

NEW

TOTAL 911 COLLECTION

PORSCHE 911

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1963-2015

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911

Welcome to...

The Total
911
COLLECTION

Rennsport. Turbo. Carrera. Clubsport. Lightweight. There are many famous motoring icons associated with the legend that is the 911, Porsche's darling sportscar with more than 52-years of history to its name – and counting.

In this third instalment of the ever-popular Collection series, brought to you by the makers of Total 911 magazine, we look at every aspect of the Porsche 911's liturgy including those standout iterations above. First we take a look through each generation of the revered flat six sports car, from its humble beginnings in 2.0-litre form, through the addition of impact bumpers in the 70s and revised aesthetics with the 964 and 993, into water-cooling with the 996 and evolution of technology in the 997 and 991 generations.

After placing you in the driver's seat of decorated models from throughout the 911's history, we bring you the best of our track-and-road battles with our series of thrilling head to head tests – covering everything from a showdown of classics to a fiery gathering of every GT3 generation. Then, we take a look at scintillating project cars that have evolved the reputation of the Porsche 911 far away from its home at Zuffenhausen, Stuttgart. This includes cars that have carved a distinguished career at the race track, as well as exquisitely modified examples built by enthusiasts from around the world.

Of course, the Porsche 911 is nothing without the people that carry and develop its legacy, which is why we finish by bringing you interviews with key figures in the 911's lineage, from past factory drivers, designers and even celebrity enthusiasts.

This lavish Collection bookazine is your ultimate reading resource to celebrate all that is good and great about the most famous sports car in the world, the Porsche 911.



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Test Drive

901 Cabriolet

010

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We embark on a road trip to Germany to see if there's substance to the revised style of Porsche's iconic Targa.

THE FORGOTTEN CARRERA

The Carrera 3.0 is probably the least-known of the impact bumper Porsches but this hidden gem is a class act, as Total 911 finds out...

Written by **Johnny Tipler** Photography by **Antony Fraser**



The name 'Carrera' is a term that has enjoyed a rich history with the Porsche brand for decades. Beginning with the Carrera Speedster in 1954, it has adorned Zuffenhausen cars since and found its way onto the 911 in some style in 1972 with the release of the Carrera RS. Today, the term is still used to signify the non-GT lineage of Porsche 911s. However, while 'Carrera' is well established in the lexicon of Porschephiles, there's an altogether lesser known 911 that nevertheless sports a 'Carrera' script on its decklid. That car is the 911 Carrera 3.0.

So called because of its 3.0-litre flat-six cubic capacity, it was in production from 1976 to 1977, succeeding the 2.7-litre 911s and preceding the far better known – and longer-running – 911 SC and 3.2 Carrera. The Carrera 3 is possibly the most concise suffix-handle of any 911. Just as the 906 race car from 1966 is known as the Carrera 6, the name is

derived from the legendary Mexican road race La Carrera Panamericana in which Porsche excelled in 1953 and 1954. Thenceforth the Carrera epithet – which simply means 'race' in Spanish – defined the majority of Zuffenhausen's sports racing cars up to 1973 when the 911 2.7 Carrera RS harnessed the name to top-line road-going models. Devalued of late, it nevertheless has an inspirational cachet. While 'Carrera 6' refers to the 906-type number, Carrera 3 points up this 911's 3.0-litre engine capacity, and that is one of the car's key features.

The 1976 model year 911s – the G-programme 2.7 Carrera and Carrera 3 – represent a transitional plateau in the model's history. With a bombproof reputation, they combine classic looks and driving traits with more modern manners and relatively modest maintenance costs. Launched against a world background dominated by a Middle-Eastern oil embargo, fuel shortages and power cuts, prospects did not look great for the new generation

of 911s. Suddenly, gas-guzzlers were not cool, and sales cascaded from 15,000 911s invoiced in 1973 to 8,000 in 1975. The earlier figure would not be exceeded again until 1986. Despite that, it was a time of consolidation, and the fact that Porsche stuck to its guns and kept faith with the 911 Turbo launch and then went on to release the 928 says much for its self-confidence.

