example, particularly as it's comparably similar money to a 993 Carrera 2. I appreciate the 993 may be the better car, but I'm not as sold on its softer looks

compared to the 964. What would you do?

**Michael J. Wadsworth**

**'964 v 993' is a perennial debate among enthusiasts, Michael, and it's one which doesn't look like it's being settled anytime soon! On paper the 993 is the better car, and offers a more polished drive. However, the 964 remains idolised by enthusiasts, and rightly so.**

**Whether it offers a better drive over the 993 comes largely down to personal preference, so get a drive in both to help you decide. You may well be interested in our sales debate within the data file section of the magazine, as we've discussed this in detail on page 90.**



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# RISE OF THE 997

Move over, 996: the 997.1 is leading the charge for best-value 911 right now...

Written by **Kyle Fortune** Photography by **Louis Ruff**

**T**he classifieds can be a dangerous place to spend time. It never used to be so easy, either. As a kid I'd scour the *Sunday Times*, latterly *Auto Trader* and *Top Marques*, though the internet's killed that. I don't look too often, but writing here it's an occasional, occupational hazard. A potentially dangerous one, too. I'll happily admit I'd missed how much of a bargain the 997 is these days. As a strong advocate of the 996, I'd pretty much ruled its successor out. Not because I'm not a fan – quite the opposite – just that I was under the impression it is still too new to be affordable, at least in my world. Editor Sibley's call to write this somewhat changed that.

As I type this, on my other screen there's an advert for a 2005 997 Carrera 2 manual Coupe for a fiver under £22,500. When did that happen? That's the first one I've found, and I've not even looked that hard. While I and plenty of others have been banging on about hoovering up 996s while they're still cheap,

the depreciation curve's turned the 997 game on its head. Want one? I sure as hell do.

Not to take away from the 996, but the 997 moved the game on significantly. The 996's close association, both visually and technically, with the Boxster did it no favours among many. That it introduced water to the mix only made its task more difficult. The 997 reasserted the 911 as a more distinct offering after the 996 had softened the blow of the manner by which the 911 is cooled (technically by water, but then that water is cooled by air...).

The 996 was a necessity, creating the format from which the 911 line would follow to this day. That the 996, and in particular 996.2s, have been creeping up in value in recent years underlines a growing acceptance, though we're at a point now where the 996 and 997 prices are converging, and in many cases the 997 is cheaper. It'd be a staunch 996 owner who'd assert their preference over the newer car. On looks alone the 997 has the 996 licked, but underneath it's a significant step up technologically. ☺







With the 997, as with any 911 generation, the focus was to improve on what had come before it. Being a 911 that means evolutionary looks, though to write off the 997 as a revised 996 is to do it a serious disservice. The body is similar, though the 997's requirement to ride on bigger wheels, and not just width but diameter, meant significant chassis revisions. Indeed, the 997 shares no suspension components with its predecessor due to the differing mounting points as a result of those larger wheels. The body that the suspension hung off was stiffer, a result of the Cabriolet being engineered alongside the Coupe, the stiffening structures from it used in the Coupe.

August Achleitner, head of the 911 model series, said at the 997's launch that the 997 was almost 80 per cent new, the 20 per cent carry-over attributable to the base Carrera's 3.6-litre engine. Porsche launched the 3.6-litre 997 alongside the 3.8-litre S, the larger engine offering 30hp over the 'entry' Carrera. Both revved to 7,300rpm, the Carrera's maximum 370Nm of torque peaking at 4,250rpm, the S's 400Nm at 4,600rpm. The Carrera would accelerate to 62mph in 5.0 seconds, the S shaving two tenths off that, the top speeds being 177mph and 182mph respectively.

Within a few months Porsche followed with the Carrera 4 and 4S models, which apportion between 4 and 40 per cent of the drive to the front axle when required, the Carrera 4 taking 5.1 seconds to reach 62mph and the S matching its rear-wheel-drive relation's 4.8 second time.

The 997 would also introduce equipment now familiar in the 911 today, including Porsche Active

## "It's peak 911, certainly in the modern, water-cooled era"

Suspension Management (PASM) as standard on the Carrera S, the option of Sport Chrono, Porsche Stability Management (PSM) and, latterly with the 997.2, the PDK automatic twin-clutch transmission and direct injection from 2009 onwards.

We've two 997.1 Coupes here today: a Carrera 2 and a Carrera 4S. Both are manual, and both are driven frequently by their owners. Max Newman bought his Gen1 Carrera Coupe in 2012, its odometer just shy of 50,000 miles, though in the past six years he's almost doubled that. There's something satisfying about sitting in a car that that's actually used as

intended, Newman's having been optioned originally with PASM, 19-inch wheels and Sport Chrono, as well as the standard manual transmission. As specifications go it's pretty much spot-on, though in the six years since he picked it up from Paragon he's added an IPS high-flow plenum, BMC air filter and a Paragon re-map, which adds around 35hp.

That explains my initial double-checking of the specification with Newman after a quick first drive. I know it's a Carrera, but it feels more muscular than the standard cars I've driven. It sounds fantastic too, overt but subtle, with enough intake and exhaust sound to appeal rather than distract, all of which allows it to retain its usability. And that's exactly what Newman has done with it; in the first year of ownership it covered nearly 17,000 miles, followed by 12,000 the year after before realising he might be better saving the mundane daily and business miles for something a bit less special.

If you didn't read the odometer you wouldn't know it's covered 100,000 miles, it wearing them well, feeling fresh and immediate, the interior looking immaculate save for a bit of paint coming off the door handles. That alone underlines the 997's reputation as having an interior that was a huge step on from ↘



**ABOVE** 997.1 did away with the 996's controversial one piece headlight cluster, returning the 911 to a look not seen since the air-cooled 993.



## 997.1: Market Perspective

"They're great value for money," says Jamie Tyler of Paragon Porsche, though he warns the cheapest ones more often than not need a lot of work. It's better to spend a bit more and buy on condition and history. Coupes are desirable, says Tyler, as is the Carrera 4S for that wide body. Manuals are popular, and the 3.6-litre Carrera is, too.

That's echoed by Darren Anderson of RPM Technik, who says they remain very popular, and prices are starting to rise off the back of the 996's resurgence. He adds that the best sell very quickly, so you've been warned – shop about by all means, but do it sooner rather than later. All mention the bore-scoring issue specifically in relation to the 3.8-litre engine, and to have the engine checked for it prior to purchase with a bore scope.

Tom Harris at 911virgin says the 997.1 generation are being bought by people who want to use them – cars to be driven, not stored away in collections. They're perfect for that, enthusiasts liking the look and the relative modernity, Harris adding buyers tend not to concentrate on a specific model but instead focus on the best one they can get for their budget. Manual Coupes are the way to go, though your choice of C2 v C4 and S v 4S will come down to personal preference.



**ABOVE AND LEFT** 997.1's interior is appointed with far better quality materials than the 996, though its styling is more bland. Buttons on the centre console wear easily

## 997.1 Buying Tips

We speak to the experts to give you tips for ten key areas to pay attention to when in the market for a good example

### **Paintwork**

Plenty of cars will have seen paint rectification work, says Jason of Paragon Porsche, if only because of excessive stone-chipping. It's no problem if done to a high standard, but it could also point to accident repairs, so check. With so many for sale there's no excuse for lumbering yourself with one hiding a dubious



### **Corrosion**

Body corrosion shouldn't be an issue, and likely points to poorly repaired damage. That said, neglected examples could be suffering from rusty brake pipes and suspension components, so get the car on a ramp to check. While there, make sure that inner brake disc surfaces, the exhaust and the tandem oil/brake vacuum pump casing haven't corroded.

### **History**

Ensure the maintenance records and paperwork stack up, and expect a thick file of service receipts from an OPC or specialist. Be wary of cars run on a shoestring, and remember that cheap ones could still need plenty of money spending on them.

### **Suspension**

Front strut top mounts, the bushes in lower arms and anti-roll bar mounts are wear points, says Greig at RPM Technik, and Ray at Northway Porsche advises checking for broken coil springs and failing PASM dampers at the rear. A specialist geometry and alignment check is money well spent.



Thanks to Ray Northway of Northway Porsche, Paragon's Jason Shepherd and Greig Daly from RPM Technik for their insight

### **IMS/RMS**

IMS bearing failure can affect the earliest models, our experts warn. Post-MY2006 cars should be fine, but there are plenty of specialists offering upgrades if it worries you. Check for oil leaks from the rear main seal (RMS), though only the tiniest of weeps can safely be left until a clutch change is due.

### **Bore-scoring**

All three of our experts warn of bore-scoring issues, with 3.8 engines more likely to be affected. A ticking at idle or a sooty exhaust for the left-hand cylinder bank are warning signs, so get a specialist to carry out a bore scope inspection if you've any doubts. An over-rev check is wise, too.



### **Transmission**

Manual gearboxes are robust, and noisy bearings or weak synchromesh will be obvious. A new clutch is £1,000 at a specialist, so ensure it's healthy. The Tiptronic automatic is considered bulletproof with proper maintenance, and neither should there be problems with the four-wheel-drive system as long as the differential oil has been changed on schedule.

### **Cooling**

The front-mounted radiators and air-conditioning condensers are prone to being blocked by leaves and road debris, and corrode as a result. Replacing them all is a pricey job, and Paragon Porsche's Jason Shepherd also advises a check for corroded coolant pipes between the radiators – tricky to access, so often ignored, budget around £600 to replace them.

### **Interior**

Build and material quality were 997 high points, but check the cabin for the usual signs of wear and tear. Scuffed plastics and worn seat bolsters point to hard use or uncaring ownership, while the rubber coating on switchgear can wear away. It's nothing that can't be sorted, but professional refurbishment will cost.



### **Electrics**

Make sure interior electrics all still operate as they should. Ray mentions electric window regulators as a weak spot, so don't be satisfied until you've pressed every button and switch. Replacing failed electric motors will be costly, and check all of the PCM functions – the optional satellite navigation was notably poor and may have been upgraded.





**ABOVE** Perhaps the best value for money 911 right now, the 997.1 C2 offers plenty of usable performance for a little over £20k



the 996 that proceeded it. That's thanks in part to Porsche's appointment of Franz-Josef Siegert from Mercedes-Benz during the 997's development, who in turn brought along many colleagues from the Mercedes-Benz interiors department.

I remember sitting in the 997 for the first time when it was launched. The familiarity of the layout from the 996 was carried over, yet with a depth of quality and design integrity that moved the 911 into a different sphere. The interior, like the rest of the car, engine aside, is all-new, it said that only the rear seats bear any relation to the 996 before it. Both cars here have extended leather on the dashboard, a worthwhile option even in the significantly improved interior of a 997, the instruments clear, only the digital screen in the centre console dating both cars. If I'm being picky I've never liked the standard steering wheel in the 997, its boss being rather large, though I'm prepared to forgive it that as the messages it transmits are so clear – hydraulic power assistance helping its case – that it remains very much a high point in the 911's evolution.

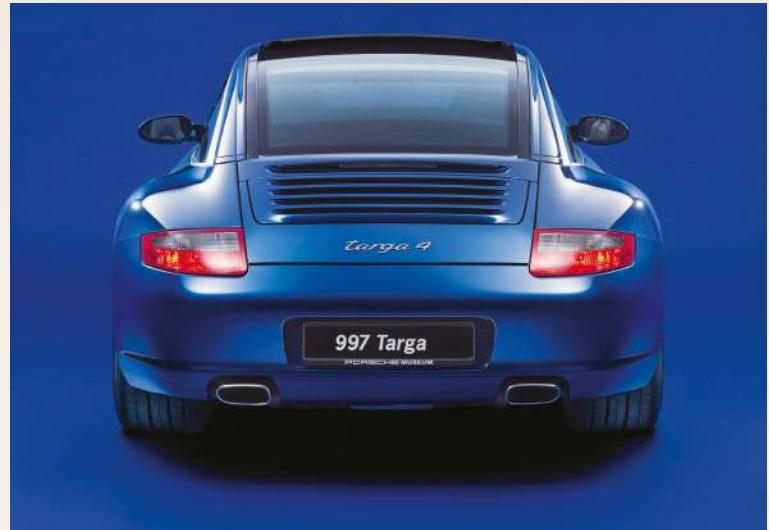
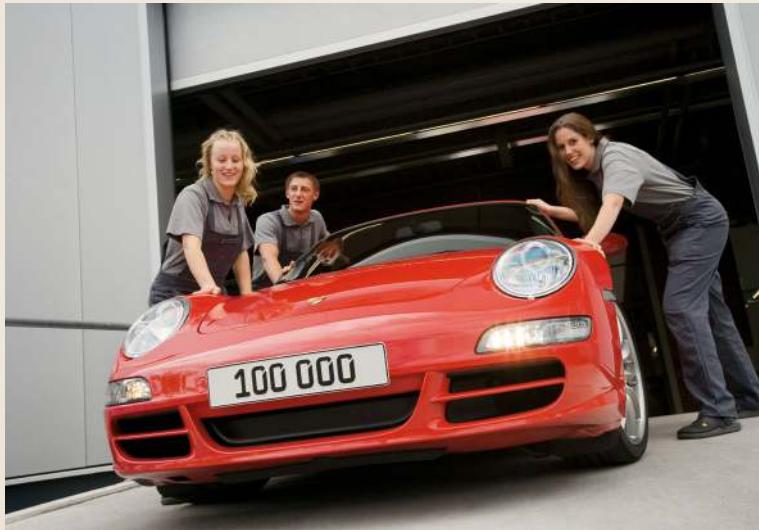
Newman's car feels wonderful on the country roads around Lambourn. Last time I was here I was in a pair of 991s, and as good as they were the 997's giving me a lot more information at my fingertips as to the road surface. There are few better gearboxes either, the six-speed manual in the 997 so beautifully weighted, its action crisp and accurate, it an absolute joy to slot through its gate. If you're a manual Carrera 911 fan the 997 is peak shift; the 991's bastardised PDK-based seven-speed is no match for it. The 996 C4S here for a quick comparison is good, really good, although it's been fettled a bit with coilovers, but like for like the standard 997 is better still.

Indeed, I would happily add another 50,000 miles to the odometer in Newman's Carrera given the chance, something he might just do as he plans on keeping it, not seeing any reason to change it. He's pondered a GTS or GT3, both cars well worthy of consideration, but the leap from his car to that is a sizeable one financially, while any gains are ostensibly difficult to rationalise. Certainly I don't need to drive anything any faster. The 3.6-litre's eagerness,

the chassis' fine balance, the 997's nose that little bit more faithful than 996s, the turn in being more predictable... the Carrera is all the sports car you could ever want. Even so, Newman might in time fettle it a bit more, adding even more engagement to the mix as his use of it becomes more for pure enjoyment than one of regular transport.

Louis Ruff is pointing the camera today, and at a familiar subject. The Carrera 4S here is his, a car he's known about for a while, having been brought into the Porsche Centre he works at. It's beautiful, and unusual in red, Carreras typically, in the 997 era at least, a bit more soberly coloured, Ruff's standing out for all the right reasons. There's a backstory behind the black wheels, too: they were factory painted for a 997 Cabriolet, but when the owner saw them on the black car they thought it was a bit too much. Usefully, the Carrera 4S's owner was picking up their car at the same time and they agreed to swap.

The specification, like Newman's C2, is sensible and desirable. There's Sport Chrono, a manual transmission, leather dash, Sports exhaust and little ➤





**THANKS** To Louis Ruff and Max Newman for supplying the 997s in our pictures. You can follow them on Instagram: @ruff\_snaps, @maxripco

else to distract. That's arguably the appeal of the 997: it's got every convenience you might need, without falling into the trap of modernity that festoons current cars with technology that more often than not is more distraction than help. Ruff, like so many enthusiast buyers, was initially looking for a C2, but this 45,000-mile car was so perfect that having another driven axle wasn't an issue. It shouldn't be either, as for the most part it's rear-wheel drive, the Carrera 4's trick being that if you removed the badge on the engine cover you'd do well to notice that it's able to apportion drive to the front axle. Then, of course, there's that wider body, 22mm added each side for a 44mm increase over its C2 relation.

There are subtle differences to how it drives. If I'm being hyper-critical the steering is infinitesimally less sharp, but if it were percentages it'd be single digits. I'm talking one or two per cent here. The 997 C4S is a sensational car to drive, its launch remaining one of the most vivid memories I have of driving any 911 ever, anywhere.

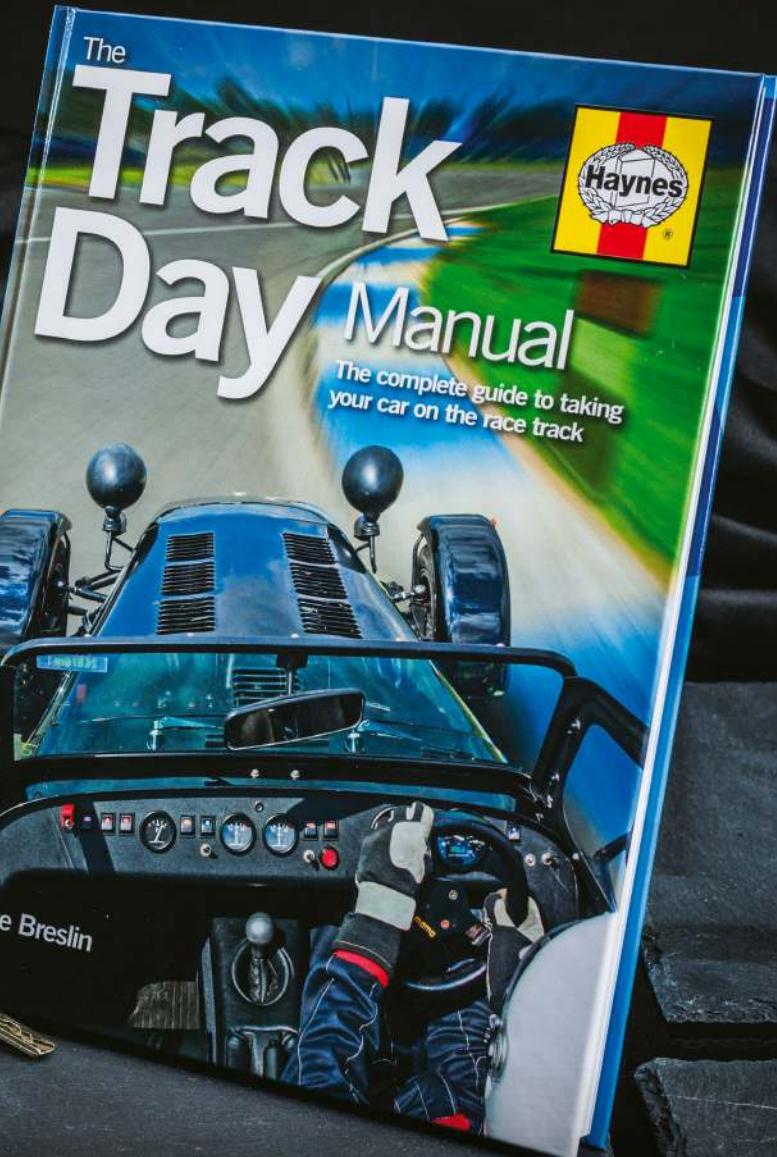
That was in Monaco; Walter Röhrl drove a C4S up and down a closed section of the Col de Turini, a

ribbon of challenging tarmac where the Monte Carlo rally runs. In his hands it was sensational, though even in mine its fine balance and utter predictability allowed exuberant power oversteer exits from the countless hairpins, the four-wheel drive aiding the transition as it pushed drive to the front to pull the car straight. I remember it like it was yesterday.

There's no such silliness today, but I know just how incredible the 997.1 C4S can be, and a few miles behind the wheel bring that back into sharp focus. It, like the C2 here, is so rich in feel, so engaging and exciting, and all at relatively ordinary speeds. That remains core to the 997's appeal: if the 996 introduced the world to a modern 911, the 997 finessed it to the point of perfection. It was right when it was launched, and remains so to this day. That so many were built demonstrates that, and creates enormous opportunity, as there are plenty to pick from. It's peak 911, certainly in the modern, water-cooled era, and currently an absolute bargain – though it won't remain so for long. Astounding value and a better car than the 996, the time to buy a 997.1 is right now... **911**



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# BATTLE OF THE BLOWN RENNSPORTS

They're the only road-going 911s ever to mix forced induction with that fabled RS moniker. How does the 997 and subsequent 991 GT2 RS compare?

Written by Lee Sibley Photography by Daniel Pullen

**W**hen we think about 'Porsche' and 'Rennsport', which connotations spring to mind? For me it's the many ingredients which make the visceral experience of a raw 911: ostentatious aero; a stripped interior; loud, mechanical noises from inside the car; razor sharp throttle response and direct, unfiltered steering. The concept of a turbocharger wouldn't be high on the list of too many enthusiasts.

Perhaps it should though, for Porsche's history with turbocharging is as rich as its narrative with racing, the company's endeavours on the track spawning the concept of its Rennsport cars for the road in the first place. Even before the company had unveiled its 911 Turbo to the world in 1975 it had

already set about trying to race it. Built by Norbert Singer, the 2.1 Turbo RSR was constructed according to FIA Group 5 rules and pitted alongside sports 'silhouette' cars from rivals including Ferrari and Matra. It raced at Le Mans in 1974 – with every top-level Le Mans Porsche since using forced induction. It finished 2nd overall to a Matra driven by a certain Gérard Larrousse, keeping a host of open-cockpit prototypes honest. It was no fluke: the RSR Turbo went on to record another 2nd place in the Watkins Glen 6 Hours, 7th at the 1,000km at Paul Ricard and 5th at the Brands Hatch 1,000km on the way to helping Porsche finish third in the World Sports Car Championship that year.

Alas, it was to be the only turbocharged 911 to officially adopt the Rennsport name. New rules

from the FIA stipulated a change, Porsche going on to spawn the 911 Turbo-based 934, 935 and 936 thereafter.

That is, until 2010. Following three generations of GT2 in the 993, 996 and 997, Porsche unveiled the 997 GT2 RS. Ostensibly a Frankenstein of the 997.2 Turbo S and 997 GT3 RS 4.0, it was a carbon-clad, lightweight monster with rose-jointed rear suspension, its tuned, twin-turbo motor making it the most potent road 911 of all time with a mighty 620hp at its disposal.

Although it never really featured in top-level works or customer racing (save for Jeff Zwart's record-breaking Pikes Peak run in 2011), the 997 GT2 RS looked to be sharing the 2.1 Turbo RSR's destiny of being an exotic anomaly interwoven in the ➤



Porsche Rennsport tapestry. There was no indicator of a successor in the pipeline, the 991 generation skipping the GT2 moniker entirely. Then, in autumn 2017 at, of all places, the launch of a new Xbox racing sim, Porsche announced the arrival of its 991 GT2 RS.

With only 500 997 GT2 RS's and an estimated 2,000 991 GT2 RS's worldwide, it's not often you'll see one of each generation side by side. However, that's exactly the sight we're treated to on arrival at Silverstone's Porsche Experience Centre ahead of our twin test of both these performance goliaths. Representing GT2 RS genesis, the established 997 is the platinum smash hit, its 991-shaped replacement posing as the awkward second album. Can it really take Porsche's blown Rennsport to a new level?



We're yet to turn a wheel in either, but the 991 is already asserting itself, towering above the 997. The 991 simply looks like a Cup car, albeit with licence plates, its rear wing dwarfing the 997's comparatively modest proportions. We'll save the comparisons for later, though. After a quick cuppa and sign-on, it's time to get reacquainted with the 997.

While its once-extreme appearance has been blunted somewhat by the 991, the 997 is still a visual feast. There's carbon detailing all over the car, from the front boot to rear decklid, to the wing mirrors, front lip, rear PU vents and side air intakes. The matte finish contrasts nicely against the gloss of the car's Jet black paint, its golden, centre-locking GT2 wheels adding vibrancy. Its rather more meaty appearance in comparison to, say, a 997 Turbo contemporary comes courtesy of reprofiled front fenders in order to fit girthy 245-profile tyres – the fenders are one-piece like the GT3 RS 4.0, rather than two-piece like the 3.8-litre GT3 RS. The gaping side air intakes have lost their horizontal slat, allowing for a bigger volume of air to reach the twin intercoolers housed fore of the rear wheels, while at the back of the car that large, fixed rear wing features additional openings which act as induction in channelling air straight to the flat six below.

Inside it's a lairy mix of bright-red Alcantara, worn substantially by the years of vigorous driving

this GT2 RS has been subjected to here at the PEC. There's a cage, the rear seats have been deleted and the removal of sound deadening and glass, the latter replaced by plastic, means the turbocharged flat six reverberates its bassy note into the cabin on start-up.

To drive the 997 GT2 RS is a wonderful experience. As we've alluded to previously in this magazine, it's a weird mix. The detail of its touch points are positively Porsche RS: the shift is short and precise, the steering is perfectly weighted and full of feel, the chassis taut and responsive. And then there's the engine, which strays radically from the customs associated with a Rennsport. Though impressive for a turbo car, throttle response simply isn't in the same league as a razor-sharp nat-aspirated RS, but the appeal of the GT2 is evident not half a second later. Those VTG turbochargers spool up from as little as 2,000rpm and catapult you forwards with a ferociousness unimaginable in even a GT3 RS, its rush unrelenting all the way to the redline. We build the pace gradually as the laps tick by, though it's very quickly evident the rate at which this thing moves is, quite frankly, absurd. Already it's clear the art of driving the GT2 RS is in managing the throttle and the insane levels of unending boost which it so effortlessly serves up.

