

CELEBRATING  50 YEARS OF PORSCHE 911 • NOTHING ELSE MATTERS

Total 911

THE PORSCHE MAGAZINE

1000 MILES WITH PDK

Does Doppelkupplung kill the driving fun of the 991?



www.total911.com

THE NEW LEGEND

Urban Outlaw & Guest Editor Magnus Walker's
breathtaking '72 STR II hotrod revealed



**"MY 25
FAVOURITE 911S"**

The cars that define Magnus' Porsche passion

ALSO INSIDE
Huge 911UK meet •
Inside Porsche AG •
Hurley Haywood interview •

997 4S GUIDE

Every stat uncovered on the previous gen all-wheel-drive 911

996 RS V CUP

The hottest 996 GT3 competes on track with its race-ready rival



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ISSUE 100





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Welcome



Welcome to the very special 100th issue of **Total 911**.

When usual editor Lee Sibley asked me if I would like to take over as guest editor for the title's milestone issue, I was at first very surprised, then honoured, and lastly a little concerned, as having left school at the age of 15 in 1982 I only had two 'O' levels – and English was not one of them!

What I love about **Total 911**, and the reason I have had a subscription for years, is the great range of coverage, features and images within the magazine of the best sports car in the world – the Porsche 911. As many of you know, driving, chasing and talking Porsche is a real passion of mine and so joking aside, I feel privileged to have been asked to head the 100th issue, packed with great features and a host of 911s.

2013 is a very memorable and exciting year for myself, **Total 911** and Porsche at large: I am celebrating 35 years of personal 911 love, the magazine has reached triple figures in issues and, of course, the 911 is now in its 50th year of existence.

The latest 991 still resembles the very first 911 from 1964, and no other car can lay claim to doing the same. Recently, I got to spend five days and 1,100 miles behind the wheel of a brand new 991 C4S. It never ceases to amaze me just how much fun these cars are to drive – apparently this 911 thing can get into your blood.

“It never ceases to amaze me how much fun these cars are. Apparently this 911 thing can get into your blood”

So get behind the wheel of your 911: savour the memories; attend some of the many 50th year anniversary events around the world; meet great people; share stories; make new friends and, most importantly, drive it as it was meant to be driven.

Cheers, and enjoy the issue.

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911 Opening Shot

What better way to celebrate 100 issues of Total 911 than to organise a huge gathering with part of the 911UK forum readership? Total 911 are the winners of 911UK's 'Best Porsche Magazine' award for the fourth year running.

Photograph by Dan Pullen



With thanks to:

01. Paul Smith, 911 RS replica
02. Maxie Islam, 2006 Carrera 4S
03. David Knight, 1990 964 C2
04. Tony House, 996.2 GT3 Clubsport
05. Rob Basset, 2005 996 GT3 Clubsport
06. Malcolm Ellis, 2011 997 GTS
07. Tony Clinch, 1997 C2 Vario
08. Rob Hetherington, 1994 993 Carrera
09. Darren Walker, 2007 997 GT3
10. Vincenzo Berlingeri, 1997 993 Carrera
11. Paul Winter, 1997 993 Cabriolet Tiptronic
12. Graham Settle, 1994 993 Carrera
13. Mat Sleightholme, 2002 996 Turbo
14. Peter Shilton, 1990 964 Carrera 4
15. Paul Augen, 996 Turbo
16. Parvin Mathur, 2007 997 Turbo Tiptronic
17. Mark Salvin, 1998 993 Carrera 4S
18. Martin Hill, 2004 996 Turbo
19. Dan Kitchener, 2002 996 Turbo
20. Mark Flook, 2004 996 Turbo Cab Tip
21. Sean Lawry, 2003 996 C4 Cabriolet
22. Steve Potter, 1998 996 Carrera
23. Chris Pointon, 2001 996 Targa
24. Bob Sumner, 2003 996 Carrera
25. Russell Wheatley, 1996 993 Carrera
26. Vinny Canakiah, 2003 996 Cabriolet
27. Steve Clarke, 2009 997 GT3
28. Rohan Charitra, 2007 997 GT3
29. Warren Jeffery, 2004 996 C4S Cab
30. Ashley Thompson, 2009 Carrera S
31. Andrew Dixon, 1978 911 SC
32. Gavin Phillips, 2008 997 GT2
33. Tim Selim, 2006 997 Carrera 2S
34. John Hutchinson, 1982 911 SC 3.0 Targa
35. Lea Churchill, 1999 Carrera 4
36. P. Dixon, 993 Targa
37. Mark Cain, 2001 996 Carrera 4
38. Sundeep Nischal, 1997 993 Carrera
39. S. Austin, 2007 997 Carrera
40. Mike Parry, 2003 996 Turbo