While the 2.7 Carrera was an overlap car, bridging the transition from the 2.4 and 2.7 RS models, the Carrera 3 was the range-topper, powered by the 3.0-litre power unit. Those 3.0 litres in itself was a significant number with an evocative wow factor. Despite the fact the Carrera 3 was the cock of the roost for only a couple of years – superseded by the 911 SC for the 1978 model year – it ushered in two significant aspects in Porsche construction and specification.

Despite this inauspicious start, the middle years of the 911's life story from 1974 to 1989 turned out



to be a model of stability as far as its specification was concerned, never mind events in the Zuffenhausen boardroom. The frenetic changes in chassis dimensions, body styling, adoption of fuel injection and, most of all, shifts in engine capacity that characterised the late-1960s and early-1970s settled down into a pattern that endured with mild evolutions and just three really significant new introductions along the way.

First up in the canon is the 1974 2.7, with three models on offer: the basic 911 (replacing the 911T), the 911S (taking over from the 911E) and the Carrera 2.7 (superseding the 2.4-litre 911S) and shared its drivetrain componentry with the 1973 Carrera RS. As well as the controversial raised bumper line

designed to appease American safety regulators, the cars destined for the US market were humbled by stifling emissions equipment. Available in the 1975 model year, the 930 Turbo took the automotive fraternity by storm, bringing Can-Am and endurance-race technology to the road. The 930 forms a continuous side strand to the main channel of 911 production. While the body style that endured from 1974 until 1989 with its rotund rear wheel arches and five-mile-per-hour impact bumpers characterised the mainstream 911s, the Turbo proclaimed its additional musculature with tea-tray rear wing and bloated front and rear arches to accommodate its fatter wheels and tyres. The Carrera 3 however lacked any form of rear wing,

ducktail or whaletail. Though initially fitted with Fuchs alloy wheels, for the 1977 model year it was delivered with 16-inch-diameter cast aluminium ATS Cookie Cutter wheels as standard, wearing 205/55/VR16 front tyres and 255/50/VR16 rear, though in our case they were Bridgestone S0 tyres on Fuchs rims.

The Carrera 3, introduced in summer 1975, inherited the turbocharged model's stronger engine componentry – minus the turbo, of course, but with magnesium-alloy cases and Nikasil barrels – and was the real progenitor of this era. The Porsche line-up was three cars for the 1976 model year, the Carrera 3, and its siblings the 930 Turbo and the entry-level 2.7-litre 911, sold in Britain as the 911 Deluxe, a 165-horsepower model with electronic fuel injection. The front-engined 924 was waiting in the wings and unveiled in 1976, with its V8-powered sibling the 928 entering the fray a couple of years later.

“Just 3,687 Carrera 3s were built in two years compared with 58,000 911 SCs”



The Carrera 3 was available from the outset as a Coupe or a Targa with a black roof panel, and offered with a choice of three transmissions, four and five-speed manual 915 gearbox (first used as a production item in the 2.4-litre cars of 1973), or a three-speed Sportomatic, available on this model at no extra charge. However, the naturally aspirated Carrera 3 engine is basically the same as the blown 930 Turbo's, which was developed from the 3.0-litre RS engine, and that makes it virtually unbreakable. But that doesn't mean it was merely a low-compression alternative to the 930 Turbo, because the compression ratio was raised from 6.53 to a much higher 8.52:1, and the ports were redesigned as well. It was fed by Bosch K-Jetronic fuel injection, a step up from the previous 2.7 Carrera's mechanical injection, and a five-blade fan replaced the earlier engines' 11-blade item. The Carrera 3 produced 197 horsepower at 6,000rpm and 255Nm of torque at 4,200rpm, and it could accelerate to 62 miles

per hour quicker than the outgoing Carrera 2.7. However, its top speed of 143 miles per hour was lower than the previous model's 149, while its successor, the SC, topped out at 140. It wasn't until 1981 that the SC overtook the Carrera 3 and attained 204 horsepower thanks to higher compression and altered valve timing.