That said, it's nowhere near as lumpy as a 997.2 Turbo or Turbo S. This is where that core Rennsport DNA shines through: the GT2 RS is surprisingly well balanced, displaying a clear finesse to the way it drives. The steering, again, is marvellous, transmitting so much detail through the wheel you can feel quite



clearly the surface changes over different patches of Tarmac around the circuit. It all helps intricately translate the state of play at the front wheels, vital when trying to keep this thing pointing in the right direction. The clutch too has a nice, affirmative weighting to it, similar – along with the gearshift – to a 997.2 GT3 RS. It being a manual provides another dimension to the 997's drive; simply put, you need to be a dab hand at heel and toe as it's the only way to effectively get in a smooth gearshift, such are the speeds you're carrying that corners arrive as soon as their predecessors are dismissed.

As is the traditional 911 way, you have to really weight the 997 up to get it quickly and safely through a turn. Even on the PEC's tight circuit it requires a very heavy application of the brakes to scrub speed effectively, those PCCB's doing a mighty job of reducing the GT2's velocity. They're getting a workout alright, and only they would be up to the task of effectively stopping this thing, their immediacy in bite and inability to fade your only ally in keeping this Rennsport rocket in check. Trailing into the corner to get the nose to drop and tuck in, it's a quick switch with your footwork to feather in the gas to power out of a corner. Push too late and you'd be losing time to the immediacy of a nat-aspirated car's responsiveness, too early though and the GT2's tail will start wagging as it gets out of shape all too quickly. With a bit of heat in them those Michelin PS Cup 2 tyres (in the GT2 RS's unique size) do a mighty fine job of keeping traction in the main but, needless to say, the potential perils are sizeable and ever present.

Session over, we leave the circuit and return back to base. It's only been 20 minutes, but in truth I'm glad for the rest. It's a serious workout, the GT2 RS. It's so fast yet so analogue and, bereft of the

## 991 GT2 RS 2018

### Engine

3,800cc Capacity

9.0:1 Compression ratio

700hp @ 7,000rpm Maximum power

Seven-speed PDK Transmission

### Suspension

Independent; MacPherson strut; all suspension mountings ball jointed; carbon fibre anti-roll bars

Independent; multi-link; all suspension mountings ball jointed; carbon fibre anti-roll bars

### Wheels & tyres

9.5x20-inch; 265/35/ZR20 Front

12.5x21-inch; 325/30/ZR21 Rear

### Dimensions

4,549mm Length

1,880mm Width

1,470kg (without WP) Weight

### Performance

2.8 seconds 0-62mph

211mph Top speed

## 997 GT2 RS 2010

### Engine

3,600cc

9.0:1

620hp @ 6,500rpm Maximum power

Six-speed manual Transmission

### Suspension

Independent; MacPherson strut; anti-roll bar; PASM

Independent; Multi-link; rose joints; anti-roll bar; PASM

### Wheels & tyres

9x19-inch; 245/35/ZR19 Front

12x19-inch; 325/30/ZR19 Rear

### Dimensions

4,460mm Length

1,852mm Width

1,370kg Weight

### Performance

3.5 seconds 0-62mph

205mph Top speed



## 997 VERSUS 991

### DRAG COEFFICIENT

0.34Cd 0.35Cd

### MAX BOOST PRESSURE

1.6 BAR	
1.55 BAR	

### POWER TO WEIGHT

452.55 bhp per tonne 476.19 bhp per tonne

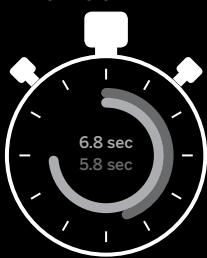
### RING LAP TIME

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6:47.3

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- £207,506 (2018)

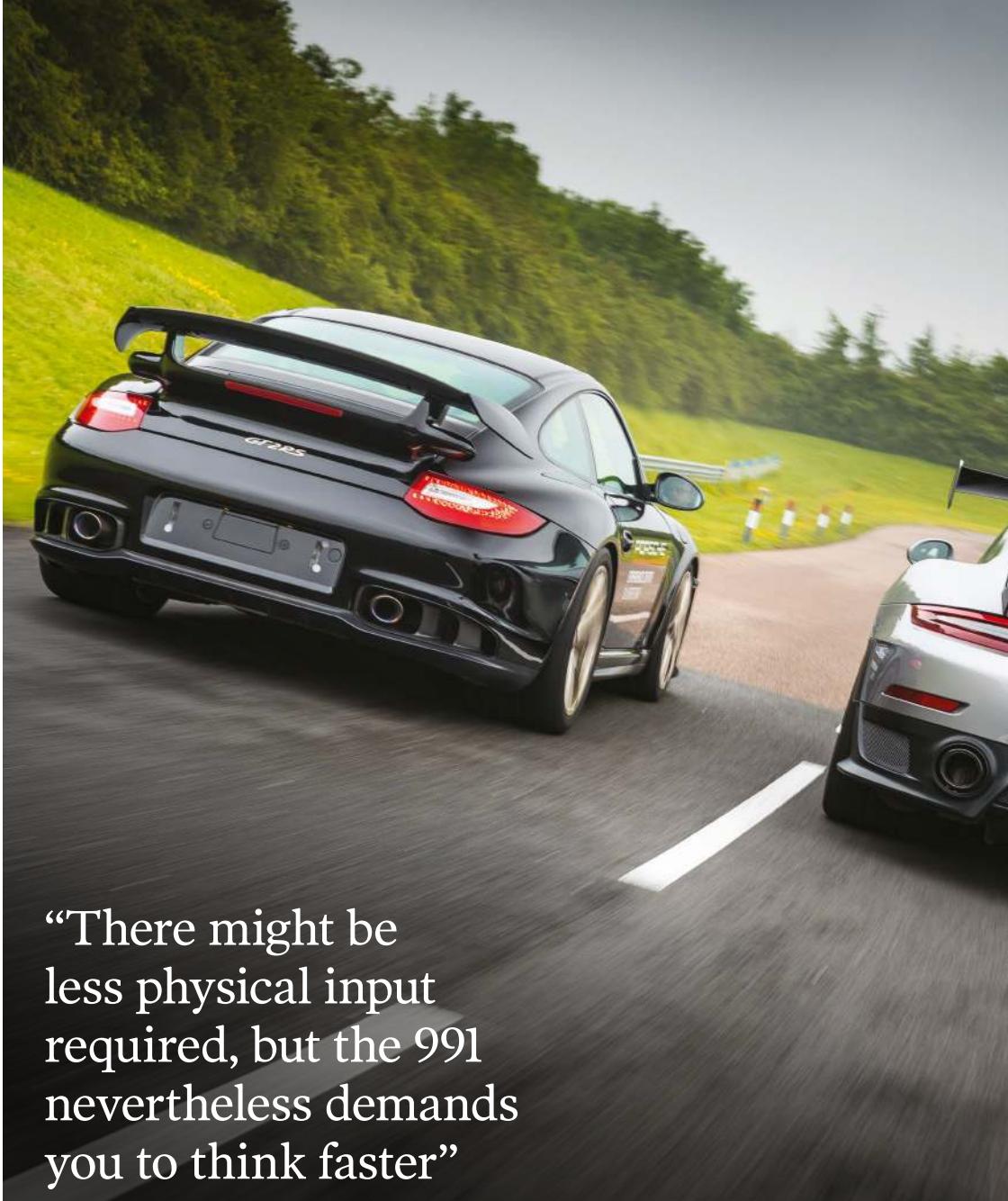
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- £400,000 (10k miles)
- £400,000 (delivery miles)

### NUMBERS SOLD WORLDWIDE

500 2,000  
(approx.)





technologies bestowed upon the 991, gives you much to do. It can be overwhelming; at times it feels like trying to battle a house fire with only a garden hose.

We park the 997 and head towards the 991 – the GT2 RS's 'awkward second album'. There are so many well-sculpted elements to the 991's design that you could appraise its particulars for hours. Indeed, I've always been of the opinion that cars are made to be driven, but this is the first 911 I'd consider plopping in the reception of my house, such is the exquisite level of detail present.

Even looking at it suggests Porsche has taken not so much a quiet step but a quantum leap forward with its beastly 911. There are now NACA ducts in the bonnet to feed extra air to the brakes; reprofiled vents above the front wheel arches; a magnesium 'double bubble' roof to reduce the car's centre of gravity; reprofiled side air intakes to better flow air to the intercoolers; larger, wider wheels; a gaping primary air intake; a monstrous Cup wing, and a pronounced diffuser, which better deals with air flowing out the back of the car. Even the new GT2 RS's huge front splitter now has supports mounted behind the front centre grille due to it sagging under high velocity around the 'Ring. There's rear-axle steering too, plus spray jets to keep the intercoolers cool, not to mention the compulsory PDK Sport gearbox.

As you can see by comparison to the 997, the 991 looks and indeed feels absolutely huge. It weighs 100kg more, but the beauty of the 991 is you'd be hard-pressed to ever feel it. Not only is it ridiculously fast in a straight line, but it's still so well balanced in the corners, the 991's 100mm extended wheelbase and active rear steer positively contributing to that.

It's also much, much louder inside the new GT2 RS. Addressing a minor criticism that the 997 was a little too quiet for an otherwise ostentatious 911, from start-up there's an almighty boom in the cabin as the 3.8-litre, twin-turbocharged 9A1 engine fires into life, developing into a thunderous explosion of noise under acceleration. It is positively intoxicating! There are plenty of pops and bangs from the exhaust as unburnt fuel is dispensed of, this a delightful, visceral experience compared to the augmented cackling of a turbocharged 991.2 Carrera on overrun.

There are similarities between the two GT2 RSs in terms of power delivery – that slight lag remains, and it's an art to learn to apply the throttle at the right time. Power, however, is a big step up. The 991 boasts an 80hp increase over the 997, its 700hp making it the most powerful street 911 of all time. How does that feel from the cockpit? Well, its acceleration is enough to scramble your brain, but you need to somehow see through all of that, as controlling this insane power source is a mere mortal – you.

It's easy to drive at low speeds, just like the 997, but push on and the car becomes absolutely wild. Again though, there's a finesse to counter that brutality, which in the 991 has been turned up to ten on both fronts. The steering is now electrically assisted, it light but perfectly weighted, that Sport GT wheel more ergonomically refined, and nicer to hold as a result. The 918 bucket seats are comfortable to sit in too – you can slope into them with more ease than

the 997's Carrera GT-spec seats, and they provide a firmer grip over the 997 too.

Rear-axle steering helps the car pivot more readily on tighter turns while adding stability at the back on faster bends, but don't think that makes the car indomitable – far from it. It's still twitchy, and the timing of your throttle application is just as crucial on corner exit in the 991. Those huge rear boots squirm for every millimetre of grip on the PEC track's surface, so the new GT2 RS still needs to be respected. Gear changes up and down the PDK gearbox are a little more harsh than, say, a paddle-shift Carrera, but it is lightning quick; impressively so.

Of course with no manual gearbox there's no need for your hands to leave the wheel now, which is just as well, such is the rate at which you're covering ground, the 991 demanding a constant deluge of small, precise inputs to the wheel to keep the car happy. It's just ridiculously fast! There might be less physical input required, but the 991 nevertheless demands you to think faster.

The 991 has taken the GT2 RS into a whole new stratosphere of performance. It's fun, but oh, the speed! I keep having to apologise to the instructor because I'm swearing so much. The thing is an absolute monster, a beast that wants to break loose at any opportunity. It's so explosive, yet at the same time so tactile and precise. It's an absolutely bloody brilliant feat of engineering. The fact all this comes in a car adorned with licence plates means it's quite possibly Porsche's finest achievement yet.

So, where does this leave these two behemoths? Pleasingly, the 997 hasn't been overshadowed here: it's still every bit as extraordinary as it was from launch, delivering a traditional Rennsport experience but with a brutal extra punch of torque. Purists may prefer it as the car that's more rewarding, as it leaves you with so much to do. The 991 unquestionably takes some of that involvement away, but that's no bad thing – so mind-bendingly rapid yet capable is this thing that, really, therein lies its charm. Plus, it's not like you're going to be bored at the wheel of it anytime soon, either!

I'll take the 997 though. It might not be as quick or as clinical as the 991, but it's no slouch by any means, and still extremely capable on track. More than that though, it offers greater reward to push it to the limit, serving up more of an emotive connection between car and driver on the way to doing so. At a time when cars are evidently becoming computers with wheels, that bond between car and driver becomes ever more relevant for the enthusiast. Regardless, both these extreme RS iterations fly in the face of those who swear by the purity of an atmospheric 911 engine. Delivering a positively insane driving experience without sacrificing on finesse, a turbocharged Rennsport is surely one of the best recipes for a Porsche 911, ever. **911**

## Thanks

Thanks to the Porsche Experience Centre, Silverstone, for use of the facilities. For more information on the Centre's driving experience packages, visit [Porsche.com/silverstone](http://Porsche.com/silverstone).

# BACK TO THE FUTURE

Backdates may be today's popular modification of choice, but Total 911 rewinds to a time when forward-dating was all the rage...

Photography by **Rich Pearce**







**RIGHT** Original Pasha interior is retained, albeit with MOMO Prototipo wheel



The road ahead is deserted, its twisting Tarmac totally bereft of traffic. A thick wall of trees lines the roadside, their density willing us to keep moving our 991 towards the setting sun.

A look in the rear-view mirror reveals much the same story behind us. The highway is empty, save for two hazy yellow lights in the far distance. However, as the minutes tick by, those lights become more prominent. Glancing briefly at the road ahead, my eyes return to the 991's rear-view mirror, fixated on those yellow lights coming quickly towards us. There's a red hue visible between them now. A bonnet. A roof. A windscreens. It's a car.

The rate at which this car is closing in on us is astonishing. It surges up the stretch of road behind us, revealing more detail with each passing second as its features become ever larger in our mirrors. A 964, I think to myself, catching its chunky front PU with integrated side lights. Then, roaring up behind us, the 964 pulls out and shoots past, gliding back in line and charging up the road ahead. Now the confusion sets in: replete with one-piece bumper, full-width rear reflector with clear 'Porsche' script, a distinctive tea tray spoiler and wheels with the lip and profile of Cup-spec alloys, the visual cues give this car away as a 964 3.3 Turbo. However, the mechanical howl of

that flat six as it shot past certainly wasn't akin to the noise of a 911 with an exhaust turbocharger bolted on. So, what on earth has just overtaken us on this rural stretch of Swedish asphalt?

Luckily, we don't have to wait too long to find out. Not 20 minutes later we pull into a gas station and there, sitting by the pumps in front, is our mystery Porsche 911, being fuelled by its joint owner, Andreas. Originally a 1982 SC, the car was converted to a 964-look of sorts before Andreas and co-owner Lennart bought the car, though closer inspection of that one-piece Strosek front PU shows it to be more 944 than 911. We're also told the rear bumper mimics that of a 30 RS. A peek inside reveals the car's true age, its Pasha interior an obvious giveaway. Not that this car is trying to hide anything: Andreas and Lennart have even left the 'SC' lettering on the car's decklid.

In our contemporary world where backdating a 911 is all the rage, the idea of a forward-dated 911 makes for an odd concept, but one which, in a bygone era, was a popular conversion. Due to the large spectrum of interchangeable parts on air-cooled 911s, many found favour with the idea of swapping a few panels to make an older model look just like one which had only just rolled off the production line at Zuffenhausen. Much like backdating, how convincing the car looked depended largely on how far you

were willing to go, or how much you were willing to spend. So what of the car we've caught up with?

Andreas tells me he and Lennart bought the car in its current guise, complete with 'teardrop' wing mirrors commonly found on later 964s. "We found favour with how different it was compared to other SCs, and especially liked how it drove," Andreas tells me as he replaces the fuel hose and tightens the 911's filler cap. So did Andreas and Lennart ever consider converting the car back to standard, or backdating it – as is currently in vogue – to a longhood, pre-impact bumper 911? "No, because a lot of work had gone into converting it to 964 spec. For example, the rear reflector on a 964 sits at a slightly different angle to the G-series cars, so getting this to fit required the previous owner to make some modifications to the rear wings. We believe this is part of the history of the car and shouldn't be changed," comes Andreas' reply.

The somewhat unique look of this SC will quite obviously not be to everybody's taste, but it has to be said, we quite like it. Its charm is that it's so different from what you'll otherwise see in Porsche circles today and, kudos to the previous owner, it's been done well. Aside from the rear reflector panel, the SC's front and rear impact bumpers have been replaced with one-piece PUs, while its 16-inch



**Model 911 SC**  
**Year 1982**

**Engine**  
**Capacity** 3,200cc  
**Compression** 9.8:1 (factory)  
**ratio**  
**Maximum power** 270bhp (estimate)  
**Maximum torque** 290Nm (estimate)  
**Transmission** Five-speed 915 manual gearbox

**Suspension**  
**Front** Independent; MacPherson strut;  
torsion bar  
**Rear** Independent; semi-trailing arms;  
torsion bar

**Wheels & tyres**  
**Front** 7x17-inch Cup 1s; 205/50/R17  
**Rear** 9x17-inch Cup 1s; 255/40/R17

**Dimensions**  
**Length** 4,291mm (factory)  
**Width** 1,652mm  
**Weight** 1,160kg

**Performance**  
**0-62mph** 6.5 sec (factory)  
**Top speed** 140mph (factory)

## How to forward-date a 911

It sounds obvious, but the 911's largely interchangeable parts from 1974 right up to the end of the air-cooled era in 1998 means forward-dating is as simple as the more common practice of backdating. There's a particularly large overlap in parts between the 964 and G-series generations, which is why older cars previously were made to look like 964s and how today 964s are being made to look like its predecessors.

Jamie Tyler at leading independent specialist Paragon Porsche fondly remembers a time long ago when the company was frequently producing forward-dates for clients: "It was fairly easy to do in the sense that front and rear wings were the same, but a little extra fabricating was required elsewhere. For example, front and rear bumpers needed new brackets, and the side sills needed gluing on, as the 964's had holes for clips but the G-series didn't."

"A little cutting was required at the back of the car to get the 964's rear reflector and lights to fit. We had a supplier who provided a full glass-fibre kit, teardrop mirrors and Cup wheels. We haven't done forward dates for years, but they were very popular at the time," Jamie says. With 70 per cent of all Porsche created still on the road today, it's quite possible that one of these previous forward-date cars has since taken on a whole new look in being converted back to original, or even been reinvented as a backdate car.



**RIGHT** Cup wheels, tea tray rear wing, and wheel arch protector: could this be a 964 Turbo?

Fuchs alloys have been replaced with 17-inch 'Cup I' wheels. A tea tray wing has been sourced to sit atop the Guards red decklid, and matte-black wheel arch protectors give the narrow-bodied car a wider, Turbo-style appearance. Aside from the 964's 'teardrop' mirrors, which Andreas and Lennart did swap out in favour of the SC's original electric 'elephant' mirrors, that's all that was needed to update and upgrade this 1982 SC into a 964 Turbo-esque 911 of a decade or so later.

Fuelled up and ready to go, Andreas and Lennart reveal they know a disused airfield nearby, if we'd like to test out this SC's performance credentials. Recalling how the car had rip-roared past us so impressively on the highway not half an hour ago, it doesn't take too long to offer a positive response.

We hop back in the 991 and follow its flat six forefather for ten or so miles to the disused airfield deep in northern Sweden's countryside, before parking up at its base. "As you may have guessed, it's no standard SC to look at and it's no standard SC to drive," Andreas says with a smile as he lifts the decklid. The Typ 930 flat six's ll-blade, red-painted fan meets our eyes first, though it is the SC's factory induction which is most noticeable by its absence. It's been replaced with RSR intakes and an Autronic (or electronic) fuel injection system, allowing for better control of the car's ignition, fuelling and engine management, this before the arrival of the Motronic systems Porsche fitted to the 3.2-litre 911 Carrera from 1984 onwards.

The engine has also been uprated to a capacity of 3.2 litres and boasts high-compression pistons and high-performance cams. We'd better drive it and decide how all of these modifications stack up.





Taking my place at the wheel, any 964 Turbo connotations previously attached to the car are gone. It's pure SC in here, its crazy Pasha interior a glorious reminder of the psychedelic 1970s.

Turning the key in the SC's ignition, I'm surprised by how quickly the engine catches and the flat six fires into life. Sure, it's already been suitably warmed by Andreas' earlier antics, but I still expect the same whirring and spluttering usually associated with trying to get a 930/10 flat six to catch. There's a slightly more raucous note to the car, exacerbated with a press or two of the throttle. Pushing the clutch pedal in and slotting the SC's kinked shifter into first, I bring in the gas and let go of the clutch and, easy enough, we're away.

Left-hand-drive 911s just feel more natural to drive, even for a Brit. The pedals are dead ahead of the seat, with no funny offsets that you have to get used to with right-hand-drive cars. It takes moments to settle into the car and, with nothing but a mile of beautifully crisp, straight blacktop ahead, I decide it's time to turn this SC up to 11.

Blip-shifting back from third to second, I bury the accelerator and the car takes off, raking backwards onto its rear wheels. There's certainly no lag here, normally associated with the car it's intended to

mimic, its engine unwinding energetically the moment that far-right organ pedal is pushed to the floor. It pulls so well, with noticeably more pick-up from lower down the rev range. That middle band on the tacho is impressively strong, which has always been premium territory for the SC's powerband, but now there's more of an urgency to the top end of this Frankenstein flat six too. The SC's traditionally long gearing hasn't been changed here, but so quick is that needle to whip round the tacho that I'm changing up in no time. The throw going up the 'box is fluid, aiding a quick shift before I can get back on the gas and head for what feels like terminal velocity down this sprawling runway. It's an absolute hoot to pilot.

On this long, flat surface there's little chance to really put the SC's suspension to the test, but it rides well nevertheless, its steer heavy yet typically excellent from an unassisted system, providing telepathic feedback. It feels stable too, no doubt helped by those wider, Turbo-spec Cup 1 wheels wrapped in chunkier tyres. And it sounds absolutely marvellous, a throaty exhaust note underpinned by a wonderful mechanical thrum from the naturally aspirated 930 flat six.

It's a brilliant little car to drive. Andreas and Lennart aren't sure of the true horsepower figure of

their Guards red rocket, but this SC unquestionably has more punch than the 3.2 Carrera which replaced it at Zuffenhausen.

As great as the engine is in this SC, its appearance is undoubtedly the prime source of its charm. 911s just don't look like this anymore; in an age where everybody is clambering for a backdate, a forward-date build makes for a striking, if somewhat ironic throwback, to a time when Porsche trends were quite literally in reverse. Who knows, maybe like the best trends, forward-dating will one day come back into fashion, but it's only possible on these G-series and 964 generations – imagine the fabrication work required to make a 996 look like a 991, for example!

Test drive over, I return the keys to Andreas and Lennart, who offer their goodbyes before continuing their journey in the SC. We follow its tea tray out of the airfield before the car disappears off into the distance once more, leaving us to our own devices in our 991. Back to the future? Absolutely, though the past wasn't so bad at all. **911**

## Thanks

The car in our pictures is currently for sale. Interested parties should contact Andreas on Instagram @race356.





# STORING YOUR 911

If you're thinking of putting your 911 into hibernation over the winter months – or even longer – there are a few things you should consider first, as Total 911 discovers...

Written by **Chris Randall** Pictures courtesy of **Autofarm**



We'd always encourage you to drive your 911 as often as possible. After all, few sports cars are as usable on a daily basis, but we certainly understand there are times when that's not possible and storage is the only answer. Whether because of long-term absence, or just protecting your beloved Neunelfer from the ravages of winter while you patiently await the return of better weather, tucking the car away might just be the best option. With those winter months on their way, it's the ideal time to consider how to begin preparations and how to ensure the car comes out of its hibernation in perfect shape, ready to enjoy once again.

If you're particularly friendly with your local OPC or specialist they may store your car for you, but a more likely option for many owners is employing the services of a storage company. New enterprises are springing up all the time, and while plenty of motoring magazines carry advertisements for such businesses, care is needed before taking the plunge.

Most important, of course, is choosing a reputable company, and a chat with your favourite specialist is a good starting point – they should provide peace of mind by recommending someone that, chances are, they use themselves. With that done the next step is to go and inspect the facilities, and any company worth their salt should be happy to show you exactly where the cars are stored. Ask to see all of the storage areas, including any off-site buildings, and discuss arrangements such as alarm and CCTV systems. Those that won't may have something to hide. Also important is establishing the services offered while the car is stored, such as maintenance processes, starting or driving of the car, dehumidified storage and battery conditioning – certainly useful for modern cars where ECUs being shut down for long periods may cause problems later.

It's also worth checking whether the car will be valeted and how it will be checked for damage before it is put away. Don't be afraid to ask about their insurance, although it's wise to notify your own insurer that the car is being stored away from its

## STORING YOUR 911 TEN TOP TIPS

### 01 Think about convenience.

Decide whether you plan on permanent, longer-term storage or will want occasional access to the car.