Contents



36 Stuttgart's 911s

“Pristine examples of the very best 911s,
with a set of keys on the dashboard of every one”

For back issues, subscriptions
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Essentials

- 08 **Update**
News and product reviews
- 12 **Views**
Your letters, emails and tweets
- 56 **UK subscriptions**
Latest offers for UK fans of T911
- 74 **Living the Legend**
Updates from our 911 owners
- 80 **USA subscriptions**
Our special offer for US readers
- 88 **Data file**
Essential info on every Porsche 911
- 113 **Coming soon**
A sneak peek at next month
- 114 **End note**
Magnus bids us farewell

Features

- 16 **'72 STR II**
Our guest editor showcases his most recent 911 plaything
- 24 **25 iconic 911s**
Magnus on the cars that inspire him
- 32 **911 C4 PDK**
Porsche's latest transmission tested
- 36 **Stuttgart's 911s**
We travel to Porsche's Zuffenhausen home to explore the 911's heritage
- 42 **Interview: Hurley Haywood**
An audience with the multiple Daytona and Le Mans champion
- 48 **Ultimate Guide: 997 Carrera 4S**
Everything you need to know about the previous-generation 4WD
- 58 **996 GT3 RS V Cup**
What do the RS and Cup cars have in common?
- 64 **Time Attack 964**
Tackling the sprint event in a 3.3 Turbo
- 70 **911uk mega meet**
40 forum users gather for a historic day at Silverstone
- 82 **40 years of Autofarm**
A history of the Porsche restorers



16



24



32



36

42



48



58



64



Update

The latest news, updates, products and gadgets from the world of Porsche

In brief



Spring sale

Tech9 are undergoing a stock clearance, with a wide variety of TechArt products including suspensions, tailpipes and ergonomic steering wheels enjoying up to 70 per cent discount off the retail price. For more information, UK customers should call **0151 4255 911**.



Ferdinand Homage

On 15 June 2013, a world of informative adventure paying homage to Ferdinand Porsche opens in Salzburg. Fahr(T)raum presents one-of-a-kind exhibits dating back to the period between 1900 and 1930, where visitors of all ages are welcome to explore the interactive rooms full of innovation, experience and contemporary history. Fahr(T)raum will also present a preview of photos of Steve McQueen that were taken by his wife Barbara, who was the only person allowed to take his private photos. www.fahrtraum.at

