

Classic
PORSCHE
ISSUE No. 94 JULY 2023 £5.99

Classic **PORSCHE**

1958 356 A COUPE

BACKROAD KICKS IN UNRESTORED ICON

962
RESTORATION
1988/89 RLR
LEAD CAR



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993 GT2 CONVERSION ● HERBERT LINGE ● EXPORT 56
HELMUT SCHMID ● 911 2.4 E TARGA ● HYBRID TURBOS
WILLIAMS CRAWFORD ● GLÖCKLER-PORSCHEs

THE LAST ACTION HERO

Despite rolling out of the factory as an already impressive 993 Turbo, this silver showpiece was immediately transported to Porsche's headquarters in Italy and treated to an exacting 0/22 makeover at the instruction of a wealthy industrialist. We take to the wheel...

Words: Steve Rowell. Photographs: Dan Wainwright



L. P. P. P.

Whether it's the 911 Carrera S or the 911 Turbo S, the 911 is the most iconic sports car in the world. It's a car that's been around for over 50 years, and it's still going strong. In fact, it's the only sports car that's been around for over 50 years and is still going strong.

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PORSCHE WAS KEEN TO GET INVOLVED, AS WERE McLAREN AND FERRARI, WHO PITCHED IN WITH THE F1 AND F40 RESPECTIVELY



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Turbo means more power. And that's what you get in the Turbo, but Porsche 911 is a whole lot more than just a sports car. It's a lifestyle. It's a way of life. It's a way of thinking. It's a way of living. It's a way of being. It's a way of...
 The 911 Turbo is a...
 The 911 Turbo is a...
 The 911 Turbo is a...

PORSCHE BASED THE 993 GT2 ON THE 993 TURBO, AND THAT'S JUST HOW THIS BUILD STARTED LIFE

When you build a Porsche 911, you know you're building a legend. But the 993 GT2 is a legend in its own right. It's a legend that started with the 993 Turbo. The 993 Turbo was the first 911 to have a turbocharger. It was the first 911 to have a...
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ON THE ROAD? THINK
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the lightweight flywheel, the noise disappearing when the clutch is engaged. The clutch itself is light, much the same as it is in a standard 993 Turbo. The gear-change is a delight – totally effortless and yet capable of moving with military precision.

Let's not get too complacent here. User-friendly and drivable this 993 might well be, but it's still got a massive poke of

forced induction at the rear and the only form of traction control comes from the right foot. Sure, you can cruise along on a light breeze – ideal when doing the shopping or taking your wife to a family wedding in Somerset, as Kevin did recently – but start to work the engine a little harder and the car's claws start to show.

It takes a little while and a little bravery to get fully immersed in the 993 GT2 experience. The suspension is as solid as you'd expect from a race car. The peculiar-to-911 weight distribution ramps up the effect, magnifying lumps and bumps and calling for commitment. The steering wriggles. It demands a firm hand and confidence, but rewards with a front end that turns in beautifully, helped by that weighty rear in true, traditional 911 style.

It's easy to assume there is massive grip from the 285/35 Michelins at the back, but the thought of them

letting go is sobering. There's no doubting they would, if provoked (probably not too severely).

For all its shopping and going-to-a-wedding chumminess, the twin-turbocharged 3.6-litre flat-six is seriously potent, with a spike in power delivery giving way to a surge of torque as wide as it is seemingly long. There's no need for sprinter gear ratios – all that torque makes

light work of the 993 Turbo's six cogs.

Unlike modern GT Porsches, you can approach the limits of this 911 on the road, but only just and, for me, only fleetingly. Put it this way, we went to the edge, had a little look over and decided to come straight back again. Gathering momentum and no small amount of commitment, there is a point where the front end grip transfers weight to the rear and you start to feel the back end edge wide. That'll be the law of 911 physics, then. No room for heroics on this occasion. What would The Strangers say?

That's enough for me. Besides, Kevin probably needs to go shopping. It's been an experience and a privilege to drive 993 GT2 number 195 of 194. This twin-turbocharged air-cooled 911 is a pussy cat when it wants to be, but takes no prisoners when riled up. They sure don't build 'em like they used to. **CP**

THE FRONT END GRIP TRANSFERS WEIGHT TO THE REAR AND YOU START TO FEEL THE BACK END EDGE WIDE

Above Like what you see? This ultimate factory-spec 993 is now being offered for sale, meaning it could very well be parked in your garage