### 02 Ask specialists for advice on finding a reputable storage company. This isn't the time to cut corners.

**03** Be sure to inspect the storage premises. Don't be afraid to ask questions, and ensure you understand what's included and the costs involved.

### 04 It's imperative to make sure that documentation is in order, especially insurance. A SORN declaration may be appropriate, too.

**05** Storing the car yourself? Then prepare it first. It should be clean and thoroughly dry, and treat leather, rubber and chrome parts to prevent deterioration.

### 06 Protect the mechanicals. Change the oil and filter, ensure anti-freeze levels are correct, maintain the battery and prevent flat-spotting of tyres. Don't depress the clutch pedal during storage; the handbrake should be off, and remember that convertibles should have the hood raised.

**07** Consider an inflatable cocoon for maximum protection. A simple car cover may suffice in a dry, well-protected environment, but otherwise condensation may be an issue.

### 08 If you're using a dehumidifier then make sure it'll be up to the job. Not all are suitable for use in a freezing garage.

**09** Keep safety in mind. There's the risk of fuel vapour building up, so consider draining the tank and system during long-term storage.

**10** For peace of mind inspect the car regularly, especially if your own storage facility isn't attached to your home. You don't want to return in the spring to find the building has flooded, or the car's been stolen!



**ABOVE** Air-cooled cars are of course statistically most likely to be stored over winter, with their chassis more likely to be susceptible to corrosion



#### THANKS

Thanks to Autofarm for the pictures and advice in our article. Autofarm are happy to talk through storage options with you, for more information call +44 (0) 1865 331234



usual address, as insurers may offer a temporary storage policy. Then there's the matter of scrutinising the small print. You'll want to understand exactly what's being offered and avoid any hidden charges, and be aware of issues such as notice periods. If you're planning to recover the car from storage on occasion then ask what's involved and whether any additional charges apply or if the storage agreement ends if you remove the car for a longer period. Finally, there's the matter of cost. This can vary quite noticeably and will depend on the services you've chosen. Expect to pay from around £120 per month, and a bit more for a dehumidified environment.

Of course, you may prefer to store the car at your own property, in which case there are a few things to consider, starting with the sort of building you have in mind. If you've nothing suitable then temporary outdoor storage shelters can be found for around £600, but if you've something more permanent in mind then wood or brick structures are often best. Steel and concrete can generate condensation, so you

should consider installing some sort of dehumidifier or protecting the car in an inflatable cocoon. It's worth considering whether you plan on an extended period of inactivity or intend to start or drive the car occasionally, as having to move lots of stuff to get at it will be a hassle. With that decision made there are a few other things that will ensure the car remains protected.

We've already mentioned inflatable cocoons – and they are extremely effective – but if that's a step too far then you should certainly invest in a top-quality car cover. It will protect from dust, and if the building has windows it will also prevent sunlight from damaging trim, but there's still the risk of condensation. Hooking the battery up to a conditioner is also a wise move, both to protect the battery and ensure tracker/alarm systems remain operational, as is taking precautions to prevent tyres from flat-spotting. You could remove the wheels and support the car on axle stands, use a spare set

of wheels if you have them, or employ the specially shaped wheel cradles that are available.

Carrying out an oil change before storage is a wise move, too, and for longer lay-ups consider adding an additive to the fuel to prevent it going stale. Applying some protector to rubber trim parts and brightwork is sensible, and although it's best to avoid leaving windows open unless you're certain that rodents won't be a problem, blocking the exhaust and air intakes is a sound precaution. And, as with professional storage, there's the matter of insurance. 'Continuous Insurance Enforcement' means the car will need to be insured throughout, or you'll need to make a 'Statutory Off-Road Notification' (SORN). Of course this isn't an exhaustive list, and specialists will be happy to provide advice when it comes to tucking a car away over winter, but if you are considering storage then our pointers will help ensure your car emerges ready to entertain like only a 911 can. **911**

# Gérard Larrousse

A hero from the late-1960s and early 1970s, Gérard Larrousse is still racing Porsche in his 80s. Total 911 reflects on his remarkable career

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



When you've won Le Mans, the Nürburgring 1,000kms, the Targa Florio and the Corsican Rally, there's not a lot left to prove. Gérard Larrousse did all that and more between 1969

and 1975, and then spent the next decade running Renault's F1 operation. He speaks good English with a native French accent, but is slightly deaf from driving a V12 Matra MS650 Le Mans car around France in the 1971 Tour Auto.

Gérard lives with his wife Michelle in an apartment overlooking Marseille's Borely race course, with views to the Mediterranean beyond. Born in 1940, he began rallying in 1961. Between 1964 and 1965 he performed his national service while building a reputation in French club racing, with good results in a Renault Dauphine and R8 Gordini, including victory in the Critérium des Cévennes rally. Done with the military, he committed himself to five years of motorsport. Having semi-retired as a driver in 1975, he has never quite given up: at 2018's Le Mans Classic he drove his legendary 1970 2.5 911 ST, resplendent in yellow with red swirls, moving inexorably through the field from 16th to 5th. Talk about reliving the halcyon days!

**Had you done any competition driving before you started rallying?**

I was 21, which is kind of old today, but I was still a student studying business management in Paris. I

come from Lyon, near the Alps, and people there are very keen on rallying. Friends said to me, "Come on, you are a good driver so why not try it." So I really started from zero because I never went to a racing school like Winfield, or even tried kart racing.

**What was your first important drive?**

In 1966 I was fortunate to get my first factory steering wheel; it was an NSU TT 1200, run by the French importer. Not very powerful, but very light, and rear-engined. I won some big rallies, so I was contacted by Alpine and drove two years for them, 1967 and 1968 [and won the French Rally Championship].

**And then came the Porsche contract?**

At the end of 1968 I had a proposition from Porsche to drive four or five rallies. I thought, 'OK, Porsche is proposing some rallying, but I know that they have a lot of racing cars, so maybe I will have a chance to do circuit racing,' and that's exactly what happened.

**Your first action for Porsche was in a 911 with navigator Jean-Claude Perramond in the 1969 Monte Carlo Rally, and you finished 2nd to Björn Waldegård.**

Björn was going much faster than me on snow; he was really brilliant. When I came to Porsche I immediately got on with competitions manager Rico Steinemann. He said, "Gérard, if you want





to drive in France and you have sponsors, we can prepare a car for you in the factory. We give you the car and a couple of mechanics and then you devise your own programme." They gave me the 911R, which I drove on the Lyon-Charbonnières and Neige-et-Glace. That was a very light car: 850kg with a double-camshaft six-cylinder engine revving to 9,000rpm. I won the Tour de France [class win, 3rd overall] and Tour of Corsica against all the Alpines. It was like a private team with a factory car.

#### **Your first major road race for Porsche was the 1969 Targa Florio.**

One day Steinemann called and said, "Ah, Gérard, you are a rally driver so you can drive the Targa Florio for us with the 908." I said, "You think I can drive a 908?" and he said, "Of course." We had a test drive in Sicily to learn the Targa Florio course – this was the first time I'd driven a proper racing car for them. My wife Michelle and I stayed for one month in Cefalu and it was fantastic, driving a 908-2 Spyder on the open road. The potholes, the sheep, goats and donkeys I did not mind too much, but a large dog was one hazard too many.

I braked, but the 908 passed under the dog and caught his legs. He went up in the air and landed inside the cockpit, falling on my left arm. I pushed him into the footwell, stopped the car, undid my safety belts and got out to look at the damage. But I could not get back in again as he was still alive and trying to bite me. I saw some people coming; you think you are alone, but you never are in places like Sicily. I was a little bit afraid as I thought they wouldn't be happy because I'd hit someone's dog. But they said, "No problem." They got their pitchforks and forced the dog out of the car. I drove back to the café where we were based and there was plenty of blood in the car and on my overalls. It was terrible!

#### **Soon after that was the Le Mans 24 Hours which produced one of the closest finishes of all time: you and Hans Herrmann in a 908 longtail Coupe finished 2nd after a long battle with Jacky Ickx and Jackie Oliver in the Ford GT40.**

I was a very young driver, and Herrmann was an old driver, so Rico put us together just for fun. After 20 hours we were the only works car still going and it began to look like we could win. Everything changed; people's attention and attitude was completely different. They could see Mr Bott and Mr Porsche looking at the car, and we were like children.

They said, "Drive as fast as you can, now." It was very hard going because it was drizzling and there was a bit of fog. I had a fight with another Porsche driver, Udo Schütz, driving the same type of car as me, a 908 longtail. After I passed him he was pushing very hard to get back at me, and he made a mistake and finished in the guardrail at Hunaudières, and the car burned. It was a dreadful night, although he was alright.

#### **This was the 908 Coupe, though. Did you prefer the Coupe or the Spyder?**

I preferred the Spyder because I drove many races in it. We had just started the Martini Racing Team, and in 1970 I drove a lot of races with Hans-Dieter Dechant who brought in Martini as a sponsor, and he took Gijs van Lennep, Helmut Marko and me, and we were driving everywhere with the 908. That year I drove the maximum number of races, 42 in total, many of those in the 908/2 Spyder and the 908 Coupe, which was more difficult because it was lighter. When they [908 Coupes] came to Le Mans the first time they were fitted with aerodynamic devices on the back that were meant to adjust the stability at high speed. The Le Mans technical people said, "No, you can't start the race with those movable wings on the rear." So we had to fix them so they wouldn't move. It was fickle, yet it was very fast, lapping at 330kph. There wasn't so much power, but a very good top speed [by comparison, during practice Stommelen's longtail 917 hit 360kph – 224mph – on the Mulsanne Straight]. But when Herrmann had his fight with Jacky Ickx in the GT40 we couldn't win because our brakes were not good enough. The car was fast, but not as powerful as the GT40. Jacky had a great opportunity to catch Hans in a straight line, and then pass him on the brakes. After that it was impossible to pass again, so we finished about 100-metres behind.

#### **The following year, 1970, you came 2nd at Le Mans once more, this time with Willi Kauhsen in the famous 'psychedelic' 917.**

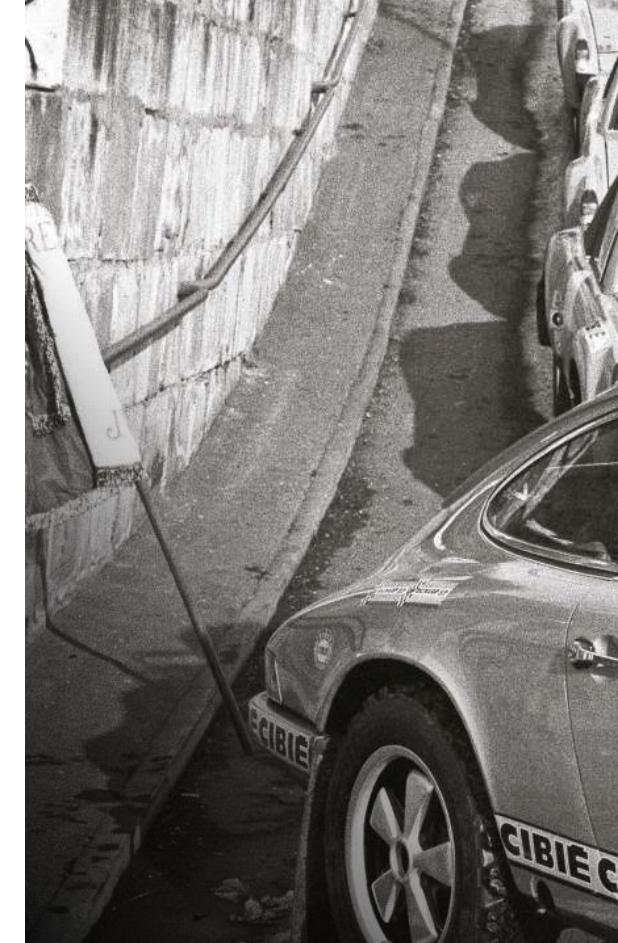
Though entered by the Martini Racing Team this was really a works car, like the Porsche Konstruktionen longtail of Vic [Elford] and Ahrens, but ignition problems because of rain meant we were slower than Herrmann and Attwood's winning 917, although we were quicker in practice. Later in the season I won the Coupe du Salon at Monthléry in a 908/2, and a week later at the same track I finished 3rd in the Paris 1,000kms driving the 908/2 with Claude Ballot-Lena.

#### **For 1971 you were paired with Vic Elford in the Martini Racing Team's 917.**

The season started at Daytona, but there were some problems with the car and I did not drive there. But then with Vic we won the Sebring 12 Hours. That's a big memory for me. And after that we drove together all year. We scored another victory at the Nürburgring 1,000kms in the 908/3, and for a while at Le Mans we were running 2nd in the longtail 917.

#### **What were the shortcomings of the 917? What were the inherent problems?**

The 917 was very expensive to maintain, and results suffered accordingly. The team hadn't enough money to keep it in good shape over the whole season. In fact, it was delivering less and less performance as the year rolled on, and races at the end of the year were very difficult. The



#### **Key facts**

- Finished 2nd in his first Porsche action in a 911 on the 1969 Monte Carlo Rally
- Placed 2nd at Le Mans in 1969 in closest-ever finish, driving 908 Coupe against a GT40
- Runner-up at Le Mans 1970 in the psychedelic 917
- Won Le Mans in 1973 and 1974 driving the 3.0-litre Matra-Simca MS670B
- Won the 1974 Targa Florio in a Lancia Stratos HF
- Set up his own Larrousse F1 team in 1987
- Drives a 991 R today

problem wasn't just the flat-12 engine; the chassis was also fragile and troublesome. Some 917 tube-frames were aluminium, some magnesium, and if you had cracks in the chassis the car wouldn't handle... it was moving around the whole time. So they put air inside the chassis tubes and if the pressure was falling it meant there was a crack somewhere. The chassis had a valve, like a tyre inner tube, and they were putting a lot of pressure in to see if it was okay or not.

#### **Though Porsche won the 1971 World Championship for Makes there was intense rivalry between drivers in the independent Gulf-JW Automotive squad and the works Martini Racing Team.**

There were a lot of fights within the JW team between Siffert and Rodríguez, and with Vic in the Martini car. The John Wyer team was separate from Porsche, and they were modifying their cars, and the engineers from Porsche were not too happy about that. There was a fight between them and John Horsman, who was engineering the JW cars. At Le Mans especially there was a





ABOVE Tackling the terrain above Monte Carlo with Jean-Claude Perramond in 1972 after, left, lighting up Le Mans in the 908 in 1969



ABOVE Winning the Tour De France in the 911  
BELOW Tasting success at the Nürburgring 1000km



big fight between the Gulf cars and the factory Martini cars.

**At the end of 1971 the 917 programme finished and your works Porsche contract wasn't renewed. What happened after that?**

I had a year with Jo Bonnier in the Lola T280, but it was not so good because of money. The cars went well and we won a lot of races, but after Bonnier was killed at Le Mans that was the end of the team.

**The following year you drove for Matra, which was cresting a wave in sports prototypes and Formula 1.**

It fulfilled an ambition because Matra was the best French team of that period, and I'd already won the Tour de France with Matra in 1971. That car was so good. It was prepared especially for the road, suspension was set a little bit higher and softer than for a racing car, and everything was like a prototype inside, but the handling was fantastic. It was really enjoyable to drive. The noise of the 12 cylinders was incredible echoing off a cliff – that's why I'm deaf! Sometimes we had ear defenders, sometimes not.

**Then you drove the 1972 Monte Carlo Rally with Jean-Claude Perramond in the Ecurie Shell 911S, finishing 2nd after a battle with Sandro Munari's Lancia Fulvia.**

The team was Björn [Waldegård] and me, but with a private service crew, and the sponsor was a cooking pot manufacturer. I missed a tyre change in the Ardèche and took a minute extra on the road because I could not drive hard any more

as there were no spikes left. Otherwise I would have won.

**You won Le Mans in 1973 and 1974 driving the 3.0-litre Matra-Simca MS670B with Henri Pescarolo. How did the Matra compare with the Porsche cars?**

The Matra was a better chassis, because Matra was making a lot of aircraft and missiles and they incorporated aircraft technology. The monocoque chassis was really strong compared to the 908 and 917 chassis, which was tubular and therefore old technology. The Matra's handling was easier and more efficient, and it was a nice engine, but much more like an F1 engine without torque. The 908 flat eight was a very good engine, not very powerful but a lot of torque and very easy to drive. I loved the 917 of course, which was so nice and so powerful, but I didn't drive a Porsche again until the 1999 Tour Auto [the revived Tour de France]. I drove a 2.2-litre 911 prepared for Jürgen Barth, but he couldn't do it, so asked me to do it instead. That was fun.

**Meanwhile you won the 1974 Targa Florio in a Lancia Stratos, and in 1975 won six races on six consecutive weekends in Alpine-Renault sports cars and Formula 2. You became Renault competitions manager in 1976, launching the RS01, the first-ever turbocharged F1 car and harbinger of a new mega-horsepower era. You also masterminded Renault's 1978 Le Mans victory. In 1985 you joined Ligier F1, setting up your own Larrousse F1 team in 1987, calling time in 1994. What's your take on F1 today?**

I spent 22 years in Formula 1, and that was enough. It was already dominated by politics back then; now it is another world. The sport doesn't belong to the participants any more; I can't understand it, and I don't want to. I am very lucky because I am still alive, because in those days everybody was in danger. I lost a lot of friends. I'm proud to have known that period of the sport, which was about real racing cars, the 917, 908, and big, big risks. Now it is completely different. I don't criticise it, you know, but I wouldn't want to be involved. I follow all the Grands Prix, but I don't want to know too much about the politics.

**Do you still have your 993?**

No, I sold it, and I regret having sold it because it was such a nice car, and very easy to use every day. Now I have a 911 R [991 R], but I don't use it so much because in Marseilles it is very difficult to go out in the car: first you have to go out of the town, then when you go on the small roads you have those little bumps all the way for slowing down the cars, and you are obliged to push the button to lift the front of the car. And the 911 R is so fast that when I do drive it I find I am going too fast, and it's very dangerous on an open road so I have to hold back. On the other hand, the 993 was a good compromise. It was a Porsche you could drive around in Marseilles and it didn't attract too much attention. It was easy to drive, very strong and a little bit higher ride height, so no problems with the road surface like the 911 R has. But the 911 R is my pension; they're worth a lot of money now, this one maybe a little bit more because it is mine! My son is a complete Porsche fan so he wants me to keep it. **911**



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# TARGA TO THE ARCTIC CIRCLE

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





After driving from London to the Arctic Circle Centre in the 991.2 Targa 4 GTS last issue, in part two we head home via the sheer driving nirvana of Norway's finest blacktop

#### PART TWO: THE WORLD'S GREATEST ROAD

**B**eautiful, beautiful Norway. It's hard to do justice to purvey the scale of its majesty: so unending and so genuinely breathtaking is its topography, you'll not likely have seen such natural splendour before – certainly not through the windscreen of a vehicle. As I mentioned in part one of our epic, 5,000-mile road trip from London to here in the Arctic Circle, there is quite simply a jaw-dropping vista around every corner in this part of the world.

Snapper Rich Pearce and I made the journey up from Britain in little over a week, and our Targa

press car was due back at Porsche Centre Reading in just another week's time. So, after stopping for our obligatory tourist picture at the Arctic Circle Centre, we climb back into the Targa 4 GTS and programme its PCM to guide us due south to the seaside town of Kristiansund some 752 kilometres away. That's 11 hours of driving, not including stops, so we'd better get a shift on: the days may be long up here, but time is nevertheless still ticking.

Unbelievably, the maximum speed permitted in the whole of Norway – a country measuring some 385 thousand square kilometres – is just 90kph,



or 56mph (one or two ring roads outside the capital of Oslo permit 110kph, however). At face value it's an absurd cap, yet in reality it's no great bother. Surrounded by scenery such as this means we're only too happy to stow the Targa's roof, put its PDK gearbox into autopilot and coast along, drinking in the grandeur of the craggy yet evergreen terrain.

Almost unbelievably again, our route encompasses the E6 highway for pretty well the entire journey, this being the main artery running right down the middle of this narrow Nordic country. We join it, still enjoying the road largely to ourselves, and let it snake us southwards towards our destination.

Kristiansund itself will never win any awards for tourism, but its significance for automotive thrill seekers should not be underestimated. The nearest major town to the Atlantic Ocean Road and then Trollstigen, it's the gateway to what can be days of absolute driving nirvana. We reach it midway through the next afternoon (we told you we'd amble!), parking the Targa by the water and heading over to our overnight digs.

We're out very early the next morning, firing up the Targa's 9A2 flat six just before 06:30. Annoyingly, it's raining; after nine days straight of blue skies and bright sunshine – aside from when the clouds blocked our attempt at a midnight sun shot back in Sweden – we begrudgingly accept Mother Nature's need for a little watering of her landscape. The rain certainly doesn't dampen our excitement, however: we are sure today is going to be one of the best of our entire adventure as we tackle two of the world's most reputable driving roads.

The Atlantic Ocean Road in particular has been on my bucket list for some time. Buoyed by idyllic

pictures of a single ribbon of tarmac hopping over the sea from one tiny island to the other, it's billed by some as one of the planet's most picturesque drives as it hugs the point at which Norway gives way to the vast Atlantic ocean. It'll be a pleasure to drive this, I tell myself, heading south out of Kristiansund's main island via a tunnel to the start of the Atlantic Ocean Road.

Emerging back into daylight the other side, we realise the rain has ceased, and the clouds above have reduced in their density. Strong rays of early morning sunshine are now bleaching the flat land ahead, casting a spotlight on the magnificent Storseisundet Bridge. There are eight bridges in total in just 8,274 metres of the Atlantic Ocean Road, though in truth there's not much to it other than that.

Before the sequence of land-hopping bridges, I pull over and bring the Targa to a stop. With no rain I want to stow the Targa's fabric roof once again to be able to fully enjoy the views and smell the salty sea air. Pulling and holding the roof stowage button in the middle of the 991's centre console, we watch the Targa's kinetics remove its rag top in 19 long seconds before rejoining the route and pressing on.

Minutes later we find all eight bridges have been conquered, and the water around us has been replaced by greenery as we head inland. Was that it? It's a disappointing reality, leaving the experience of the Atlantic Ocean Road far short of Visit Norway's proclamation as the world's most beautiful drive. It simply doesn't last long enough for that title, though the Storseisundet Bridge itself is an absolutely glorious feat of engineering, rising sharply up into the sky like an automotive stairway to heaven. ☺



THE EDITOR'S  
**TOP 5**  
 DRIVING ROADS  
 IN THE WORLD

We're incredibly lucky in that, thanks largely to our exploits for this very magazine, we've managed to rack up an enviable list of the world's finest roads upon which we've driven. Here's the Editor's top five choices...



### 3. Angeles Crest Highway, California

LENGTH: 66 MILES  
 DRIVER ENGAGEMENT: ★★★★★★  
 VIEWS: ★★★★★★

Head north east out of downtown LA and you'll soon find your way to Angeles Crest Highway, which rises high above the City of Angels. The road is fast in places but incredibly twisty, winding up the mountainside with barely a straight section to be found. Rising up to a summit of 2,100 metres, caution is needed as the drop, should you get it wrong, will most certainly be fatal. There are plenty of opportunities to stop along the highway's delectable curves, and we'd encourage you to do so – killing the engine and taking in the silence, it's hard to believe this road leads to the hustle and bustle of LA.



### 1. Trollstigen, Norway

LENGTH: 62 MILES  
 DRIVER ENGAGEMENT: ★★★★★★  
 VIEWS: ★★★★★★

As you'll read in the main feature, the section referred to by locals as the 'Trolls' Road' is only a couple of miles long, but the national tourist route from Molde to Geiranger is more than 60 miles long and spectacular enough to be included as part of this greatest of roads. That steep climb up the mountain slopes will take your breath away, but beyond the visitor's centre you'll find a snaking road which offers a gateway to the finest scenery in Norway, with fjords offset by sloping, sky-high mountainsides. It's a fast yet technical road if you want to push yourself, but we'd recommend sitting back and enjoying the view.



### 4. Nürburgring Nordschleife

LENGTH: 12.9 MILES  
 DRIVER ENGAGEMENT: ★★★★★★  
 VIEWS: ★★★★★★

That any traffic is permitted on this famous circular in Germany's black forest means the Nordschleife is technically a public toll route. It's a 'must-drive' road, though unlike the other entries on this list there's absolutely no option to stop halfway through and get out to admire the views. There's an intensity to the Nürburgring unlike any other stretch of road in the world. It doesn't always end well at the perilous Green Hell, and it might not always be your fault, but for the sheer experience alone – you'll be pumping with adrenaline after every lap – means it simply has to feature on this list.



### 2. Col de Vence, France

LENGTH: 32 MILES  
 DRIVER ENGAGEMENT: ★★★★★★  
 VIEWS: ★★★★★★

The south of France is a hotbed for sensational driving roads – so long as you can stomach a heavy presence of cyclists, caravans and waiting police in summer. Head there in the off season and you'll have largely deserted yet no less spectacular roads to enjoy, the best of which is the Col de Vence. The D2 climbs to an elevation of 982 metres, with truly majestic views on offer all the way up. The first section is faster, its hairpins much wider, allowing you room to get the 911's tail out, though at the top the route becomes significantly narrower, and with sheer drops to the side, there's no margin for error.