The Carrera 3 suspension set-up did not break any new ground. It combined MacPherson struts, lower control arms, longitudinal torsion bars, gas dampers and a 20-millimetre anti-roll bar at the front, and semi-trailing arms, gas dampers, a 23-millimetre transverse torsion bar and an 18-millimetre anti-roll bar at the rear. The Carrera 3 was lighter than its successor, weighing in at 1,093 kilograms, six per cent lighter than the SC, which weighed 1,160 kilograms.

The concertina-rubber and raised impact-bumper look that came in with the 1974 line-up was greeted with a certain amount of derision at

the time, mostly on aesthetic grounds: what have they done to the pretty 911? But the new styling and what lay beneath it was imperative for the 911 to comply with the stringent new safety legislation in the USA and Europe, which meant that all cars had to be able to withstand a five-mile-per-hour impact without sustaining any damage.

Something more fundamental was afoot too. Porsches were as prone to rust as any other steel-bodied cars and few precautions had been taken to prevent it. Porsche now tackled the problem head-on by introducing zinc-dipped galvanised steel for the body panels and was the first manufacturer to offer a six-year corrosion warranty on its car's main bodyshell, excluding the wings.

The cabin of the Carrera 3 features 'tombstone' seats, of which the backrests resemble the outline of a tombstone, upholstered in a variety of materials from standard leather to velour for hot climates. Door panels have stitched decorative pleats ➤



The 930 engine

Engine longevity is a Porsche characteristic. Not only do the actual units happily go on working way beyond a normal sell-by date, but the engine lines also remain in production for years. They generally start off as a competition unit, typically honed in the nether regions of endurance racing. The original four-cam Carrera engine designed by Professor Ernst Fuhrmann in 1953 served in a succession of racers from 550 Spyder and 356 Carrera. As the 901 and 911 flat sixes evolved from 2.0 to 2.7-litres through the decade from 1963 to 1973, so the 3.0-litre 930 unit remained the core powerplant until 1989, given a capacity hike to 3.3 litres in turbocharged form in 1978 and in 1984 to 3.2 litres unblown. True to form, the 930 first saw service in the 3.0-litre RS and RSR race cars active in 1974, providing the fundamental basis for the 930 Turbo powertrain introduced in 1975. That was designated 930/52, while the Carrera 3's naturally aspirated unit was 930/02. The 930 prefix endured, with 03, 20 and 66 derivations, until 1988, when the 964's 3.6-litre engine replaced it.

Model	Carrera 3.0
Year	1976-77
Engine Capacity	2,994cc
Compression ratio	8.5:1
Maximum power	197bhp @ 6,000rpm
Maximum torque	255Nm @ 4,200rpm
Transmission	5-speed 915 gearbox, 3-speed Sportomatic optional
Suspension	
Front	MacPherson struts; lower control arms; longitudinal torsion bars; gas dampers; 20mm anti-roll bar
Rear	Semi-trailing arms; gas dampers; 23mm transverse torsion bar; 18mm anti-roll bar
Wheels & tyres	
Front	6x15-inch Fuchs; 185/70/VR15
Rear	7x15-inch Fuchs; 225/60/VR15
Dimensions	
Length	4,291mm
Width	1,610mm
Weight	1,093kg
Performance	
0-62mph	6.3 secs
Top speed	145mph



and carpeted pockets, plus a speaker in each side, while the dashboard contains the familiar 911 hotchpotch of switches with the centrally mounted rev counter dominating the driver's view, and the standard car's chunky leather-rimmed three-spoke steering wheel. Electrically adjustable, heated body-coloured door mirrors were fitted, as well as headlamp washers. An electronic speedo was an innovation and cruise control was optional.