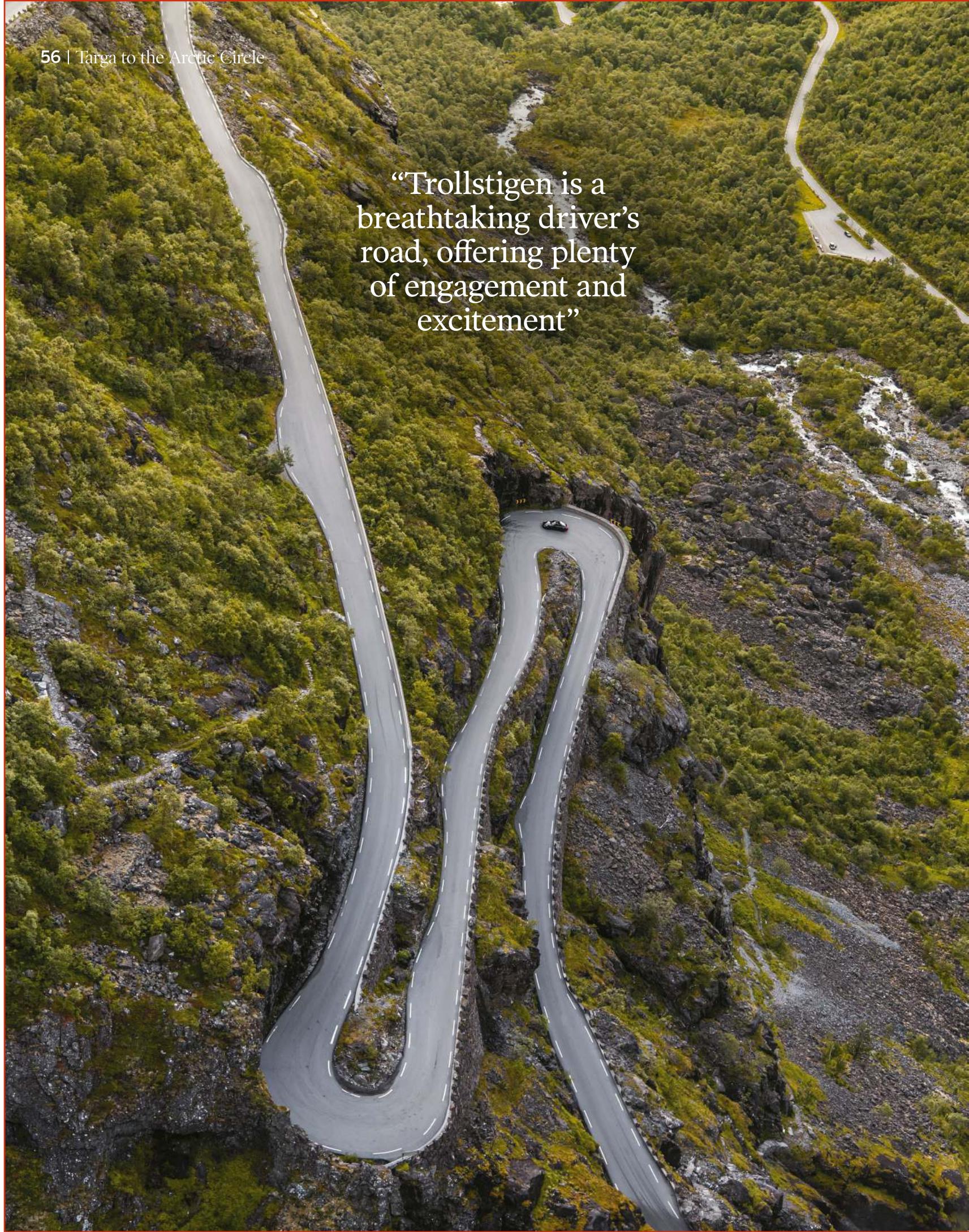


### 5. B4391, Wales

LENGTH: 8.1 MILES  
 DRIVER ENGAGEMENT: ★★★★★★  
 VIEWS: ★★★★★★

It's a close call between Snowdonia's B4391 and the magnificent Elan Valley road further south, but the B4391 just pips it to the title of Total 911's favourite UK road. Residing in an area of Snowdonia popular with both driving enthusiasts and automotive magazine teams, most end up heading to the Evo Triangle some 15 minutes away, which happily disperses some of the attention away from the B4391. We like the section from Ffestiniog into Bala best, the opening miles tight and technical before opening up to a fast, flowing section – that mix means it's a great test of any car's credentials.

“Trollstigen is a breathtaking driver’s road, offering plenty of engagement and excitement”



before falling down and round the other side, its slight curve round giving it added definition when admired from afar.

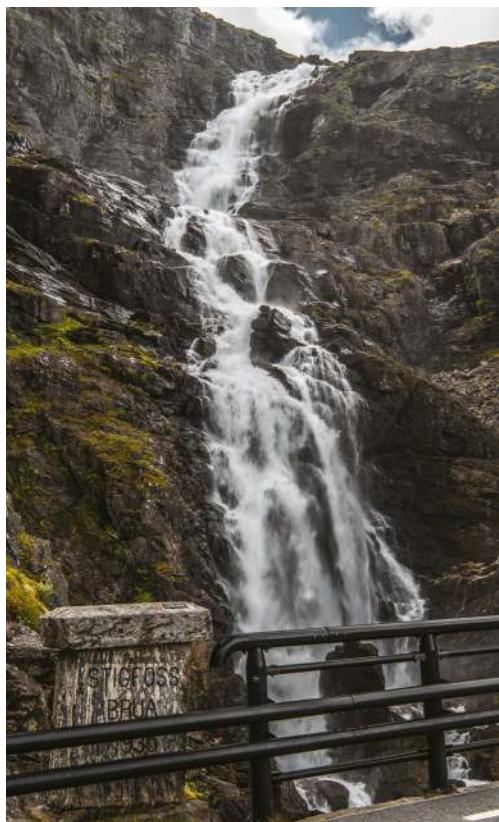
It's a disappointing start to the day before breakfast has even been consumed, though we put that right by stopping in the beautiful city of Molde on the Romsdal peninsula for some food.

Our next destination surely will not disappoint. Headed south east from Molde – via a couple of ferry hops over gigantic fjords – lies the magnificent Trollstigen in the Romsdal valley.

Translated as the 'Trolls' Path', it opened in 1939 to provide a key transport link through the mountains between the villages of Valldal and Åndalsnes. Legend has it that trolls patrol the road to scare travellers moving along it, never straying from the long shadows caused by the steep surrounding mountains to avoid direct sunlight, which would otherwise turn them to stone.

Trollstigen is part of a national tourist route offering a brilliant, high-altitude drive lasting some 100 kilometres to the picturesque Gerainger Fjord, but you'll need to time your visit right to experience it: due to treacherous conditions caused by Norway's harsh winters the road is only open between late April and October.

Trollstigen itself is less than five per cent of that, but it's the most spectacular. A masterpiece of a serpentine road chiselled into the mountainside, there are 11 hairpins in total, elevating you quickly to its maximum altitude of 858 metres above sea level. However, with only small stone blocks at the edge of the narrow roads winding up the steep mountainside, trolls are very likely going to be the least of our worries.



Alas, when we arrive at the base of Trollstigen by mid-afternoon, heavy traffic on the narrow road is at a standstill. Killing the Targa's engine and hopping out, our eyes follow the trail of sitting traffic to approximately halfway up the mountainside, the distance between us meaning even tourist coaches look like little blocks of Lego stationed high above us. Then, we spot it: an air ambulance has landed on the road, and the rumour is a motorcyclist has had an off.

Authorities at our base level say the road will reopen in around an hour, but even then traffic is going to be chronic – it's peak tourist season with coaches aplenty, and sections of the mountain road aren't much wider than the width of a modern car. It's not the environment to drink in the world's best road in a Porsche 911 Targa, so we head off in the direction we came, and elect to return later.

When we say later, we mean much, much later. It's now 10pm, the choking traffic aligning Trollstigen some eight hours earlier having long gone. It's still light of course, yet the roads are entirely deserted, as are the car parks and even the viewing platform at the top. The realisation of our isolation fills us with giddy excitement: we've the keys to the manor, and it seems nobody else is home.

The road to Trollstigen follows the Romsdal valley floor right to its end, where the towering mountain trio of Kongen (The King), Dronningen (The Queen) and Trollveggen (The Troll Wall) appear to block any further passage. It's here where the road proceeds to elevate quickly, using all three mountain sides and those 11 hairpins to navigate a path up and over these most extreme of natural obstacles.

With the roof on the Targa already stowed, I slap the PDK lever left to engage manual and flick the

car's Mode wheel round to Sport Plus to sharpen the car's throttle, gearbox and suspension settings in preparation for maximum attack. Trollstigen, here we go!

The Tarmac beneath our Pirelli P Zero tyres is snooker-table smooth as we fly into the first corner, a medium left-hander with a subtle gradient, which then darts up and round to a sharp, steep right-hander hairpin. A little left-foot braking scrubs some of the Targa's velocity as I point the wheels for the apex, the nose obeying orders and diving wilfully for the corner. While it's nowhere near as direct as a GT3 or RS, I'm impressed by the positivity of the GTS's turn-in – especially for such a heavy car. Holding the revs in second gear through the corner, we're in the peak power band at 3,000rpm, and a squirt of my right foot sees the Targa surge energetically up the mountainside as we begin to really climb in altitude. A flick of the right-side PDK paddle snatches third, and with virtually no delay the rev needle begins another assault on the redline as it winds around the tacho to 7,000rpm.

Approaching the right-hand hairpin my left foot presses much firmer onto the brake pedal, hauling down the Targa's speed. The left PDK paddle on the Targa's steering wheel is now called into action, a quick double pull on it bringing us down into first for the tight bend. Accelerating hard out of the turn, it's here where those twin turbochargers now homed in the 911 prove their worth: in no time at all we go from what would be a gentle jog round the hairpin into a velocity which feels not unlike that of a plane on its sprint towards take-off. Flicking up through the gears, the Targa's momentum is unrelenting, it pulling strongly right to its redline at seven grand. ☺



**BELOW** The magnificence of Trollstigen with (nearly) all eleven hairpins in sight



**BELOW** Descending back down Trollstigen, its roads deserted by late evening





**BELOW** Admiring the view over the stunning Gerainger fjord



We zoom over a stone bridge past the thunderous Stigfossen waterfall to our left, some spittle landing on our windscreen as we go. I clear it with the wipers to maintain a clear vision of the road ahead, which gets narrower as we ascend onto the third mountain face at the end of this magnificent Romsdal valley. Pushing up a straight, I sneak a glance across the valley to our right – wow! We're already so high up, the road on the valley floor where we started just minutes ago now a mere sliver among the rocky grandeur of the rest of the canyon. Its scale is truly breathtaking. Allaying the vertigo, I turn my attention back to the road, which kinks left and then right before a left-hand hairpin.

It goes without saying that due to the daytime traffic regularly stifling Trollstigen – Norway's tourism board says a vehicle passes the Trollstigveien Plateau every ten seconds – if you want to really drive this magnificent piece of architecture rather than merely experience it at walking pace, you need to visit first thing in the morning or last thing at night. You will then realise that, more than providing a trail across this treacherous segment of mountains, Trollstigen is an awe-inspiring driver's road, offering plenty of engagement and excitement, but also demanding concentration and conviction to get the most from it. Appreciating this as we zip through the remaining hairpins and up the last of the ten per cent inclines, I realise how lucky we are to be able to experience Trollstigen in a way few others will get the pleasure of doing.

Less than a minute later we are at the top and, shaking a little from the intensity of the buzz, I can't help myself from stopping the car and taking a look back down the valley from the viewing platform jutting off the mountain. Designed by Reiulf Ramstad architects, the structure blends wonderfully into the natural environment and offers a view unbeatable without the aid of a helicopter.

The landscape leaves me speechless. The valley is just so vast: its steep mountains cave down dramatically to the floor below, the entire valley now shrouded in shade as its westerly summit shields the late-night summer sun. Nevertheless, there's a rich vibrancy of greens from the trees and plants growing all the way up the grey cliff faces,

punctuated by the bright white of flowing waterfalls relieving the mountains of melted ice at their peak. In the middle of all that you can see the slivering blacktop of the road swinging this way and that, snaking majestically up the valley to the viewing point beneath my very feet.

I could stand here forever and admire every detail this view has to offer, but the excitement of another drive usurps this inquisitive feast. Pushing hard once again, the Targa's chassis moves around under more pronounced weight transfer on the way back down, but there's never any danger of the car losing grip. Its excellent, active AWD system with Porsche Torque Vectoring sees to that, supported by chunkier wheels and wider tyres in this GTS-spec set-up.

And so we spend the next hour going up and back down Trollstigen, hustling the Targa through every corner and attacking every straight, enjoying every single yard of asphalt this brilliant road has to offer. Totally bereft of any other human life, tonight the Trolls' Path is our playground. On the last sprint down, the Targa's burbling flat six echoing fiercely out of the valley on overrun, I realise this is the best road I've ever had the privilege of driving in a Porsche 911. There is simply nothing in the world with a majesty and intensity like it.

We catch the last ferry across the fjord to Geiranger and arrive at our hotel with only minutes left of the day. Tired and weary, we grab some sleep, arising later the next morning to the realisation our epic Arctic adventure is nearly at an end. It's time to go home.

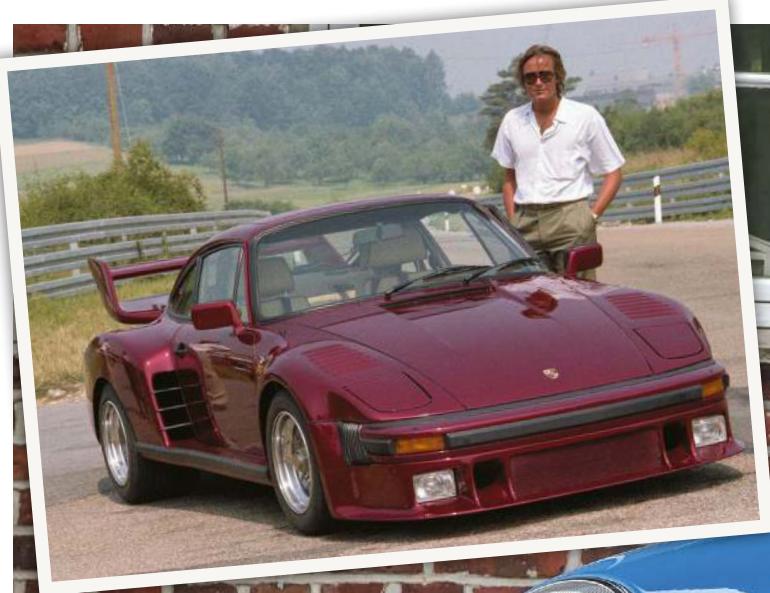
Leaving the towering mountains behind us, over the next few days we head south to Oslo then catch a ferry back to Denmark before driving back to Calais and entering the tunnel back to Britain. Arriving on the outskirts of London soon after, our journey is complete. Pulling in to Porsche Centre Reading, I feel a little emotional: the Targa is still covered with the chalk of Norway's stunning landscape, a physical reminder of the extremities of our latest adventure. Without it, I'd have to pinch myself: did we really just drive to the Arctic Circle, and back, in two weeks? The chalk will wash away, but I'll never forget that wonderful serpentine road in the heart of beautiful, beautiful Norway. **911**



Written by Kieron Fennelly Photography by Rich Pearce & Porsche Archive

# HOW ABOUT PAINT TO SAMPLE?'

Paint to Sample has become the generic term for a phenomenon which is far from new. Total 911 delves into the history and origins of PTS...



ABOVE Maritime blue graced the curves of many a 964, but is a rare sight to behold on a 993

**W**hen Bjørn Steinar Kirkholt began his search for a 993 C4S in 2012, the objective was pretty clear. "I didn't just want another black or silver example. I wanted a colour you do not see every day," he says, as we stand and admire the rich shine of the paintwork adorning his 993. That search, as it happens, took a whole year, eventually leading to a whisper that a car was soon to be available which hadn't yet reached the market. The car in question was certainly not another silver or black example, its hue more commonly attributed to the slender hips of the 964 generation before it. "When this one came up, I did not hesitate. It never came out in the market – I got a tip and bought it before it was advertised," Bjørn recalls proudly as he starts the engine of his

gorgeous Maritime blue 993 C4S. A Maritime blue 993 C4S, I hear you ask? It can only be the work of Porsche's storied Paint To Sample programme.

The expression sounds rather ordinary, like the announcement of some commodity such as 'food to go' or a routine call to action: 'bills to pay'. But, in fact, it is all about having a paint job on your car that is different from the norm. Ah, you say, wasn't that kind of customisation always possible? Yes it was, but in recent years, recognising the potential profits here, certain premium manufacturers have quietly included this option in their manufacture programme. Chief exponents in Europe are BMW, Daimler Benz, Audi, Ferrari and, of course, Porsche. Indeed, having a Paint To Sample colour has become a significant strand of new Porsche ownership, especially when today's happy proprietors can now broadcast their good taste

on social media, a route not possible until a few years ago. And however tasteful or otherwise the hue, for the manufacturers all publicity is good publicity. With even the more straightforward shades charged over €6,000 on the price of a new 911, Porsche is of course very happy to oblige.

In the early years, extras for your Porsche were limited to tuning kits; it was only when Zuffenhausen launched the 911 Turbo in 1974 that it discovered a lucrative aftermarket in customisation for Turbo customers who were often rich, rather than simply affluent enough to afford a Porsche. The Sonderwunsch department was set up in 1978 to exploit this seam and produced perhaps the most famous custom 911, Mansour Ojjeh's road-going 935, which incidentally was finished in a unique 'Brilliant red.' Even in 1984, type approval regulations were ➤



## The painting process

Whatever its pigment, paint today is always applied in the same way and comprises a filler-based total-coating system with a two-component clear coat. Unless 'wraps' are involved, painting is normally a three-stage process. The first stage is a primer designed to create a uniform base. Primer is now thinner than in the past thanks to advances in sheet-metal stamping, which has resulted in smoother surfaces. Primer thickness is usually 8 to 38 microns (thousandths of an inch).

As the name suggests, base colour gives the body its colour. This too is thinner than before, and the thickness applied varies, like primer, between 8 and 38 microns. The top layer is clear-coat lacquer. Invisible as such, its role is to protect the base colour from oxidation by atmospheric impurities or degradation from ultraviolet light.

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

Modern water-based paint pigment is not especially hard. On Mohs scale of mineral hardness, where talc is 1H, glass is 6H and diamond 10H, paint is only slightly hard at 2H. Within this range OEMs vary in their choice of paint hardness. Mercedes and Volkswagen use harder varieties; Porsche paint is usually medium hard.



**LEFT** Slate grey has always been a popular PTS choice, while above left, Sport Classic grey is now only available as a PTS colour



already closing in on this sort of caper and when he took delivery, Ojjeh could not drive the 935 legally in Germany. Sonderwunsch later morphed into 'Porsche Exclusive' as bodywork customisation and the practicality of short production runs diminished, finally disappearing altogether when Porsche re-equipped Zuffenhausen for 986 and 996 builds in the mid-1990s. To hone accessory marketing, extras were grouped under a new label: Porsche Tequipment. This was a range of factory-fit items such as sports exhausts or post-build dealer-installed accessories such as bike racks, while the Exclusive Department handled what was essentially bespoke cabin work.

Colour options on Porsche have been around since the 356. The first 911 in 1964 had seven standard colours with four optional; by 1969 there were nine standard shades and 21 'special order' possibilities. By the time of the 996 Porsche listed four standard colours – yellow, red, black and white – and seven options, all metallic, including the 996's most common colour, Arctic silver. Significantly, these options cost \$805, whereas, offered here for the first time, colours to sample were priced at an impressive \$4,230, with a rider that delivery could be an additional three to six months.

Personalised customer choice had quietly arrived, but potential takers would need to be both patient and persistent. It was as if the company was reluctantly acknowledging this demand, but not going out of its way to make access easy. By the time



**RIGHT** Porsche's own Millionth 911 was finished in Paint To Sample Irish green, originally a classic 911 hue



the 997 was launched, and in contrast to a decade earlier, Porsche was in poor financial health. This was reflected in the standard 911 palette, which featured no less than 24 colours. Now there were no optional colours, simply a slightly cryptic reference to non-metallic Paint To Sample under code 98 and metallic under code 99.

The role of colour individualisation has grown since bespoke coachwork became impossible and is a lot more significant since the internet. Porsche is not alone among premium car makers in constructing its Car Configurator to enable buyers to specify exactly what they desire. The introduction of the 991 coincided with the opening of Porsche's state-of-the-art painting facility at Zuffenhausen, and it was no coincidence that the colour possibilities available for the 991 were far wider than any previous generation. Over a dozen Paint To Sample colours were pre-approved for immediate order, and although many of these sounded a little tame – various greys and Arctic silver – there were also more adventurous shades, notably Pastel orange, Mexico blue and RS green.

A second group comprised of colours described as already undergoing feasibility study. Among these were Sepia brown and Ipanema blue metallic, striking throwbacks to 911s of the 1970s and 1980s. Other old favourites – Guards red and Speed yellow – would also be subject to feasibility checks, as was a long list of more contemporary shades. Not all

would materialise: there are several reasons why a manufacturer may not approve a customer's chosen paint shade from the outset. One can be legal – a number of Porsche fans enquired about Gulf blue or Gulf orange – and there may be a question of 'ownership', rather in the way Peugeot laid claim to 900 model numbering in the 1960s.

Another reason – and the most common cause of rejection – is that despite the sophistication of modern paint application, exposure to sunlight and the environment causes some shades to change. All paint finishes fade eventually, but premium manufacturers do not want to have clients who have paid five-figure sums for a colour knocking on the door two years later complaining their expensive paint has faded.

For these reasons, the feasibility study looks not just at the availability of the required pigment, but its stability. How extensive these studies need to be will ultimately be reflected in the price charged to the customer, and indeed how long he or she will have to wait for delivery. Another factor for would-be 'unique' colour clients is whether their choice will prove difficult to sell the car on, though unless the colour scheme is extraordinarily outlandish these cars usually prove far more acceptable than some of the customisations that used to disfigure 911s 30 years ago.

There is also an element of teasing in the marketing of Paint To Sample. Towards the end of 997 production Porsche produced a very limited number of Speedsters: these were available in Carrara white or what was described as a 'unique' blue. Later that Speedster blue would become a Paint To Sample possibility for the 911. This is a recurring theme; high-profile 911 releases like the GT3 RS or the GT2 RS were launched with their own exceptional colours, but these soon became available as PTS options, as was the Irish green of the millionth 911 in 2017.

It may be an ever-more popular choice for customers today, but Porsche's Paint To Sample programme is as historical as it is magical, offering customers an opportunity to ensure their car is truly unique. This might well be the reason Björn says his own research on the production numbers of MY1997 993 4Ss in Maritime blue has gathered little in the way of facts. "I'd like to know how many others are out there," he says, but we think he'll be hard pressed to find any. That's the beauty of Paint To Sample: it gives you your special Porsche in a limited production of one. **911**

# 996 CUP: RACE TRACK TO ROAD TRIP

Few experiences are as tantalising as driving a race car on the road. We head to the hills of Eberbach, Germany to sample a special 996 Cup

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

Race cars are uncompromising, focused machines. Designed, developed and engineered exclusively for the rigours of motorsport, they gestate new technologies for upcoming road cars and, in the case of the 996 Cup, inspire a new generation of 911 enthusiasts to get out and race.

Even though race cars are meant to prove their mettle on closed circuits, there is a guilty indulgence to driving a race car on a public road. They seem so out of place among the mundane, mass-produced cars littering the public highway that the driving experience is truly unique; the machine's performance potential makes you feel untouchable.

When we originally approached the owner of this car and asked about the possibility of featuring it in an issue of **Total 911**, he simply said: "No problem, we just put garage plates on the car and you can drive it." His response took us by surprise, but I was excited by the prospect of driving a 996 Cup on the public road. This is going to be one hell of a drive.

The 996 Cup first appeared as early as the 1998 racing season. Although it offered 360bhp and







360Nm in 1998, by 2002 those outputs had increased to 380bhp and, again, an identical 380Nm. For the 2002 season six-piston calipers were installed at the front which clamped 350mm discs, while the rear retained 330mm discs. A total of 138 Cup cars were manufactured that year, which was a record at the time for production-based race cars built by Porsche AG. The same year also saw the introduction of a new powertrain feature: the transmission was cooled by means of an oil spray, as well as an oil-water heat exchanger.

This Pure white 2002 996 Cup in our pictures has a particularly interesting history. It was allocated as a test car to respected Porsche engineer Roland Kussmaul until 2005. During that year the car was sent to Asia and placed in a livery for an exhibition, but was never raced there.

During the years it was in Herr Kussmaul's custody it received several upgrades from the factory for the purposes of testing, before the results of this work were implemented to new clients' cars. For example, the car has its rev limiter set at a heady 8,000rpm – at the time it was one of the highest-revving Cup cars ever to have been developed at the factory. So, needless to say, the car has a thick and fascinating history file.

The car's first private owner was Dr Siegfried Brunn of Brunn Racing fame, who purchased the car for endurance racing in 2005. Subsequently

the shocks were upgraded with Sachs units and a different limited-slip differential and long-distance racing tank were fitted. Dr Brunn is a respected citizen of the town, and even the local authorities recognise him when he takes race cars out on the road for a brief shakedown or to quickly test an aspect of the car.

The car eventually participated in a race at the Nürburgring in 2006, when Philip Brunn drove the car to a top-15 finish. Ten years later it was sold to its second owner, a South African Porsche collector.

On to today. We find ourselves outside the small, picturesque German town of Eberbach. A mechanic pours some 100-octane racing fuel into the 996 Cup's fender-mounted fuel filler. The white Cup car provides an appetising contrast to the light- and dark-green hues of the surrounding forests and mountains. It looks totally out of place compared to its natural surroundings, although the Pure white body panels – clean without any sponsored wraps or stickers – look more like those of a road than race car.

Compared with its road-going counterparts the 996 Cup sits closer to the road; has a larger, sharper rear wing and BBS split-rim wheels, but once you climb in – over the roll cage – and lower yourself into the bucket seat there is no doubt that the car will offer a vastly different experience compared to a road car. The fact that the steering wheel needs to be clicked into place is another highlight!

Today these roads are littered with bikers enjoying the perfect, dry summer weather in Europe, but a few decades ago one of these roads was used for an annual hillclimb event... and it's not difficult to understand why. The route we've chosen for our drive offers a perfect combination of hairpins mixed in with some faster corners. The forest scenery is tremendously inviting, especially as you watch the black tarmac curve and thrust its way through the greenery in front of the car.

Once you're in situ, the Recaro race seat offers almost no body movement in either the lateral or horizontal axis, while the extrusions around your head obscure a large part of the cabin from your vision. Then, once you have clicked the five straps into the centre unit of the harness, you can just about move your head and arms, but that is it; you feel 100 per cent strapped in and part of the car.

As I'll be driving the car on the road there is no need for a helmet, which is a rather liberating concession that allows me to absorb what the car has to offer with all of my senses. When you look around, apart from the dashboard, which is the same as in road-going 911s, there is little more than white, bare metal in sight.

Unlike newer Cup cars (and other race cars, for that matter), this 16-year-old Cup car can still be started with a twist of the key to the left of the steering wheel. I first click the Alcantara steering



## Model 996 Cup

**Year 2002**

### Engine

**Capacity** 3,598cc

**Compression ratio** 11.8:1

**Maximum power** 380bhp @ 7,000rpm

**Maximum torque** 380Nm @ 6,250rpm

**Transmission** Six-speed manual

### Suspension

**Front** MacPherson struts; adjustable camber; anti-roll bars

**Rear** Multi-link; rigid suspended subframe; anti-roll bars

### Wheels & tyres

**Front** 9x18-inch BBS split-rim alloys; Michelin 24/64-18 tubeless radial

**Rear** 11x18-inch BBS split-rim alloys; Michelin 27/68-18 tubeless radial

### Dimensions

**Length** 4,430mm

**Width** 1,775mm

**Weight** 1,150kg

### Performance

**0-62mph** Not tested

**Top speed** Not tested



**LEFT** Cup car's fixed rear wing offers significantly more downforce and more adjustability than a road car, and is lighter overall, too

## Buying a 996 Cup car

If you're considering the purchase of a Cup car, remember you will either need a full workshop to maintain and service the car, or you will need the support of another workshop or specialist to assist you with the preparation and maintenance, even if it is just for occasional track-day use.

Lawrence Stockwell of Parr UK elaborates: "It is very important to get a [Cup] car inspected by somebody who has knowledge of Cup cars of its vintage, not only from the point of view of checking the car's physical condition and specification, but also to ensure any accident damage – and it will have had some – has been properly repaired. In addition, it's of utmost importance to understand the vehicle's history and maintenance records. There is no service book with a race car, so it can be very hard to piece together a vehicle's history and maintenance unless owners or teams have kept a log. All parts are 'lived' in hours, rather than mileage, so again records and invoices make it an easier task to see if the car has been maintained in accordance with the Porsche specification," he says.

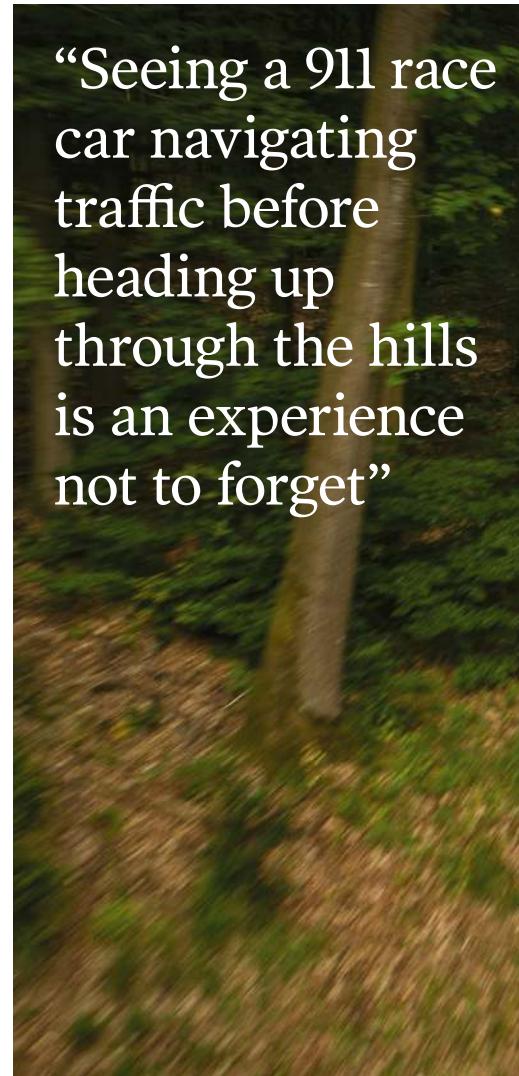
"A typical buyer is a current track-day enthusiast or amateur racer who wants to step up to the 'purist experience' that a true race car can offer. It then gives them the option to enter motorsport as well. Most Cup cars are fitted with data acquisition systems, so it gives detailed information on a driver's performance."

It's always a good idea to speak to race teams, as they may have cars they are wishing to sell or are thinking of selling in the near future. Alternatively, a good international website to surf for Porsche race cars is [racecardirect.com](http://racecardirect.com), where we found a 996.2 priced at €50,000 in the Netherlands. In the UK another 996.2 was offered at £93,500, a one-owner car that had never been raced.

**BELOW** Mezger unit can trace its routes back to the Le Mans-winning GT1 of 1998



**"Seeing a 911 race car navigating traffic before heading up through the hills is an experience not to forget"**



wheel into the steering column, and as the engine kicks in a loud, intense, mechanical clattering emanates from behind the seat. The most challenging aspect is to pull away smoothly from standstill. You need to give plenty of throttle input and let the clutch slip, but at the same time you want to expedite this manoeuvre as much as possible to minimise clutch wear.

I immediately notice that something is wrong – the car doesn't want to exceed 40mph, no matter what I do. Eventually, after we've parked the car and gone through all the settings, we realise I accidentally activated the speed limiter!

Finally, with the limiter disengaged, I'm off. The moment the 996 Cup picks up speed there is an urgency from the drivetrain that signals the car's true intent. Mash the throttle pedal flat and the revs rise quickly. Past 6,000rpm, for the final 2,000rpm in its allotted range, the engine starts to sound its best as that flat six sound intensely and harshly enters the cabin. The din overwhelms all the other mechanical noises and provides a racing soundtrack for the driver, as well as those fortunate onlookers that find themselves in the same valley as this road.

Needless to say, as the 996 Cup ascends the mountain pass, photographer Charles and I need to



raise our voices to mild shouts in order to hear each other clearly. It's all in vain, however; in gleeful defeat we give up talking to one another as our wide eyes and euphoric laughter quickly sum up our thoughts of this exceptional car.

Each and every gear shift is a highlight. Not only is each swap precise and short, but if you glance down for a moment you can see how the 'box's linkage mechanism operates. It does feel as if the gear lever is slightly higher than that of the road car, but I think it is because you are sitting lower in the Cup car than in the road car.

As you press the throttle pedal, its lack of inertia, by virtue of the utterly majestic motor and the lightness of the car, is immediately evident as the 380bhp supplies near-instant acceleration, especially if you keep the engine speeds higher up in the rev range. The brakes feel expressly potent underneath my foot but, as is often the case with race cars, they scream loudly when the pads rub the discs.

On these narrow roads a three-point turn also quickly turns into a six- or seven-point manoeuvre, owing to the car's wide turning circle. But the moment you have made that final turn you can indulge in the raw, intoxicating drivetrain sound of an engine that can trace its roots to the Le

Mans-winning GT1 race car. On a constant throttle, mechanical noise is at its lowest, but the moment you climb off the throttle or put your foot down that cacophony returns instantly.

Hydraulic power steering allows the steering wheel to bristle with feedback. I can feel exactly when the front axle loads up, and even more so when the front wheels sniff out any tramlines or undulations in the road. This is obviously exacerbated by the front camber settings, allowing the nose to easily point into a corner when you turn the wheel – a road car simply cannot replicate that. Even shod with wet-weather racing tyres the 996 Cup's grip is immense. As I turn into corners there is virtually no body lean; the car changes direction at will.

Later that afternoon as the previous owner pilots the car in front of us, it is notable how flat the 996 Cup corners. The wheels exhibit minimal horizontal movement, which, given the limited space under the wheel arches, is just as well.

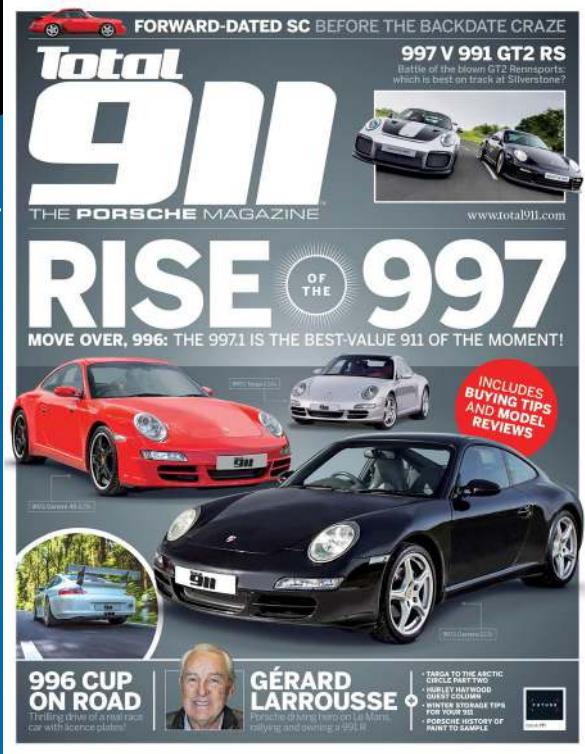
Although you will never get the tyres up to working temperature on a public road and be able to attack corners with the same ferocity as you would on a race track, seeing a 911 race car navigating traffic before heading up through the hills is an experience not to forget.

Suffice to say the 996 Cup is one of the most exciting 911s that I've driven on the road. It's hard to explain, but the purity and uncompromising nature of a race car awakens an urge in you to experience it on a road – the visceral nature of a track-bred car delivers exhilaration in a way few standard 911s can replicate.

What's more, the cleanliness of this car and the fact it has covered only 6,800 miles – although race cars' lives are measured in hours, not miles – further adds to the occasion of driving it.

Would you want to drive the 996 Cup regularly on the road? Probably not, but maybe for a quick, exhilarating trip once every month or two, certainly! The 996 GT3 road cars feel comparatively luxurious after a stint in the Cup. To illustrate my point, a day after my drive in this car I spent two days at the wheel of a 996 GT3. The latter is a car that you can drive comfortably on track or across Europe, but it can't offer that raw, intense and unforgiving experience of the Cup car...

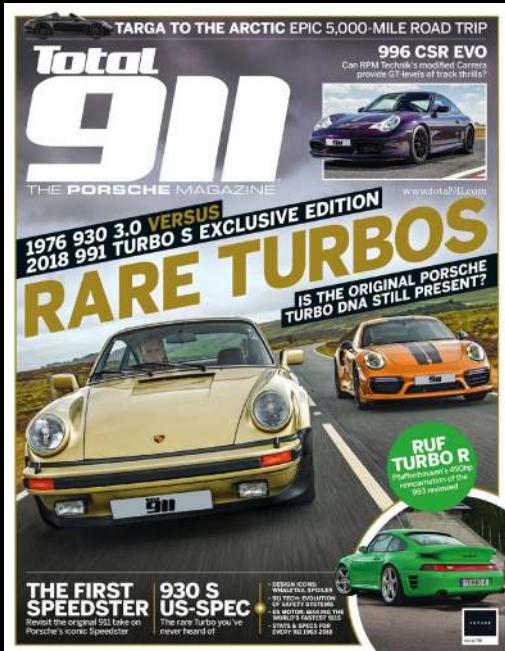
The 996 might still divide opinion to this day but, as with every 911 range, the race cars are at the pinnacle of their generation. Apart from the 996 GT3 RS endurance racers, the 996 Cup sits at the very peak of the 996 Porsche Motorsport pyramid. **911**



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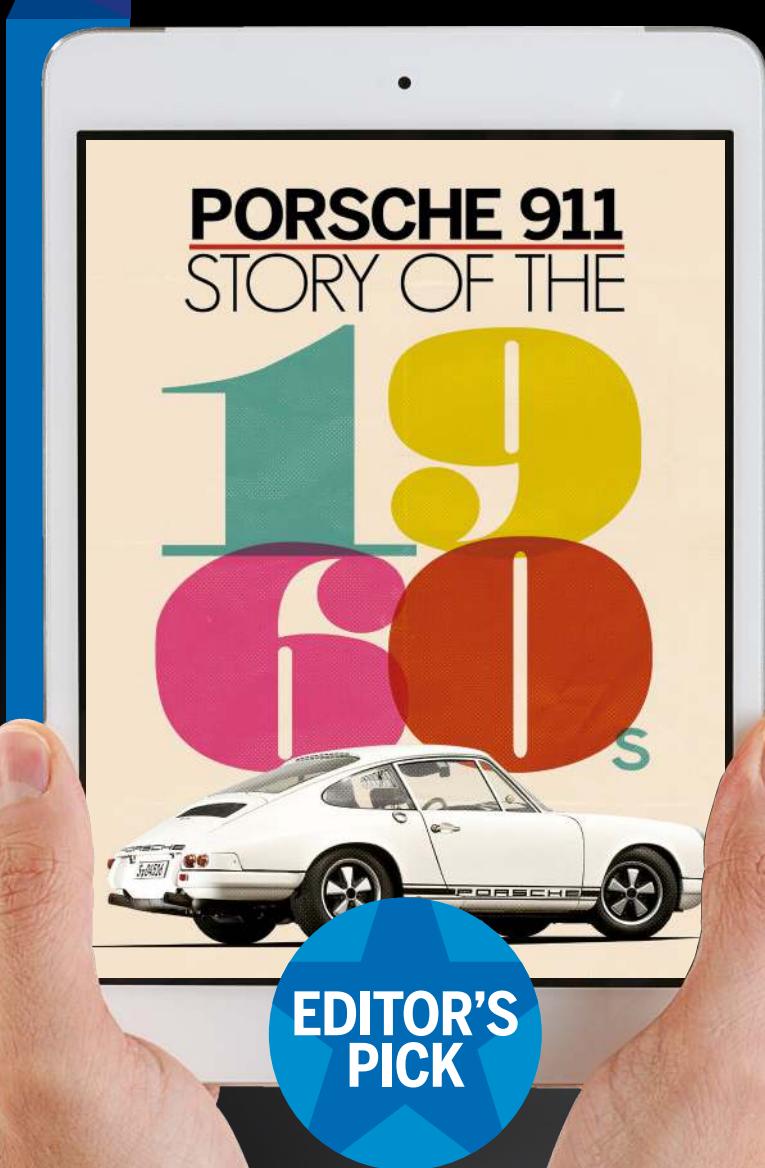


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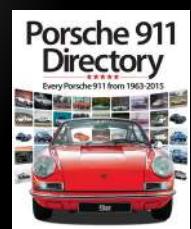
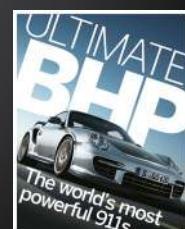
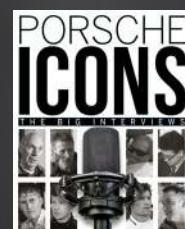
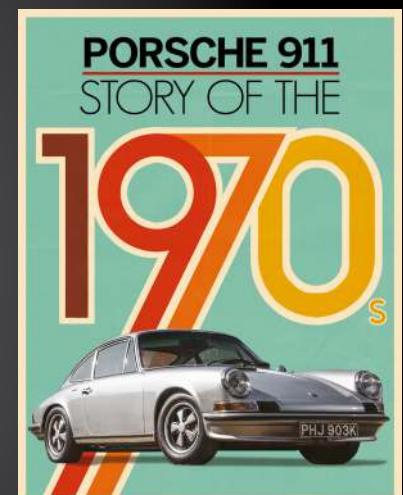
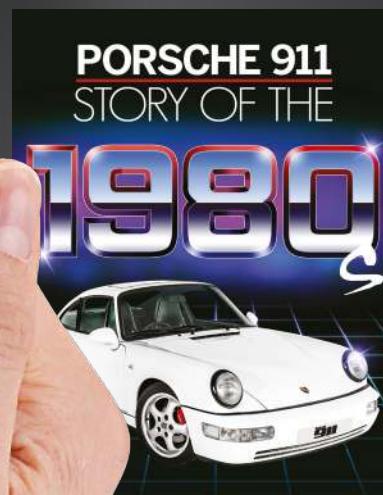
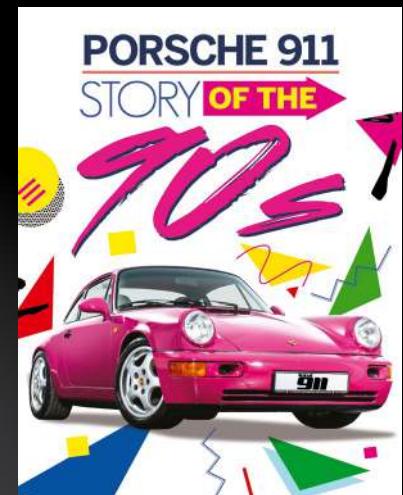
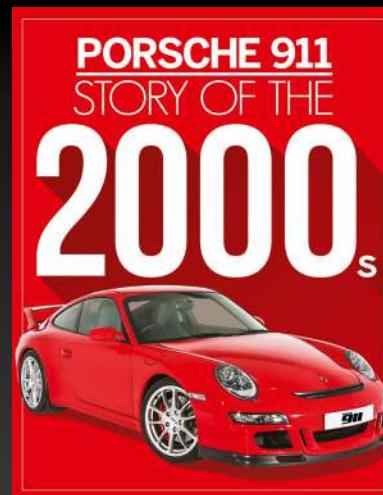


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# Living the Legend

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



**Joe Williams**  
Weymouth, UK

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



This summer we've had not just days but weeks and even months on end of uninterrupted, warm sunshine. Great English weather just makes you want to get out and drive! We all know it can be scarce, so we have to make the most of it, and what a busy one it's been for me.

I consider the 912 a bit of a fair weather car, but this year it's pretty much been my daily hack. In addition to bumbling round town and to and from the office we took all the B roads into Weymouth for 'Porsches on the Prom'. I was pleasantly surprised at the amazing turnout. There really was something for everyone, from my humble four cylinder all the way up to a new 991 GT2 RS and everything in between.

One of my real highlights of the year was our European trip. Think five countries in five days to include some of

the best mountain passes Switzerland, Austria and Italy had to offer. We even had a whistle-stop factory tour of RUF on the way home. I'd love to take some credit for the planning and route, but in all honesty we just turned up. What quickly became obvious was how the research had paid off, and we felt like we had arrived in driving heaven.

We had an eclectic mix of cars, including a big-spec 997.1 Turbo, 991 R, 991.2 GT3, 991 Carrera T, 996.1 C4 and 997.1 C2S. The obvious choice to add to this line-up was to take something modern, fast and reliable... but after much deliberation a friend and I decided to go twos up in his 1983 SC! Not just any SC, but my friend Chuck's fully restored concours example. The general consensus among our group was that we were mad putting 2,000-plus hard mountain miles on this lovingly looked-after show car.

This became more than just a boys' euro hoon – it was a challenge: a tick off

the list and a chance to give the old girl a proper run rather than being wrapped up in her posh stable.

Canford Classics gave her a quick pre-trip service and once over, and then we were ready to go. We had a few tools stowed, a litre of oil, warning triangle and high-vis jackets alongside our modest overnight bags, all safely nestled under the SC's front bonnet. Excitement, uncertainty and a nervousness started our run up to the tunnel before the slightly dull run through France and into Germany. Our confidence quickly started to grow, and on the first morning hitting the hills out of Baden-Baden we realised that the modest SC was more than capable of keeping up with the big boys. If anything I think we might have had bigger grins on our faces winding up and down back-to-back hairpins and stunning mountain passes.

The Swiss alps was our favourite part of the trip; a driver's playground with some of the most amazing roads we'd



ever seen. The drives through Austria and Italy didn't disappoint either, with some equally challenging and stunning backdrops, which were breathtaking and at altitudes I've only previously experienced on skis!

We didn't have the horsepower to muscle up and down the big runs, but we definitely had the fun factor! Keeping the revs up, changing up and down the gearbox early, carrying speed and squeezing everything we had out of the SC kept us with the pack. No power steering and some wide Fuchs wrapped in big rubber made for a mini workout, though!

It really was the week that kept on giving. We clocked just over 2,500 miles in total with a new appreciation and respect for the old girl that didn't let us down and didn't miss a beat once. There's an indescribable, magical feeling about cruising along the Autobahn on the way home in a classic 911, having not just conquered Europe but having earned her stripes as a very capable 911 that's very much still got it. Bring on the 2019 adventure!



### Chris Wallbank

Leeds, UK

chris\_wallbank

@chrisjwallbank

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



This month the 997.1 C2S was due its minor service and MOT, which was a good opportunity to get a couple of other little bits done on the car that were flagged up on my last visit to Revolution Porsche in West Yorkshire.

The car had only covered 2,750 miles since its last MOT, so it comfortably sailed through that with no issues at all.

The minor service, brake fluid change and general health check were carried out by technician Phil Hillyard. He informed me that the car was still in great condition apart from the seized HBA struts and a leaking

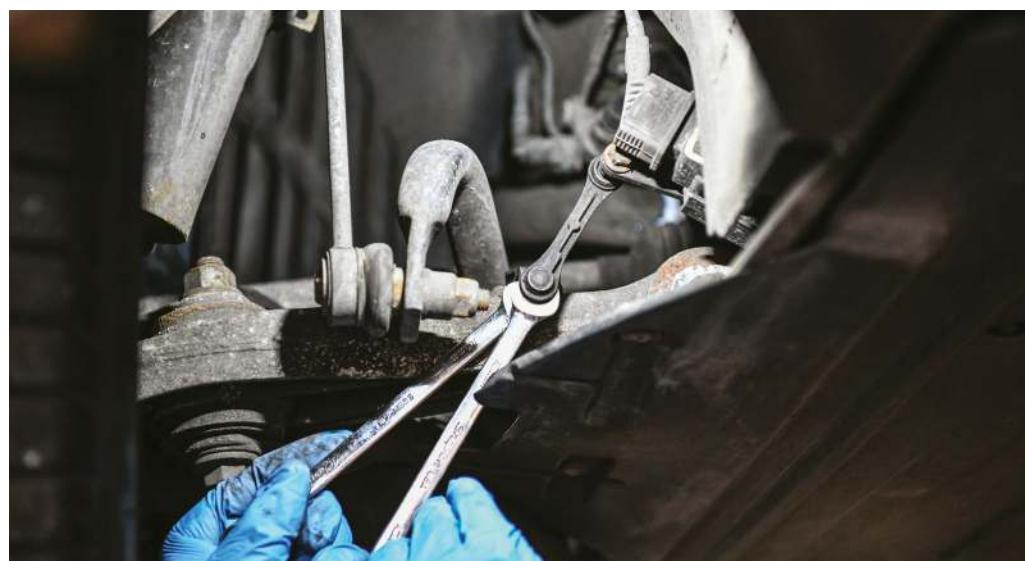


coolant cap, which I knew about from my last visit.

Both front and rear HBA struts had seized in place, which control the levelling of the xenon headlights. Apparently this is quite a common failure on older 997s, and although it doesn't have any impact on driveability, can blind oncoming

drivers when seized in the higher position! The leaking coolant cap was an easy, direct replacement with the newer improved part number.

With all this work getting done with change from £440.00 I was quite relieved! A nice little touch from Revolution was the full walk-around health check video that was emailed to me the same day. You can look them up at [revolution-porsche.co.uk](http://revolution-porsche.co.uk).