Emissions regulations were being imposed thick and fast in North America and Japan, reflected in secondary air injection and thermal reactors being installed as a primitive catalytic converter for cars destined for those markets. Other improvements for 1977 included a more powerful fuel pump, clutch operation system, vacuum brake booster, along with centre vents in the dash for better ventilation. The controls were illuminated at night, and a red light reminded you to belt up. Rotary knobs for locking the doors were set into the door panels as an anti-theft measure, while the push-button locks on the door tops retracted completely into the door panels. You see how the Carrera 3 exemplified the whole 911 civilising process. There were a couple of other transitional features about the Carrera 3 as well; it was the last 911 to have opening rear three-quarter windows; and the heater controls were between the seats along with the handbrake lever. Stabs at modernity? Our car has a front strut brace and nicely crafted aluminium bonnet and engine lid stays.

Just 3,687 Carrera 3s were built in two years, compared with 58,000 911 SCs over five years.

“It feels lighter than a 3.2 Carrera, with a more sparkling performance to boot”

It's a rare bird in the UK: just 177 right-hand drive Coupes were imported. The Carrera 3 was dropped, along with the 2.7-litre 911, for 1978, making way for the SC. A short production life meant it became a sought-after model, although the SC that it spawned bore most of its physical attributes and running gear – though the wheel arches were slightly wider. Introduced late in 1983 for the 1984 model year, the 3.2 Carrera replaced the 3.0 SC, using the same body-chassis unit with a few detail improvements. Like the SC, there were Coupe and Targa body styles plus Cabriolet, Clubsport and Speedster versions. However, enough of the history.

Our feature car was delivered in May 1976 and has 99,000 miles on the clock. It has a sports airdam on the front and an integral whaletail engine lid. Original fitments, I'm told, but not to the overall detriment of the otherwise clean Carrera 3 look. It sports a new Sparco suede-rim wheel, and I'm sitting in what feels like a cross between a supportive bucket seat and an armchair. The belts are non-inertia reel, so you have to adjust them to suit yourself. The steering is beautifully direct, and it goes exactly where I point it. There's still a classic feeling to it, traces of its predecessor and elements of its successors too, but it doesn't come over like a relatively modern car like the 964. It belongs exactly in its era in that respect – the mid-1970s.

It has beautifully smooth revving, almost as if it's purring. A few years back it had an extensive engine rebuild and running gear overhaul at

Provost Automobiles at Le Mans, which no doubt contribute to its alacrity. Up on the moorland roads above Rosedale I open it up, and the revs soar keenly up into 4,000-5,000rpm territory, the flat six growling happily. It has a firm ride, but we straddle the bumps with impunity. It is every bit as sharp and lively as a 3.2 Carrera, let alone an SC, sparkling with vivacity. The 930-spec brakes need firm pressure, but once you get the hang of how hard to press, they anchor up very rapidly. The 915 gearbox is beautifully notchy, and I ease the lever into the desired slot with no problem at all. There's no sense in which the Carrera 3 doesn't cut the mustard. It feels lighter than a 3.2 Carrera, with a more sparkling performance.

Downsides? Well, none that I can think of. The shift is trickily sprung in favour of reverse, so I do have to make a conscious effort when downshifting from fifth to fourth. But that's about it. You could easily fall in love with this car and use it on a day-to-day basis. In fact, it's one of the nicest 911s I have ever driven.

So, does being relatively rare mean there are bargains? Underrated, undervalued and misunderstood, unfortunately – but justifiably, though probably for the wrong reasons – the Carrera 3 has come in from the cold during the last couple of years and now fetches handsome six-figure sums. And that means this babe is now well beyond my reach: just when I thought there could be a hidden gem out there, I discover the Carrera has careered off. **911**