**Kyle Fortune**  
Warwickshire, UK

@kylefortune205  
 @Kyle\_Fortune

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



Last month you might remember me having Porsche Classic Navigation fitted and, daft as it sounds, it's had quite an effect on

how I use the 993. Quite simply I'm more likely to use it, it adding some real convenience to the car – allowing me to charge my phone, stream music and navigate. I know I could achieve most of that by other means, but the neatness of the install makes this far preferable. Yes, the screen's small, but I use the voice prompts – something I don't do on other systems – and it all works very well indeed.

One grumble is it's not DAB, which seems like an oversight, meaning my favoured radio channel of Radio X is only available in certain areas of the country where it's on FM. It's a shame. I can stream it via my iPhone, though I usually just revert to Radio 4.

Other additions to the 993 include the fitting of a Thule roof rack to take my bicycle down to the Goodwood Festival of Speed, which allowed me to get up early and ride around sunny Sussex before the petrol hedonism that took up the rest of the day.

I've always thought sports cars look cool with sports gear attached, which I think may hark back to the copper-coloured Lotus Esprit with skis on it at the start of *For Your Eyes Only*. With the 911 always tagged as the most practical

of sports cars it seemed like a sensible thing to do.

I wasn't alone. Ollie Marriage from *Top Gear* brought his bike down on a 991 Carrera T, preferring a SeaSucker set-up, which uses, as the name suggests, sucker mounts. It all looked simple enough, but I rather like the more conventional route that the Thule set-up offered me, using a combination of Rain Gutter Foot 951, Square Bar 761 and an OutRide 561 with additional Wheel Carrier 545-2. It's dead easy to fit, and costs just under £270 direct from Thule – though shop around and you'll most likely find it cheaper.

Not only does it look good, and work well, but I was surprised at how quiet it was on the move, too. It's rated to over UK speed limits – about 80mph

(130km/h) – and didn't seem to overly effect fuel consumption, not that I really pay much attention to that. Indeed, after the first few miles I forgot it was even there, only the shadows it created in the low sun reminding me that I had my trusty old Specialized road bike above my head.

I'll use it again; the simplicity of it means the 993 will now be my go-to car when I'm heading somewhere further afield for a ride. All of this underlines the usual assertion that the 911 is the most practical of sports cars, meaning I've even less reason not to use it... It'll be out and about a fair bit again next month, as I've been asked to bring it along to moonlight in another magazine, with other people driving it. More about that next month.



**Joel Newman**

London, UK

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

This month the old girl, in a bid to get her ready for sale, has been treated to all-new boots. I did try and get my hands on a set of Michelin Pilot Sport 4s, as I have heard they really are rather good, but for love nor money I could not find a set anywhere.

**Lee Sibley**

Bournemouth, UK

@lee\_sibs

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

Regular readers will know I bloody well love a road trip, so after my new brakes were fitted and bedded in last month, I headed for my favourite roads in Wales with two good friends for the weekend.

I've known Sam and Alex for years. All of a similar age, we're hard-working individuals in the week and diehard petrolheads the rest of the time. Where we differ, though, is in our choice of cars: I'm quite obviously a devout 911 guy. Sam likes lots of cylinders and as much power as possible, while Alex admires lightweight, track-focused precision.

Our contrasting tastes meant we headed to Wales with an eclectic trio of cars: my C4S, Sam's 507hp M5 and Alex's MX5-engined, 600kg Thruxton GT. It was amazing and, at times, frankly hilarious to see how each car handled different scenarios. Of course, I believe the 996 was the best all-rounder, fulfilling in many ways the 911's very purpose as the ultimate sports car for all occasions. Really though, it mattered little: a thoroughly brilliant weekend was had worrying about little else other than the road ahead. For 48 hours, we really did live one corner at a time!

It does seem odd that a freshly released tyre was so hard to come by, so I ended up going for some Michelin PS2s in the end. I have to say, they are utterly fantastic.

We all know what a difference new tyres make, but often we leave it till we are on the limit, or at least that's what I do! The issue here is that subjectively you fail to notice the incremental loss, especially in a car you drive everyday, and even more so if it's the only car you drive full stop.

I cannot fathom the level of grip available, and it does highlight that perhaps my last choice of tyre, some Vredestein Ultrac Vortis, were not as great as I thought they were. The difference really is night and day.

I do enjoy the odd spirited drive, and the PS2s allow you to get on the throttle mid-corner and keep your foot planted. No hint of wheelspin or loss of traction in the dry at all, which was not the case previously.

The braking, too, has improved a great deal, with reduced stopping distances. More emphatically, I've achieved a level of confidence in the car

that simply has not been there in my four years of ownership, and it's taken me three sets of tyres to get there.

In retrospect, the Pirelli P Zeros the car came in were noisy, not particularly grippy in the wet and wore at a rate that was frankly a little absurd. Now, only time will tell how the PS2s stand up, but in all other areas so far they have over delivered on my expectations. I wonder just how much better the PS4s actually are? If they are an improvement on the PS2, which we can assume they are, then they must be fantastic.

If you are in the market for some rubber then do see if you can get hold of Michelin Pilot Sport 4s. If, however, you can't, the PS2s are by no means a substitute. In fact, my old C4, as many of you may remember, is now owned by a friend, who after one drive in my Turbo purchased a set there and then. I'm not sure what that says about him, but you won't be disappointed!

The only issue that has arisen is that I have fallen a bit in love again with my Turbo and am keeping it for now, which I guess is a rather large testament to the new shoes.

911 Helping Cement Mortgage', but the prophecy has become a reality. I won't be without a Neunelfer for very long though, so watch this space.

It seems nobody is buying at the minute, so the C4S was advertised for weeks with little interest, even as the price began to tumble. In the end Porsche Specialists, Ashgoods, offered me a way out, and so the below is my final view of the car. I've a lasting memory of it on YouTube, search 'That Nine Eleven Guy' to see the full video.





**Rob Clarke**  
Bristol, UK

@rob911\_lt1  
 @Rob996LTL

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



It's not always about the destination, but the journey. After hearing about Flat Six Sunday down at Poole Accident Repair Centre and

with the recent warm weather, I thought what better way to spend a Sunday than drive down, catch up with Lee and a few others who contribute to **Total 911**, and speak to other like-minded owners.

Of course, the weekend arrived and the heavens opened. The journey also threw up a few surprises: first, my sat nav routed me round bits of Bath I had



never seen before, which included a toll bridge! I stopped and there was nobody in the booth, and there didn't appear to be anywhere to put the money, so I carried on; next time I go over there I had better pay the £0.80 I owe them!

About 25 miles out I turned off a main road and the front end washed out. I was going through mild panic. I applied some more lock and the front wheels gripped and the car had a little twitch and went in the direction I was expecting it to go! To finish the journey off there was the common scenario of somebody pulling out on me. Full stop required ABS going active and a complete look of horror on the lady's face as I was aiming straight for her door – she was crossing at a junction where I had right of way. I stopped, she carried on. All was good.

I arrived in Poole and it was all quiet. One other 911 was there, so the guys at Poole Accident Repair invited me in for a coffee while the others arrived. By the time I had started on the coffee a few people had arrived, other mad tools braving the rain.

The day was a joint event between 9Werks and Poole Accident Repair. Leon opened proceedings and gave us a tour of the facility, talked us through



**Gina Purcell**  
Oxford, UK

@ginapurcell1

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



Since Steffi the SC's resto she'd been hobbling about with her suspension geometry having been upset by corrective work when

having her front end pulled straight.

Another visit to Chris Franklin's Center Gravity was arranged, but I also had in mind a change for the car's handling envelope. Previously she utilised CG's 'fast road' set-up, with the front uprights angled forward and the suspension raised to Chris' 'two finger, two finger' spacing from the tyres to the

wheel arch, front-to-rear, and the tyre contact patches as flat to the road as possible. This gave supreme ride quality and a feeling of the car being locked into any curve I threw her into. The watchwords were speed and stability.

My days of tail-chasing much faster cars down unknown roads are over, and post-resto Steffi has earned the right to take life a little easier. I now had a clean sheet to start from and chose to have the car judiciously lowered to 'one finger, one finger' and the rake increased, so the uprights were hauled back and more camber introduced.

I also asked for the steering weight to be drastically reduced. I thought I was asking the impossible of Chris when I said I wanted to keep as much of the ride comfort as well, but somehow, he achieved it. Steffi is now much more agile and pointy at the front, with the rear able to exert a little more authority, and all wrapped up with a delightfully lighter helm that gives more feedback. Everything I asked for was delivered – super job, Chris!

We had tickets for the Goodwood Festival of Speed, choosing to go on Friday 13th. Unlucky for some, but very lucky for me as a super-fan of the TV



a number of processes and provided a behind-the-scenes look at a Porsche-approved bodywork repair centre. Chuck was on hand to chat with us all and share the interest.

Some great kit there, and some interesting insight to modern car production and, more specifically, the implications of this on bodywork repair, such as how the use of lightweight materials and composites have higher repair costs and consequently a lower threshold to determine write-offs – it's quite staggering, the level an insurance company will deem it is not worth it!

Also, manufacturers chase every last gram to reduce weight at the expense of using one-use-only titanium bolts... feels like a false economy to me that in the future may kill cars of today as classics, as they will be deemed uneconomical to repair! It's reassuring to learn that the UK repair industry has the best standards in Europe; makes you think twice buying about an import.

Chuck closed proceedings with an award for the Spirit of Porsche – luckily it was awarded to me! It was a big surprise and as a result I went away with a nice scale model of a GT3 Touring. I just need to save up for the real thing!

show *The Bridge*, as the 911S driven in the series was up for auction by Bonhams that day. I have obsessed over this show and its four-wheeled superstar since the first UK broadcast, and I was determined to get up close to Saga Norén's wheels.

I thought about bidding, but on seeing the calibre of the serious buyers in the room, decided it was unwise. Instead, I jumped into Saga's car with a frisson of excitement and had a few pictures taken with it. Suddenly, Sofia Helin, who plays Norén, was standing next to me! She was in attendance to see 'her' 911 sold off, so I managed to get a few moments to chat with her once more, and she kindly signed my Bonhams catalogue. It was an unforgettable experience!

The winning bid of £125,000 was just a tad out of my price range, and even made the BBC evening news! In an incredible act of generosity by the producers of *The Bridge*, all sale proceeds were donated to Sofia's favourite charity, WaterAid. We missed the auction due to being stuck outside on the Duke of Richmond's front lawn, waving our Porsche flags in celebration of Porsche's 70th anniversary.



**Joe Croser**  
Northamptonshire, UK

@jcx911

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



I have changed my number plate and 'tattooed' my lower doors in an attempt to add a little more visual personality to my Turbo. Don't get me wrong, this is no wholesale change, just a gentle makeover. I like the look of my car, but on occasion, in certain lights, it has lacked a certain *je ne sais quoi*.

There was a time when the Turbo was the most visually inspiring 911 on the road, with its huge whaletail and its flared wheel arches, but I think those days have passed. Today the GT cars with their aggressive looks, big spoilers and exciting colours grab all of the visual attention at a car meet, and the Turbo flies a little bit lower on the radar. Indeed, I sometimes feel like I am in an ordinary car. How ludicrous does that sound?

So, I started to explore my options for adding a little more visual appeal. I toyed with stripes down the bonnet – thin and fat – and I considered large decals down the flanks. And while I came up with some lovely looking images on Photoshop, it just didn't feel right. As the Turbo has lost a little of its



tough-guy image to the GT cars it has gained an air of sophistication, and I needed to respect that.

I pushed the pause button and turned to recent success stories for inspiration. I soon discovered that the secret sauce in all of the best outlaw creations from Magnus Walker, Paul Stephens, Singer and the like is 'integrity'. In each case their retro creations stay true to their roots while exaggerating their enhancements. They are honest re-imaginings of a classic, if that isn't an oxymoron.

Time to reset; I decided that my car is the definitive everyday supercar with uncanny abilities to cross continents with ease. To dress it up as a street racer would be dishonest.

And so, I turned back to Porsche's options list to see what 'decorations' were originally offered for my generation of Turbo. I found a discreet '911 Turbo' decal placed low-down on the doors. I liked it and toyed with various colours before settling on matte black, which is appropriately subtle and suits the old chap.



**Tony McGuiness**  
San Diego, USA

@tonygt3rs

@tonymcguinessgt3rs

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

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



August in San Diego can be very hot. One of the ways to stay cool is to get the 911s out! Staying cool can include drives along the Pacific Coast Highway, but also enjoying drives inland through the hills and canyons of the East County.

Recently three of us Porsche owners took a fantastic drive to the Pala Mesa Golf Resort in the town of Fallbrook in north-east San Diego County. A Cayman GT4, a 991.2 GT3 along with my 991.1

GT3 headed out together for the spirited one-hour-30-minute journey over some beautiful tarmac.

We headed through the backroads and the hills of San Diego to meet up at a cars and coffee being hosted by California Porsche Restorations, also based in Fallbrook.

CPR is an amazing Porsche restoration company, and I recommend you check out their site and see their amazing builds. The route we took to Pala Mesa allowed us to avoid the freeways, which was really nice. I try to keep my GT3 cars off the freeways because I've seen many objects and hazards fall off the back of trucks and litter the road here. Besides, in my opinion at least, there is nothing fun about driving a 911 on a freeway.

It was a great day with some incredible 911s on display, including the rare 997 GT3 RS 4.0 in white. I love the GT3 RS 4.0. Everything about that car is perfect! As regular **Total 911** readers will recall, I wrote a detailed piece on the RS 4.0 earlier this year in the February 2018 issue (issue 162), titled Rare 997s. The 4.0 is incredibly special, and because I have a 3.8 RS I feel a close connection to it.



This was a different cars and coffee to our usual Rancho Santa Fe event on a Saturday, so it allowed us to meet some other 911 enthusiasts we wouldn't have normally met. It is always invigorating to hear the passion of 911 owners talking about their Neunelfer.

I was particularly impressed with the team at California Porsche Restorations (CPR) and the 911 projects they are working on. They have invited me to come by and take a tour of their facility and get close-up to these cars. Stay tuned, as I am sure this will be an incredible visit.



**David Grover**

London, UK

@propertypetrolheads  
 @davidgrover12

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

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



It seems summer is slipping away already. The RS, with its semi-track tyre, is destined for a longer spell under its blanket of protection, much sooner than I had first thought.

I was out in the car last week for a drive away from London to have more lessons on the race car sim, which has helped keep my eye in and to focus on lines, tracks and car types on circuits across the UK. These machines are very helpful: they allow mistakes to be made, confidence to be built and history of your sessions to be stored so you



**James Samuel**

Poole, UK

@Jamessamuel4

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

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



August has been a very quiet month with the cars. Sadly I had to cancel a track day at Goodwood as we were due to complete on our

house move, although very annoyingly it moved by a few days so I could have attended after all. With my next one not booked until October it seems a perfect opportunity over the next couple of months to do some checks and maintenance on the GT3.



can genuinely improve through active practice and the quality of the coaching programme with it. Maybe by 2019 the real difference will be seen in diminishing lap times in actual race conditions.

It's just two weeks until the first proper trip out for the new car, which as I mentioned will be to France. Here the mileage can get clocked up quickly, and hopefully the sun will shine on the convoy of cars. I have been planning this for a few months and have a route to a new part of France all sorted across a mixture of road types, and extra trips along the way to include champagne tasting, horse riding and some historic activities. There will be other 911s with us, and a couple of other brands likely due to recent vehicle changes, so a fast group enjoying empty roads in northern France. I would hope after this that I can share my real thoughts and feelings about the GT3 RS.

I have also gone through the operational manuals that arrived recently post delivery of the car, and it's only the tech that I have still to get to grips with. With a new model these are different from previous variants, and my current lack of knowledge still



Due to the move the cars have also been in storage at a friends, so other than the occasional chance to pop over and grab them for a quick run not many trips have been completed, though I did make it to the 9Werks open day at Poole Accident Repair with my nine month old, which was informative. It was fun to catch up with some friends there, too.

The Turbo had an issue with a brake pad warning sensor which was quickly rectified, and I have also picked up the special fluid for the front diff clutch packs, so once I get the cars back I can get down to ZRS Engineering to give

centres with Apple CarPlay and setting the system up to suit my specific tech needs. None of it especially taxing, it just needs a little time and practice.

In between the Brands event and my trip I will be back to Silverstone to the PEC to try out their new RS model. Any reader who has a new car already knows you get an invitation to try an identical model to the one you have just bought or ordered, depending on availability. The latest RS has recently arrived.

I know from past experience that the tracks there are too small to seriously hustle even a 991 S or 4S around, but perhaps that feedback is aided by my race and track experience. I guess many owners never get anywhere near even a basic level of performance driving, and for them it's a great place to try their purchase.

I have lost count of the times I have been there, must be well over a dozen, but I would be mad to turn it down, so that is booked and I am looking forward to it. Another opportunity to feed back my real experiences of the latest RS variant, and also try to find the limits of grip at lower than road speeds. More on that to follow.

that a flush and that will be all the fluids changed in the last month.

While in, Matt wanted to do a full scan of the car using his durametric pro, which showed everything to be fine, and the all-important rev range report showed nothing of concern.

While being between houses ZRS has kindly let me use their office to work from, and they've had some great cars in for work. A lovely 912 was in for some suspension tweaks and updates plus a lovely set of custom centre-exit tailpipes, and a 3.2 Carrera was also in for some TLC.



### Michael Meldrum

Houston, Texas

@p911r

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

**Model 911E**  
Year 1972 Acquired 2014

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

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

**Model Carrera 3.0**  
Year 1977 Acquired 2016

**Model 911 SC**  
Year 1981 Acquired 2015

**Model 3.2 Carrera**  
Year 1986 Acquired 2015

**Model 993 C4S**  
Year 1996 Acquired 2016

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

**Model 997.1 GT3**  
Year 2007 Acquired 2017

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



The seeds of my Porsche obsession may have been sown by my Grandpa in the 1970s, but my first air-cooled Porsche, a one-owner 1972 Tangerine 911T Targa, did not join me until five years ago.

I've been reflecting on my first classic 911 purchase, and still vividly remember my first drive round the block, the smell of the interior and the sound of the carburettors. The sound of the sports exhaust was surprisingly muted at idle, but when you accelerated the noise increased exponentially. What a wonderful day it was.

For the next few months I enjoyed the Targa and the vintage 911 driving experience that came with it. As I spent more time with the car and fanatically researched every detail of the 1972 911T, I began to identify the parts of the car that were not period correct.

My 911's documentation was flawless, a complete and detailed record since its purchase in 1972, which was incredibly useful in figuring out some of the incorrect items. For example, the driver-side seatbelt had an orange thread running through the centre. My research led me to find out that this was period correct for German delivered cars, but incorrect for a US delivery car. I went through the massive binder of documents and found a receipt for the



installation of a new seatbelt while the car was in Germany – mystery solved.

My point is that buying a used vintage Porsche is somewhat of a lottery, even with extensive due diligence. For example, the more time I spent with the 911T, the more I went through the paperwork, and the more I learned about what is to be realistically expected from a 911 made in 1972.

The major issue was the erratic performance of the engine; something was not right, and I eventually decided to drop the engine and have it gone through. It was somewhat of a horror show once the case was opened... all sorts of weird and wonderful hardware had been used. Once again, I went back through the documentation and discovered the culprit, a 2005 rebuild by the infamous Motor Meister Inc.

As a first-time buyer I dove in at the deep end and committed almost all the cardinal sins of car buying: I bought the Targa sight unseen on eBay without a pre-purchase inspection, I did not take the time to examine the paperwork and probably the biggest mistake, not connecting with an air-cooled Porsche expert to help me navigate the purchase.

Thankfully through the last five years I have gotten to know many other enthusiasts and professionals and the quality of my purchasing has vastly improved. I guess what I'm saying in a very roundabout manner is, don't be an idiot like me, and reach out to someone well versed in vintage Porsche you can trust before you dive in. I'm more than happy to point you in the right direction if you need advice. The more good air-cooled Porsche on the road, the better!



If you are anything like me, the sound emanating from the tailpipes of your Porsche is a very important and emotional part of

the 911 experience. Although the original exhaust of my 911 has a very pleasant and genuine flat six sound, it is just a bit too quiet for my tastes, and lacks some of the louder and deeper character I have enjoyed on some of my other 911s with either Porsche Sport Exhaust or other aftermarket systems.

Recently I started asking 996 owners and other trusted advisors what 996 exhaust systems they like best, and a great number of owners, including several on the 40 AE Forum, suggested the Fister exhaust, designed by none other than Darin Fister himself and sold by his FD Motorsports business.

I always tell folks to listen before you buy when it comes to these things, but

when my favourite Porsche mechanic, Hunter at Chris' Porsche, smiled and said, "Trust me, you'll love it," I didn't need to hear it for myself to know it was going to be a winner.

I also liked the fact that rather than sell you new sports mufflers, Fister modifies your own OE mufflers with a cross pipe between the inlet and outlet pipes. The cross pipe effectively diverts some of the exhaust directly into the tailpipe without passing through the muffler, and the cross-flow design also aids in creating deeper and more interesting sounds. You can send them your own OE mufflers and they will perform this modification.

FD also recommends applying a ceramic coating in a variety of different colour finishes, which helps to prevent corrosion, as well as reducing heat. Since the mufflers themselves are basically the same size and shape as the OE units, if you use your stock exhaust tips, your car will still look stock, but



have a neat surprise in store for anyone who hears you driving by!

All of this made a lot of sense to me, so I told my service advisor to order a ready-made set as soon as Fister could deliver a set with the ceramic coating in titanium. The bad news is that Chris can't fit me in for a service appointment for two more weeks! But I promise to have a full road test report in the next issue... so, watch this space!



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# PREMIER PORSCHE

## Everything you need for your 911

### Data File

Full specs, ratings and market values of every 911 1963-2018, including the water-cooled GT3 Rennsports, can be found beginning on page 86

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# INSIDE THE ROUGHNECK BRIGADE

They're quite possibly the most compelling Porsche collective on the planet right now, but what do we know of the Roughneck Brigade?

Total 911 spends an evening with the self-styled flat six misfits

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Photography by **Rich Pearce**

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**S**tockholm, Sweden. We're in a leafy suburban street, parked cars lining either side of the road in front of quiet townhouses. There are all manner of cars kerbside: family SUVs, small hatchbacks, beat-up saloons, all bearing the scars of city traffic. Dotted among them, though, are three air-cooled Porsche 911s, the simple, elegant curves of Butzi's creation contrasting beautifully against the jutting lines of modern pressed metal.

What's immediately obvious though is that these three 911s aren't factory spec. A black-on-black 1987 3.2 Carrera with black Fuchs, its chassis hugging the floor, sits opposite a 911 SC with a Ruf-style front bumper and colour-contrasting hood and decklid. Around three cars down, a Midnight blue 993 with what we'd soon find out is a Cup engine sits patiently, awaiting its next hoon. The three cars are all clearly different in their style, but a bronze skull cog badge proudly affixed to each decklid hints at something a little more coordinated. These are some of the cars of the Roughneck Brigade, and we're in town to join them for a gelato and an evening drive.

The man responsible for the Roughneck Brigade's very conception is David Campo. Sporting long hair, casual clothing and plenty of tattoos, there's a definite Californian vibe to David's persona – even his accent sounds more like it'd be more at home on

the beaches of SoCal than the sprawling archipelago of what he colloquially calls 'Stocktown'. A Nordic Magnus Walker, perhaps?

Definitely not. Whereas the Urban Outlaw is happy to embrace the limelight, Campo is more of an introvert. Meeting us down on the street, he shows us around to his studios where fellow Brigadiers Daniel Svedberg, Patrick Selestam and Jacob Andersson, owners of the cars outside, are waiting. They're a jovial bunch, clearly pleased to engage with us and talk Porsche. Many topics are covered, including the historical importance of the Swedish territory to Porsche, and values of air-cooled cars, before I ask what Roughneck Brigade is all about. True to form, Campo is happy for his comrades to do the talking. "It defines a group of Porsche enthusiasts who like to hang out and enjoy their cars. We don't care about values; we like to really drive our cars and share these experiences with like-minded people," Patrick beams. So where did this all start?

"The whole thing happened pretty organically," David says as we take a look around his studios, currently home to a quintet of air-cooled 911 projects including a freshly imported 1969 E from the US, and a gorgeous 912/6R restomod build. "I designed this badge for myself back in 2011 and stuck it on my car. Pretty soon a few friends were asking where I got it from and if they could have one for their Porsche, ☺"





**“A million miles away from the flipper-fest surrounding GT 991s, Roughneck Brigade embodies the very spirit of Porsche ownership with which we should all strive to adhere to”**



so I had more manufactured, and just like that, the Brigade was born,” he says.

Officially founded in 2014, Roughneck’s vibrant Instagram page alone boasts more than ten thousand followers. However, membership to the Brigade is by invitation only, though any notions that this is an inwards-looking, cliquey group are wide of the mark. “The only real stipulation is that you have to own an air-cooled 911, and that’s purely because that’s the core passion of our group,” says Daniel, who’s Brigadier number 39. I’ll admit, as an owner of a water-cooled Neunelfer, that basic criteria comes as a bit of a blow. So enthusiastic is the group about Porsche, not to mention so genuinely polite and welcoming, it’s all become totally infectious. Very quickly I find myself yearning to be a part of it all.

Roughneck has grown substantially in the years since, with more than 70 members now dotted all over the globe. There are now chapters of the Brigade in nine different countries, including the US and UK (of which Total 911’s own Gina Purcell is a member), where members arrange to meet up for more localised Porsche socialising.

After a wander down the road to grab a locally made gelato, we decide to head out for a city drive; David unearths his outlaw-style 911 SC, complete with ducktail, twin stripes and beautifully offset Campagnolo wheels. Drives are of course a big part of the Brigade, spearheaded by an annual trip away, this year dubbed the ‘Too Cool To Cruise’ weekender to Aarhus, Denmark. Brigadiers from all over Europe were in attendance, though the Stockholm chapter regularly meets for midnight runs and Tunnel Raiders events in association with Nezumi Studios, an

automotive lifestyle brand based here in Stockholm, of which David is also founder of.

We fire up the flat sixes and head out into the city, its jungle of ring roads and tunnels providing an apt playground for the Brigadiers and their 911s. Free of the evening traffic, much fun is had before we turn off the highways and pull into the quiet location of our photoshoot.

It is at this point you’re probably wondering what the magic ingredient to the Roughneck Brigade is. What’s so unique about this group who dub themselves the flat six misfits?

You might be surprised to learn there isn’t one. Refreshingly, it’s the simplicity of it all that makes the Roughneck Brigade so successful as a club. There’s no aura of self-entitlement, no presence of snobbery towards others and not a modicum of thought wasted on looking at these cars as investments.

Instead, the club’s very fibre is merely a bunch of enthusiasts who come together to share their passion for driving air-cooled Porsche 911s. A million miles away from the flipper-fest surrounding GT 991s, Roughneck Brigade embodies the very spirit of Porsche ownership with which we should all strive to adhere to. It is collective individualism at its finest.

Then, as we leave, comes the crowning moment. “As soon as you have an air-cooled 911, you’ll be a Brigadier,” David says. I’m stoked. We leave the city lights of Stockholm behind and I’m soon browsing air-cooled projects for sale online, such is my excitement to be a part of this thoroughly excellent collective which, only hours previously, I knew very little about. **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 2019 Q1 will be January. The review for 2018 Q4 was October.



## Ratings

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

	(D & A series) ★★★★★	<b>911S 1967-68</b>
	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.	
	<b>Production numbers</b> 4,015 <b>Issue featured</b> 148 <b>Engine capacity</b> 1,991cc <b>Compression ratio</b> 9.8:1 <b>Maximum power</b> 160hp @ 6,600rpm <b>Maximum torque</b> 179Nm @ 5,200rpm <b>0-62mph</b> 8.0sec <b>Top speed</b> 137mph <b>Length</b> 4,163mm <b>Width</b> 1,610mm <b>Weight</b> 1,030kg <b>Wheels &amp; tyres</b> F 4.5x15-inch; 165/80/R15 R 4.5x15-inch; 165/80/R15	

	(C & D series) ★★★★★	<b>911S 1969-71</b>
	An upgrade in engine size gave the 911S 180bhp. Unlike the 911, the S didn't gain improved low-down power and torque, so you had to keep the revs up for good power.	
	<b>Production numbers</b> 4,691 <b>Issue featured</b> 120 <b>Engine capacity</b> 2,195cc <b>Compression ratio</b> 9.8:1 <b>Maximum power</b> 180hp @ 6,500rpm <b>Maximum torque</b> 199Nm @ 5,200rpm <b>0-62mph</b> 6.6sec <b>Top speed</b> 145mph <b>Length</b> 4,163mm <b>Width</b> 1,610mm <b>Weight</b> 1,020kg <b>Wheels &amp; tyres</b> F 4.5x15-inch; 185HR R 4.5x15-inch; 185HR	

	(C & D series) ★★★★★	<b>911T 1969-71</b>
	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.	
	<b>Production numbers</b> 15,082 <b>Issue featured</b> 107 <b>Engine capacity</b> 2,195cc <b>Compression ratio</b> 8.6:1 <b>Maximum power</b> 125hp @ 5,800rpm <b>Maximum torque</b> 169Nm @ 4,200rpm <b>0-62mph</b> 7.0sec (est) <b>Top speed</b> 127mph <b>Length</b> 4,163mm <b>Width</b> 1,610mm <b>Weight</b> 1,020kg <b>Wheels &amp; tyres</b> F 5.5x15-inch; 165HR R 5.5x15-inch; 165HR	

	(G, H, I, J series) ★★★★★	<b>Carrera 3.0 RS 1974</b>
	Updated version of the 1973 2.7RS, complete with impact bumpers and Turbo-spec whaletail rear wing. Steel arches added by hand at the factory, with 917 brakes.	
	<b>Production numbers</b> 109 <b>Issue featured</b> 145 <b>Engine capacity</b> 2,994cc <b>Compression ratio</b> 8.5:1 <b>Maximum power</b> 230hp @ 6,200rpm <b>Maximum torque</b> 275Nm @ 5,000rpm <b>0-62mph</b> 5.3sec <b>Top speed</b> 152mph <b>Length</b> 4,135mm <b>Width</b> 1,680mm <b>Weight</b> 900kg <b>Wheels &amp; tyres</b> F 215/60VR15 R 235/60VR15	

● (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	1991cc
Compression ratio	9.0:1
Maximum power	130hp @ 6,100rpm
Maximum torque	173Nm @ 4,600rpm
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	1991cc
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	1991cc
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	1991cc
Compression ratio	9.1:1
Maximum power	170hp @ 6,800rpm
Maximum torque	183Nm @ 5,500rpm
0-62mph	7.0sec (est)
Top speed	140mph
Length	4,163mm
Width	1,610mm
Weight	995kg
Wheels & tyres	F 6x15-inch: 185/70/R15 R 6x15-inch: 185/70/R15

● (C & D series) ★★★★★ **911E** 1969-71

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

Production numbers	4,927
Issue featured	107
Engine capacity	2,195cc
Compression ratio	9.1:1
Maximum power	155hp @ 6,200rpm
Maximum torque	196Nm @ 4,500rpm
0-62mph	7.0sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,020kg
Wheels & tyres	F 6x15-inch: 185HR R 6x15-inch: 185HR

● (E series) ★★★★★ **911E** 1972

2.341cc was achieved by increasing the stroke from 66mm to 70.4mm while at the same time leaving the bore unchanged. The new 915 transmission was stronger.

Production numbers	4,406
Issue featured	117
Engine capacity	2,341cc
Compression ratio	8.0:1
Maximum power	165hp @ 6,200rpm
Maximum torque	206Nm @ 4,500rpm
0-62mph	7.5sec
Top speed	137mph
Length	4,163mm
Width	1,610mm
Weight	1,077kg
Wheels & tyres	F 5.5x15-inch: 165HR R 6x15-inch: 185HR

▼ (E series) ★★★★★ **911T** 1972

A lower compression ratio and the inclusion of Zenith 40 TIN triple-choke carburettors led to the relatively lower power output of 130bhp despite the new 2.341cc 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 6x15-inch: 185/70/R15 R 6x15-inch: 185/70/R15

● (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 ATS: 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 ATS: 185/70/R15 R 6x15-inch ATS: 185/70/R15

● (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 (165bhp 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: 205VR

▼ (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: 215/60/R15

● (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	259Nm @ 4,200rpm
0-62mph	6.3sec
Top speed	145mph
Length	4,291mm
Width	1,610mm
Weight	1,093kg
Wheels & tyres	F 6x15-inch: 185/70/R15 R 7x15-inch: 215/60/R15

● (I & J series) ★★★★★ **930 3.0** 1975-77

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

Production numbers	2,850
Issue featured	157
Engine capacity	2,994cc
Compression ratio	6.5:1
Maximum power	260hp @ 5,500rpm
Maximum torque	343Nm @ 4,000rpm
0-62mph	5.5sec
Top speed	155mph
Length	4,291mm
Width	1,775mm
Weight	1,140kg
Wheels & tyres	F 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 7x15-inch: 195/65/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 7x16-inch: 195/65/VR16 R 8x16-inch: 225/50/VR16

● **930 SE** 1986-89

Slantnosed and based on 930 race cars, with pop-up headlights. Front spoiler made deeper to accommodate extra oil cooler, rear intakes fed air to brakes.

Production numbers	50 (UK only)
Issue featured	146
Engine capacity	3,299cc
Compression ratio	8.3:1
Maximum power	330hp @ 5,500rpm
Maximum torque	432Nm @ 4,000rpm
0-60mph	4.6sec
Top speed	173mph
Length	4,291mm
Width	1,775mm
Weight	1,335kg
Wheels & tyres	F 7x16-inch: 195/65/VR16 R 8x16-inch: 225/50/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/VR16 R 9x17-inch: 255/40/VR16

● **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	1,755mm
Weight	1,220kg
Wheels & tyres	F 6x16-inch: 205/45/VR16 R 8x16-inch: 245/40/VR16

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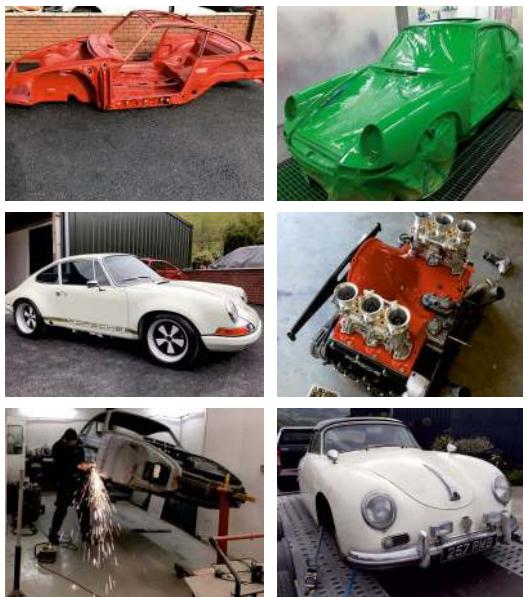
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### 930 LE 1989

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	1,755mm
Weight	1,335kg
Wheels & tyres	F 7x16-inch; 205/55/VR16 R 9x16-inch; 245/45/VR16



### 3.2 Clubsport 1987-89

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

Production numbers	340
Issue featured	126
Engine capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231hp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
0-60mph	5.1sec
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 6bhp. RS-spec uprated suspension.

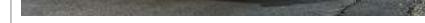
Production numbers	81
Issue featured	108
Engine capacity	3,299cc
Compression ratio	7.0:1
Maximum power	381hp @ 6,000rpm
Maximum torque	490Nm @ 4,800rpm
0-62mph	4.6sec
Top speed	180mph
Length	4,250mm
Width	1,755mm
Weight	1,290kg
Wheels & tyres	F 8x18-inch; 225/40/ZR18 R 10x18-inch; 265/35/ZR18



### (C & D series) 964 3.8 RS 1993

Identifiable by lightweight Turbo bodyshell, 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	1,755mm
Weight	1,210kg
Wheels & tyres	F 9x18-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 bodyshell, albeit lacking a fixed rear wing. Also boasted Turbo suspension, brakes and Turbo-look wheels.

Production numbers	6,948
Issue featured	109
Engine capacity	3,600cc
Compression ratio	11.3:1
Maximum power	285hp @ 6,100rpm
Maximum torque	340Nm @ 5,250rpm
0-62mph	3.4sec
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	355Nm @ 5,400rpm
0-62mph	5.0sec
Top speed	172mph
Length	4,245mm
Width	1,795mm
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 10x17-inch; 255/40/R17

### 996 GT3 1998-2000

Commonly called the Gen 1 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 fixied, 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 '87/91 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 6x16-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 6x16-inch; 205/55/ZR16  
R 8x16-inch; 225/50/ZR16

**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** 3,660  
**Issue featured** 160  
**Engine capacity** 3,299cc  
**Compression ratio** 7.0:1  
**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 Turbo 1991-92

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

**964 RS 1991-92**

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

**Production numbers** 22  
**Issue featured** 131  
**Engine capacity** 3,600cc  
**Compression ratio** 11.3:1  
**Maximum power** 269hp @ 6,720rpm  
**Maximum torque** 304Nm @ 6,720rpm  
**0-62mph** 4.5sec  
**Top speed** 125mph  
**Length** 4,275mm  
**Width** 1,652mm  
**Weight** 1,100kg  
**Wheels & tyres** F 7x16-inch; 205/55/ZR16  
R 9x16-inch; 255/45/ZR16

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

**Production numbers** 22  
**Issue featured** 131  
**Engine capacity** 3,600cc  
**Compression ratio** 11.3:1  
**Maximum power** 269hp @ 6,720rpm  
**Maximum torque** 304Nm @ 6,720rpm  
**0-62mph** 4.5sec  
**Top speed** 168mph  
**Length** 4,250mm  
**Width** 1,775mm  
**Weight** 1,100kg  
**Wheels & tyres** F 7x16-inch; 205/55/ZR16  
R 9x16-inch; 255/45/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 uprated, 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 bodyshell with the hood and windscreen of the Carrera 3.2 Speedster, plus RS interior. It is thought Porsche planned to build 3,000, but demand fell.

**Production numbers** 936  
**Issue featured** 128  
**Engine capacity** 3,600cc  
**Compression ratio** 11.3:1  
**Maximum power** 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/ZR18

**964 Turbo 3.6 1993-94**

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

**Production numbers** 1,437  
**Issue featured** 120  
**Engine capacity** 3,600cc  
**Compression ratio** 7.5:1  
**Maximum power** 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 7x17-inch; 205/50/17  
R 9x17-inch; 255/40/17

**964 Anniversary 1993-94**

'30 Jahre' anniversary 964 utilised a 'Turbo wide' body melded to the four-wheel-drive Carrera running gear. Available in Violett 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; 205/50/17  
R 9x17-inch; 255/40/17

**964 Anniversary 1993-94**

'30 Jahre' anniversary 964 utilised a 'Turbo wide' body melded to the four-wheel-drive Carrera running gear. Available in Violett 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; 205/50/17  
R 9x17-inch; 255/40/17

## 964 RS America 1973

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

**964 RS America 1973**

Offered in five colours, fixed whale-tail 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 8x17-inch; 255/40/ZR17

**993 Carrera 1993-97**

Restyled bodywork had swept-back headlights, 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** 5.8sec  
**Top speed** 168mph  
**Length** 4,245mm  
**Width** 1,735mm  
**Weight** 1,370kg  
**Wheels & tyres** F 7x16-inch; 205/55/ZR16  
R 9x16-inch; 245/45/ZR16

**993 Carrera 4 1994-97**

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

**Production numbers** 2,884 (Coupe), 111 (Cabrio)  
**Issue featured** 160  
**Engine capacity** 3,600cc  
**Compression ratio** 11.3:1  
**Maximum power** 272hp @ 6,000pm  
**Maximum torque** 330Nm @ 5,000pm  
**0-62mph** 5.8sec  
**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** 8.0:1  
**Maximum power** 430hp @ 6,750rpm  
**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** 8.0:1  
**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, 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** 5.4sec  
**Top speed** 168mph  
**Length** 4,245mm  
**Width** 1,795mm  
**Weight** 1,450kg  
**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, only this time in rear-wheel drive. Sought after for its superb handling and wide-body looks.

**993 Turbo S 1998**

The final hurrah for the last air-cooled 911. With 450hp 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** 11.3:1  
**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 8x18-inch; 225/40/18  
R 10x18-inch; 285/30/18

**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 7x17-inch; 205/50/R17  
R 9x17-inch; 255/40/R17

**996 Carrera 2001-04**

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 @ 6,800pm  
**Maximum torque** 370Nm @ 4,250rpm  
**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

**996 Carrera 4S 2001-05**

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

**Production numbers** 23,055  
**Issue featured** 155  
**Engine capacity** 3,596cc  
**Compression ratio** 11.3:1  
**Maximum power** 320hp @ 5,700rpm  
**Maximum torque** 370Nm @ 4,250rpm  
**0-62mph** 5.1sec  
**Top speed** 174mph  
**Length** 4,435mm  
**Width** 1,830mm  
**Weight** 1,495kg  
**Wheels & tyres** F 8x18-inch; 225/40/R18  
R 10x18-inch; 295/30/R18

**996 GT2 2001-03**

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

**Production numbers** 1,287  
**Issue featured** 127  
**Engine capacity** 3,600cc  
**Compression ratio** 9.4:1  
**Maximum power** 462hp @ 5,700rpm  
**Maximum torque** 620Nm @ 3,500-4,500rpm  
**0-62mph** 4.1sec  
**Top speed** 196mph  
**Length** 4,450mm  
**Width** 1,830mm  
**Weight** 1,440kg  
**Wheels & tyres** F 7x17-inch; 205/50/R17  
R 9x17-inch; 255/40/R17

**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 @ 6,800pm  
**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

**Gen2 996 C4 2002-04**

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

**Production numbers** 10,386  
**Issue featured** 107  
**Engine capacity** 3,596cc  
**Compression ratio** 11.3:1  
**Maximum power** 320hp @ 6,800pm  
**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

**Gen2 996 C4 2002-04**

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

**Production numbers** 10,386  
**Issue featured** 107  
**Engine capacity** 3,596cc  
**Compression ratio** 11.3:1  
**Maximum power** 320hp @ 6,800pm  
**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

# Sales debate

Are 964 prices overly inflated right now?



Browse the used 911 market and you'll find lots of examples for sale right now. From early impact-bumper cars right up to 991s, there's a lot to choose from. Despite this, however, values haven't slumped much lower after a slight drop at the start of 2018. With many cars hanging around in classifieds listings, this has lead to some suggesting classic values are currently overheated. This could be especially true of the 964: the 964-generation of Carreras have stuck stubbornly close to 993 values for some time now, despite the later 993 offering a car which has a vastly improved suspension and, most would say, a better overall driving experience. So does the 964 market currently have a lot of hot air in it?

Marc Elgar, sales manager at Porsche Centre Portsmouth, doesn't believe so, pointing to the fact that once again the classic market is on a crest of a wave in popularity. He says: "Older models have had a real resurgence lately. The 964 and even the 996 have seen significant value rises in the last few months. Probably helped by the warm weather and a distinct lack of new 911s available, there's a real air of enthusiasm around the classic stuff right now. I think values are here to stay."

It's a view broadly shared by another Porsche expert residing on the UK's south coast, Philip Raby. "Today 964s are hot property; people appreciate their more classic looks, combined with a relatively modern driving experience. Also, there's an argument – which I agree with – that the 964 is a more fun car to drive. It feels rawer and more involving than a 993, which seems tame in comparison. I'd go as far as to say the 964 is one of my favourite 911s," he says, addressing the 964 versus 993 debate directly.

"One reason that 964 prices are up with 993s now is that it's much harder to buy a decent 964. Porsche didn't produce as many and a lot have been neglected. Good Carrera 2s in particular are like gold dust. Because of all this I really don't believe that 964 prices are too strong. If anything, they will go up, long term. They really are that good!"

It seems that the 964 is a good example of the classic car market at large: not only are these inflated prices deserved, they are here to stay.

## Gen2 996 GT3 2003-05



Based on facelifted 996 Carrera, but with new wings. Suspension lowered and uprated. 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 @ 7400rpm
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	9.4:1
Maximum power	450hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-4,500rpm
0-60mph	4.2sec
Top speed	191mph
Length	4,291mm
Width	1,830mm
Weight	1,590kg
Wheels & tyres	F 8x18-inch; 225/40/R18 R 11x18-inch; 295/30/R18

## 996 Turbo S 2004-2005



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

Production numbers	1,563
Issue featured	132
Engine capacity	3,600cc
Compression ratio	9.4:1
Maximum power	450hp @ 5,700rpm
Maximum torque	620Nm @ 3,500-4,500rpm
0-60mph	4.2sec
Top speed	191mph
Length	4,291mm
Width	1,830mm
Weight	1,590kg
Wheels & tyres	F 8x18-inch; 225/40/R18 R 11x18-inch; 295/30/R18

## 997 Carrera 4 2005-08



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

Production numbers	8,533
Issue featured	3
Engine capacity	3,596cc
Compression ratio	11.3:1
Maximum power	325hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.1sec
Top speed	174mph
Length	4,427mm
Width	1,852mm
Weight	1,450kg
Wheels & tyres	F 8x18-inch; 235/40/R18 R 11x18-inch; 295/35/R18

## 997 Carrera 4S 2005-08



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

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



Production numbers	19,201
Issue featured	159
Engine capacity	3,600cc
Compression ratio	9.8:1
Maximum power	480hp @ 6,000rpm
Maximum torque	620Nm @ 1,950-5,000rpm
0-62mph	3.9sec
Top speed	193mph
Length	4,450mm
Width	1,852mm
Weight	1,585kg
Wheels & tyres	F 8.5x19-inch; 235/35/R19 R 11x19-inch; 305/30/R19

## 997 GT2 2007-09



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

Production numbers	1,242
Issue featured	127
Engine capacity	3,600cc
Compression ratio	9.0:1
Maximum power	530hp @ 6,500rpm
Maximum torque	680Nm @ 2,200-4,500rpm
0-62mph	3.7sec
Top speed	204mph
Length	4,469mm
Width	1,852mm
Weight	1,440kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 325/30/ZR19



Production numbers	10,500
Issue featured	144
Engine capacity	3,614cc
Compression ratio	12.5:1
Maximum power	345hp @ 6,500rpm
Maximum torque	390Nm @ 4,400rpm
0-62mph	4.9sec
Top speed	179mph
Length	4,435mm
Width	1,808mm
Weight	1,415kg
Wheels & tyres	F 8x18-inch; 235/35/ZR19 R 10.5x18-inch; 265/40/ZR19



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

## Gen2 997 Turbo 2009-13



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

Production numbers	3,800
Issue featured	152
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	500hp @ 6,000rpm
Maximum torque	650Nm @ 1,950-5,000rpm
0-62mph	3.4sec
Top speed	194mph
Length	4,450mm
Width	1,852mm
Weight	1,570kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR19 R 11x19-inch; 305/30/ZR19

## Gen2 997 GT3 RS 09-12



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

Production numbers	1,500
Issue featured	125
Engine capacity	3,800cc
Compression ratio	12.2:1
Maximum power	450hp @ 7,900rpm
Maximum torque	430Nm @ 6,750rpm
0-62mph	4.0sec
Top speed	192mph
Length	4,460mm
Width	1,852mm
Weight	1,370kg
Wheels & tyres	F 8x18-inch; 235/35/ZR19 R 11x19-inch; 325/30/ZR19



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



### 997 Carrera 2004-08

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

Production numbers	25,788
Issue featured	112
Engine capacity	3.596cc
Compression ratio	11.3:1
Maximum power	325hp @ 6,800rpm
Maximum torque	370Nm @ 4,250rpm
0-62mph	5.0sec
Top speed	177mph
Length	4,427mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	F 8x18-inch; 235/40/R18 R 10x18-inch; 265/40/R18

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	4,455mm
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



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

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

### 997 Sport Classic 2010



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

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



### 997 GT3 RS 4.0 2010

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

Production numbers	600
Issue featured	125
Engine capacity	3,996cc
Compression ratio	12.6:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 7,570rpm
0-62mph	3.9sec
Top speed	193mph
Length	4,460mm
Width	1,852mm
Weight	1,360kg
Wheels & tyres	F 9x19-inch; 245/35/ZR19 R 12x19-inch; 325/30/ZR19



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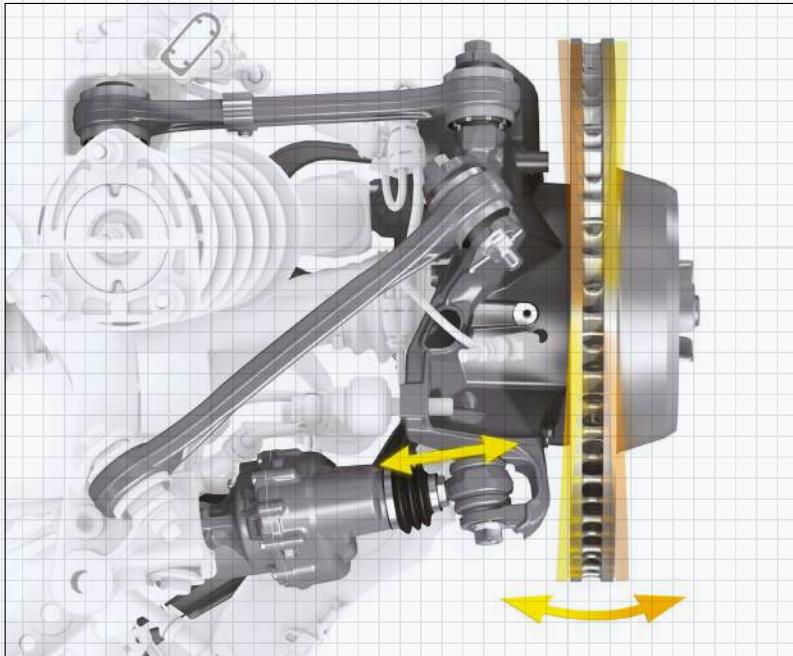
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# Technology explained

## 015 REAR-AXLE STEERING

Introduced for the 991-generation Turbo and GT cars, **Total 911** explains how rear-wheel steering works and how it isn't such a new technology



Porsche first experimented with passive steering of the rear wheels on the 928, developing the clever, toe-compensating 'Weissach steering' suspension setup. However, it wasn't until the release of the 918 Spyder that a full active rear-wheel steering system made its way to a Zuffenhausen sports car. Since then the system has also been rolled out on all but the base 911 Carrera.

With its rear-engined layout the 911 has a tendency to understeer due to a lack of weight over the front wheels. In order to rectify this on the 991 generation, the wheelbase has been lengthened more than the body, helping to effectively transfer more load to the front wheels compared to the 997. This, though, has brought its own problem. The longer the wheelbase, the less responsive the car is when it comes to handling.

This is where the rear-axle steering system comes in. At speeds below 31mph the rear wheels are steered up to 2.8 degrees in the opposite direction of the front wheels. This effectively reduces the car's wheelbase, making it more manoeuvrable at low speeds. As a comparison, 2.8 degrees of turn on the front wheels would equate to 45 degrees of steering lock.

When the car is travelling over 50mph the rear-axle steering turns the rear wheels up to 1.5 degrees in the same direction as the front. This effectively lengthens the wheelbase, making the car more stable in high-speed corners.

It also enables the rear wheels to load up faster, improving the 991 GT3 and Turbo's ability to change direction. The whole system uses two electromechanical actuators bolted on to either side of the chassis just fore of the top wishbone. Steering arms connect to the top of the rear uprights. The actuators are connected to the car's ECU before sending a signal that causes electrical motors to either 'push' or 'pull' the steering arms to create the required angle and direction of rear-wheel steering.



**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 9x19-inch; 245/35/ZR19 R 12x19-inch; 305/30/ZR19

**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.

**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 @ 7400rpm
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 @ 7400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5sec
Top speed	185mph
Length	4,491mm
Width	1,852mm
Weight	1,445kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20



**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 9.5x20-inch; 265/35/ZR20 R 12.5x21-inch; 325/30/ZR21

**991 GT3 RS 2015-**

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 9.5x20-inch; 265/35/ZR20 R 12.5x21-inch; 325/30/ZR21

**991 R 2016**

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 9.5x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20

**991.2 Carrera 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 9.5x20-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 9.5x20-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
0-60mph	4.6sec
Top speed	190mph
Length	4,435mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR20 R 11x19-inch; 305/30/ZR20

**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	189mph
Length	4,435mm
Width	1,852mm
Weight	1,480kg
Wheels & tyres	F 8.5x19-inch; 235/35/ZR20 R 11x19-inch; 305/30/ZR20

**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	1,853mm
Weight	1,585kg
Wheels & tyres	F 8.5x19-inch; 235/40/ZR19 R 11x19-inch; 285/35/ZR19

**991.1 Carrera** 2011-15 ★★★★★

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

Production numbers	Unknown
Issue featured	137
Engine capacity	3,436cc
Compression ratio	12.5:1
Maximum power	350hp @ 7,400rpm
Maximum torque	390Nm @ 5,600rpm
0-62mph	4.8sec
Top speed	179mph
Length	4,491mm
Width	1,808mm
Weight	1,380kg
Wheels & tyres	F 8.5x19-inch; 235/40/ZR20 R 11x19-inch; 285/35/ZR19

**991.1 Carrera S** 2011-15 ★★★★★

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

Production numbers	Unknown
Issue featured	114
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5sec
Top speed	188mph
Length	4,491mm
Width	1,808mm
Weight	1,395kg
Wheels & tyres	F 8.5x19-inch; 245/35/ZR20 R 11x20-inch; 295/30/ZR20

**991.1 GT3** 2013-2015 ★★★★★

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

Production numbers	3,000 (estimate)
Issue featured	143
Engine capacity	3,800cc
Compression ratio	12.9:1
Maximum power	475hp @ 8,250rpm
Maximum torque	440Nm @ 6,250rpm
0-62mph	3.5sec
Top speed	196mph
Length	4,545mm
Width	1,852mm
Weight	1,430kg
Wheels & tyres	F 9.5x20-inch; 245/35/ZR20 R 12x20-inch; 305/30/ZR20

**991.1 Turbo** 2013-15 ★★★★★

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

Production numbers	Unknown
Issue featured	109
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	520hp @ 6,000-6,500rpm
Maximum torque	660Nm @ 1,950-5,000rpm
0-62mph	3.4sec
Top speed	195mph
Length	4,506mm
Width	1,880mm
Weight	1,595kg
Wheels & tyres	F 9.5x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20

**991.1 Turbo S** 2013-15 ★★★★★

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

Production numbers	Unknown
Issue featured	115
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	560hp @ 6,500-6,750rpm
Maximum torque	700Nm @ 2,100-4,250rpm
0-62mph	3.1sec
Top speed	197mph
Length	4,506mm
Width	1,880mm
Weight	1,605kg
Wheels & tyres	F 9.5x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20

**991 Anniversary** 2013-14 ★★★★★

Exuberantly styled Carrera S with wide body and generous spec. Many styling cues inside and out taken from original 991. Powerkit only came as standard spec in US.

Production numbers	1,963
Issue featured	112
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400hp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
0-62mph	4.5sec
Top speed	188mph
Length	4,491mm
Width	1,852mm
Weight	1,420kg
Wheels & tyres	F 9.5x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20

**991.1 Carrera GTS** 2014-16 ★★★★★

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 9.5x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20

**991.1 C4 GTS** 2014-2016 ★★★★★

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

Production numbers	Unknown
Issue featured	125
Engine capacity	3,800cc
Compression ratio	12.5:1
Maximum power	430hp @ 7,500pm
Maximum torque	440Nm @ 5,750pm
0-62mph	4.4sec
Top speed	188mph
Length	4,491mm
Width	1,852mm
Weight	1,470kg
Wheels & tyres	F 9.5x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20

**991.2 Carrera S** 2015- ★★★★★

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

Production numbers	In production
Issue featured	132
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	420hp @ 6,500rpm
Maximum torque	500Nm @ 1,700-5,000rpm
0-62mph	3.9sec
Top speed	191mph
Length	4,499mm
Width	1,808mm
Weight	1,404kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20

**991.2 Carrera 4** 2016- ★★★★★

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

Production numbers	In production
Issue featured	133
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	370hp @ 6,500rpm
Maximum torque	450Nm @ 1,700-5,000rpm
0-62mph	4.1sec
Top speed	181mph
Length	4,499mm
Width	1,852mm
Weight	1,480kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20

**991.2 Carrera 4S** 2016- ★★★★★

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

Production numbers	In production
Issue featured	154
Engine capacity	2,981cc
Compression ratio	10.0:1
Maximum power	420hp @ 6,500rpm
Maximum torque	500Nm @ 1,700-5,000rpm
0-62mph	3.8sec
Top speed	189mph
Length	4,499mm
Width	1,852mm
Weight	1,490kg
Wheels & tyres	F 8.5x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20

**991.2 Turbo** 2016- ★★★★★

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

Production numbers	In production
Issue featured	135
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	540hp @ 6,400rpm
Maximum torque	710Nm @ 2,250-4,000rpm
0-62mph	3.1sec
Top speed	199mph
Length	4,507mm
Width	1,880mm
Weight	1,595kg
Wheels & tyres	F 9.5x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20

**991.2 Turbo S** 2016- ★★★★★

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

Production numbers	In production
Issue featured	145
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	580hp @ 6,750rpm
Maximum torque	750Nm @ 2,250-4,000rpm
0-62mph	2.9sec
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	1,600kg
Wheels & tyres	F 9.5x20-inch; 245/35/ZR20 R 11x20-inch; 305/30/ZR20

**991.2 GT3** 2017- ★★★★★

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

Production numbers	222 (UK, est.)
Issue featured	153
Engine capacity	3,996cc
Compression ratio	13.3:1
Maximum power	500hp @ 8,250rpm
Maximum torque	460Nm @ 6,000rpm
0-62mph	3.9sec (manual)
Top speed	199mph
Length	4,562mm
Width	1,852mm
Weight	1,413kg (manual)
Wheels & tyres	F 9.5x20-inch; 245/35/ZR20 R 12.5x21-inch; 325/30/ZR21

**991 GT2 RS** 2017- ★★★★★

Fastest factory 911 of all time. Highly modified Turbo S engine with sprayed intercoolers. Rear wheel drive. PDK only. New intake 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 @ 2,500-4,000rpm
0-62mph	2.8sec
Top speed	211mph
Length	4,549mm
Width	1,880mm
Weight	1,470kg
Wheels & tyres	F 9.5x20-inch; 265/35/ZR20 R 12.5x21-inch; 325/30/ZR21

**991 Turbo S Exclusive Ed.**

The work of Porsche's Exclusive department, with extensive use of carbon on the bonnet, roof and side skirts. Power is hiked to 607hp. Turbo Aerokit standard.

Production numbers	500
Issue featured	170
Engine capacity	3,800cc
Compression ratio	9.8:1
Maximum power	607hp
Maximum torque	750Nm @ 2,250-5,000rpm
0-62mph	2.9sec
Top speed	205mph
Length	4,507mm
Width	1,880mm
Weight	Not specified
Wheels & tyres	F 9.5x20-inch; 245/40/ZR20 R 11.5x20-inch; 295/35/ZR20

**991 Carrera T**

Purist take on the 991.2 Carrera with 20kg of weight saved and regearing 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	1,880mm
Weight	1,410kg
Wheels & tyres	F 9.5x20-inch; 245/40/ZR20 R 11.5x20-inch; 295/35/ZR20

**991.2 GT3 RS**

Latest GT3 RS gets GT3 facelift but with NACA ducts and suspension from GT2 RS. 20hp increase over Gen1 with mainly aerodynamic and chassis revisions.

Production numbers	60 UK cars (estimate)
Issue featured	164
Engine capacity	4,000cc
Compression ratio	unknown
Maximum power	520hp
Maximum torque	480Nm
0-62mph	3.2sec
Top speed	193mph
Length	4,549mm
Width	1,880mm
Weight	1,420kg
Wheels & tyres	F 9.5x20-inch; 265/35/ZR20 R 12.5x21-inch; 325/30/ZR21



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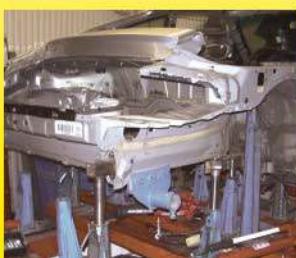
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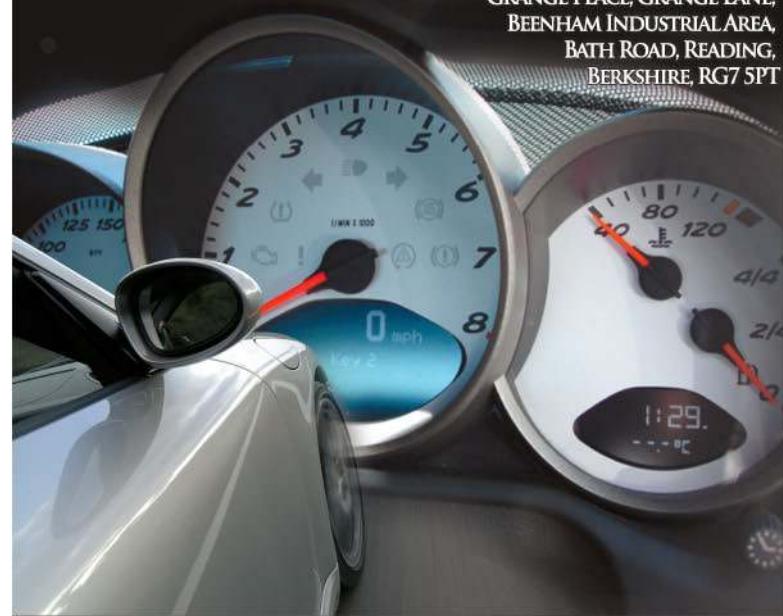
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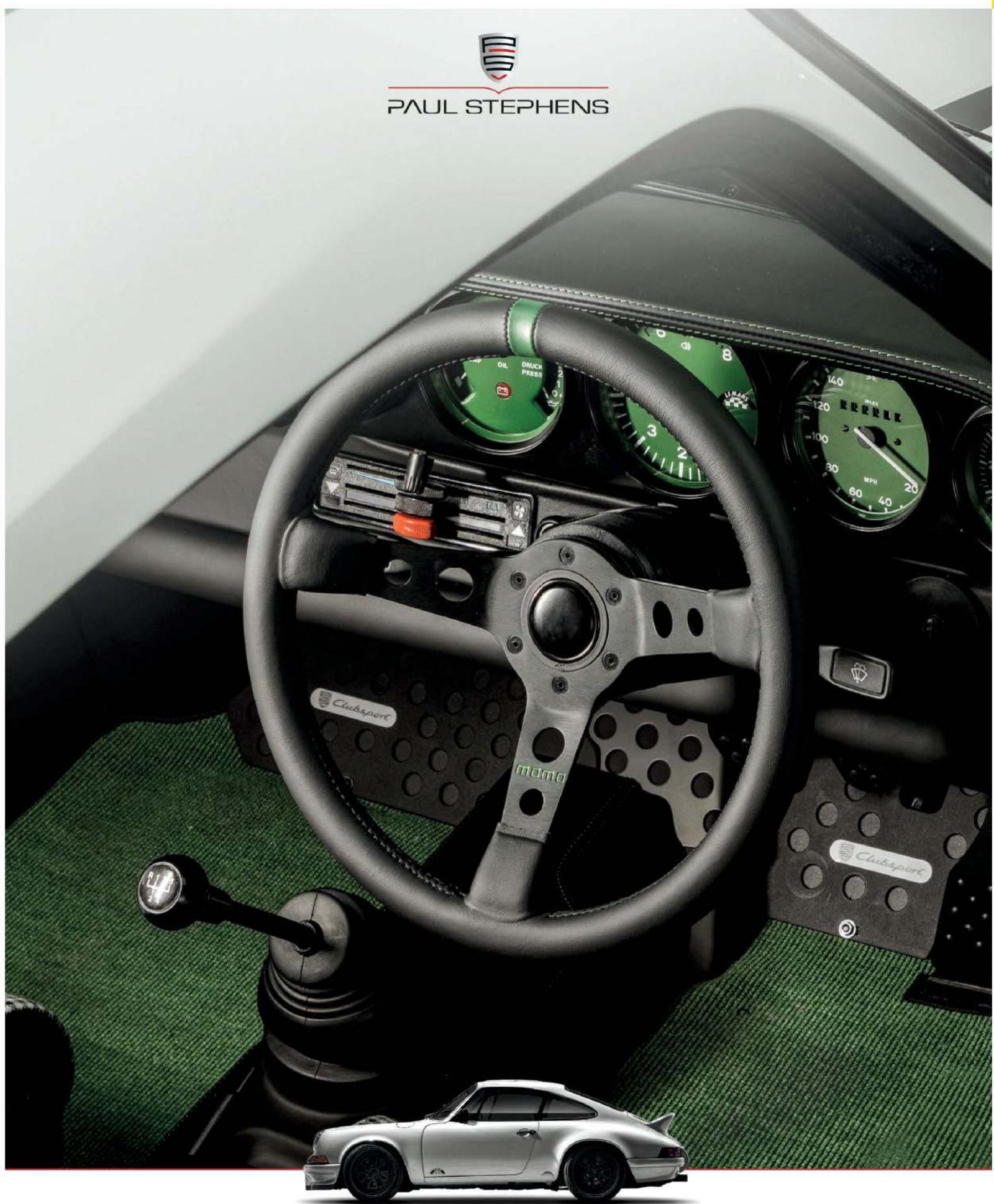
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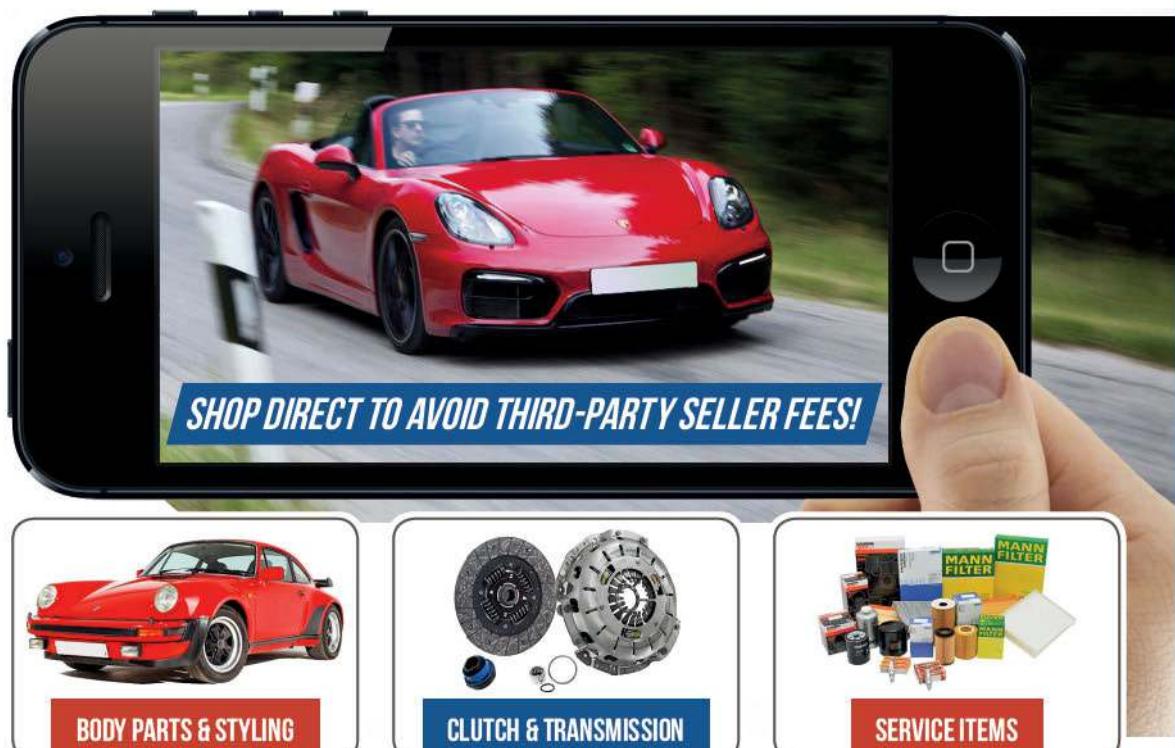


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# NEXT ISSUE

Issue 172 in shops and available for download from **31 October**



## PROJECT GOLD

Full exposé on the build, the drive and the sale of  
Porsche's special 993-bodied 911 rolling new  
off the production line in 2018



### THE FIRST 911

Ahead of the new 992's launch, take  
a detailed look at the original 911



### 996.1 GT3 TRIP

Tackling the Alps in Porsche's first-  
generation 911 GT3



### NEW 911 REVEALED

Your ultimate guide to the eighth  
generation of Porsche's iconic 911

## 911 DESIGN ICONS 959 CENTRE-LOCK

The wheels rolling underneath the 959 were as special as the car itself, starting a trend among road-going 911s still present on GT and Turbo cars

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



**T**he 959 was Porsche's first use of a centre-lock wheel on a road car and, although common on 911s today, there's rather more to these rims than meets the eye. In fact, the innovation behind their design and manufacture makes them more than worthy of closer attention. The 17-inch rims were cast in magnesium and featured hollow spokes which formed a common air space with the tyres. That was important because it allowed the tyre pressure monitoring system, which used a pair of pressure switches within each wheel, to warn not only of tyre deflation, but also loss of pressure due to a cracked spoke – a drop of around 3psi triggered a visual and audible alert in the cabin. Another unique feature of the wheel was a rim shaped to accept tyres manufactured with the 'Denloc' bead-locking system that was introduced by Dunlop in 1979. A development of their run-flat 'Denovo' system, it prevented a deflated tyre from leaving the rim and allowed the 959 to travel at a maximum speed of 50mph in the event of a puncture, as the 959 didn't carry a spare wheel. Although Porsche had originally planned on using Dunlop's tyre, Bridgestone had also developed its own tyre with the Denloc system, and it was Bridgestone RE71 rubber that was initially specified for the production cars.

The centre-lock arrangement was typical of Porsche's fastidious attention to engineering detail. The wheel bolt was hidden by a

plastic cover, and beneath that was an insert – operated by the ignition key – that acted as a lock, preventing both theft and loosening of the bolt. The bolt itself had a rotating thrust ring that pressed the wheel against the hub, while a tapered ring on the wheel transferred the clamping force from bolt to wheel. Removal and refitting was a rather more involved task, too. Along with the wrench supplied with the car there was also a separate reduction gear unit that needed to be used, its purpose being to ensure the person fitting the wheel could do up the bolt to the required torque. The figure quoted by Porsche was a massive 850Nm, but using the reduction gear meant that a more manageable 230Nm could be exerted on the wrench itself. Also required was the use of an assembly paste, applied between the bolt and wheel before refitting, while Porsche also specified an inspection every two years – it involved a check of the wrench and lubrication of the reduction gear, bolt/thrust ring and the space between the tapered ring and the wheel.

And, just to underline the special nature of the wheels it had chosen, Porsche also warned that any damage to the protective coating caused by clumsy tyre fitting would need urgent repair, as magnesium corroded quickly. We rarely give any thought to our wheels, but for owners of the 959 it was just another fascinating aspect of a very special car. **911**

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## 1965 Porsche 911-stock-04983

The stunning and very early 300 Series 1965 Porsche 911 featured here with matching numbers, and the Certificate of Authenticity included, was built on April 15, 1965. This is a factory color code#6412 Bali Blue example with a black interior and Pepita cloth inserts. Definitely an impressive and luxurious color scheme. It is equipped with a manual transmission, wood dash, wood steering wheel and alloy wheels. An extremely clean and presentable example which is highly sought after. This has excellent investment potential due to the early 300 Series examples have seen a dramatic rise in value. A great car to drive as is, or a prime specimen to take to the next level. Do not miss this opportunity to own an exceptional original California car which is mechanically sound.

For \$174,500



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.

For \$46,500



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. 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.

For \$159,500



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.

For \$44,500



1977 Porsche 930 Turbo-stock-10056

This legendary 1977 Porsche 930 Turbo with matching numbers is available in red with a black interior. It comes equipped with a manual transmission, momo steering wheel, air conditioning, power windows, Fuchs wheels, sunroof and includes the jack and spare tire. A highly collectible Porsche which is very clean and presentable as well as being mechanically sound.

For \$89,500



1978 Porsche 930 Sunroof Turbo Carrera stock-A1143  
This 1978 Porsche 930 Sunroof Turbo Carrera in a beautiful Cashmere Beige, Code#D1 exterior over a dark brown leather interior, is equipped with matching numbers 3.3. 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.

For \$139,500



1983 Porsche 911SC stock-09458

The 1983 Porsche 911SC Coupe featured here with matching numbers comes in white with navy blue interior. It's equipped with a manual transmission, wide body kit, air conditioning, power windows, sunroof and Fuchs wheels and includes the spare tire. A very clean and presentable car which is mechanically sound.

For \$29,950



1985 Porsche 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.

For \$97,500



1995 Porsche 993 stock-09451

This mostly original paint 1995 Porsche 993 with a very low 41,792 miles on the odometer is available in its original color code#9ZU Grand Prix White with a red interior. A gorgeous color combination. It comes with a clear CarFax and is equipped with a Tiptronic transmission, air conditioning, power windows, power steering, power seats, drilled rotors, solid wheels, sunroof and includes the jack, spare tire, owner's manual, warranty and customer information booklet, maintenance booklet and over \$19,000 in service records. An extremely clean and presentable example which is mechanically sound.

For \$49,500



1988 Porsche Carrera Coupe stock-09807  
The 1988 Porsche Carrera shown here is available in its original color code#80K Guards Red with a black interior. It comes with a manual transmission, air conditioning, power windows, Fuchs wheels, sunroof, jack and spare tire. A very clean and presentable classic which has had the same owner for many years and is mechanically sound.

For \$39,500



1996 Porsche 993 Targa stock-09741

This stunning 1996 Porsche 993 Targa with a very low 38,370 miles on the odometer comes in its original color code#92M polar silver with a grey interior. It has a clean CarFax and is equipped with a manual transmission, retractable glass roof, power windows, air conditioning and includes the spare tire. An extremely clean and presentable and highly collectible Targa which is mechanically sound.

For \$56,500



1997 Porsche 993 4S stock-09834

This very sharp 1997 Porsche 993 4S is available in its original color code#9ZU Arctic Silver Metallic with a blue interior. It comes with a clean CarFax and is equipped with a 6-speed manual transmission, air conditioning, power windows, power steering, power seats, OEM Porsche stereo sunroof, Porsche twist wheels, drilled rotors and includes the spare tire, jack and air compressor. A very clean and presentable example and one of the last of the air-cooled 911's which is mechanically sound.

For \$64,500



1996 Porsche 993 Turbo stock-10094

This highly sought after CarFax certified one-owner 1996 Porsche 993 Turbo is available in arena red metallic with a grey interior. A beautiful color combination. It comes equipped with a manual transmission, air conditioning, power windows, sunroof and includes the original window sticker as well as a file of service records. An extremely collectible example which is mechanically sound.

For \$98,500

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