Porsche launch classic 911 'project 50' to race at major 2013 events

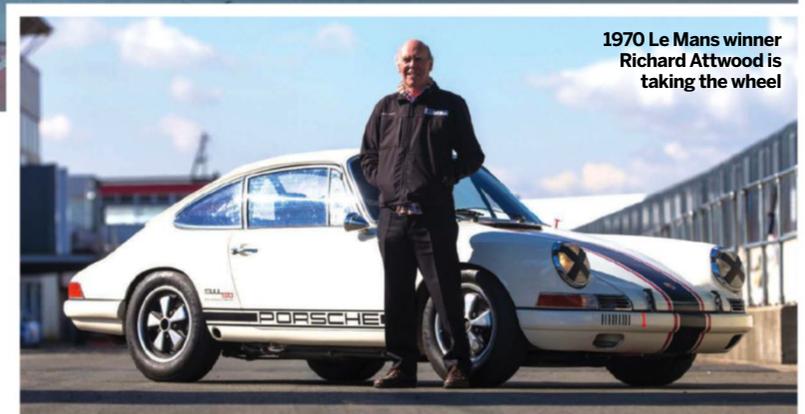


Project 50 will compete in numerous races throughout Europe

Celebrations of the 911's 50th year continue to evolve after Porsche GB unveiled a 1965 short wheelbase 911 to compete in major historic racing events this year.

'Project 50' will be piloted by a bespoke Porsche team including 1970 Le Mans winner Richard Attwood and will appear at numerous races throughout Europe in 2013, including the Nürburgring Oldtimer and Silverstone Classic. The 911 will be based at Porsche GB's main headquarters in Reading and will be maintained by the Porsche Cars GB Motorsport team, who also provide technical support for the Carrera Cup and GT3 Cup challenge GB.

The fine '65 example, one of just 6,607 of the short-wheelbase 911s built



1970 Le Mans winner Richard Attwood is taking the wheel

between 1964 and 1968, is powered by the inaugural 1,991cc flat-six engine, which provided the first 911s with a healthy 130bhp.

The car also boasts right-hand drive – a special order factory option despite being originally sold to a customer in Italy. It then spent some time in the US before

being imported to the UK in the Nineties, where it enjoyed a full restoration before being converted to an FIA approved race car. As well as the major historic European rallies, you can catch a glimpse of the special Project 50 at the Goodwood Festival of Speed in July. www.goodwood.co.uk

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P'2901 TwinBag

£1,390

The stunning Porsche Design TwinBag is the first handbag from the brand, which looks every inch of its £1,400 price tag. The attention-grabbing TwinBag can be deployed either as a shoulder bag with long straps or an elegant handbag with short straps. Mixing highly exclusive leather with refined metal detailing, the TwinBag is available in a variety of gold finishes.

Porsche Design at Harrods

Porsche Design is the leading luxury brand for high-end, Porsche-inspired accessories for men and women around the world. For more information, call in store on the third floor of the lavish Harrods premises in London or visit the Porsche Design website: www.porsche-design.com.



At a glance

- Swiss made
- Stainless steel
- Ten-bar water resistant

P'6350 Flat6 Automatic 44

£2,450

Representing the power that has continually driven the 911 to new heights, this 'Flat Six' timepiece is directly inspired by Porsche's iconic boxer engine. The piece feels beautifully weighty around the wrist, and displays endless cordials of finite detailing,

including a glass backing that reveals the P'6350's impressive inner mechanics. The watch fastens together efficiently thanks to the double-clasp element at the bottom of the strap, and the second hand glides smoothly around the succinct fascia.

P'1700 Cannes

£349

Few lightweight, casual summer shoes this year will match the style and class of the Cannes MO8 Sand. Made from 90 per cent leather, the inside of the shoe is also leather lined, with the outside dressed in suede Cannes Moccasin. Each shoe is front embossed with screw decoration, and boasts a Porsche Design heel with screws. The Cannes MO8 are available in Euro sizes 41-45.



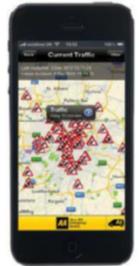
Apps of the month

Editor's choice

AA Roadwatch Pro

£1.99 annually

The AA and TomTom have launched the clever *AA Roadwatch Pro* app, which helps users locate traffic delays. Subscribers receive text alerts to their mobile device warning of traffic alerts on their intended route, suggesting a re-route to avoid a long journey.



You may also like

Accelerometer

£0.69

Accelerometer simply measures the amount of acceleration of your car in XYZ axes. A ridiculously fun app, all data is presented graphically, numerically and statistically live. The minimum and maximum acceleration values are recordable.



Wild card

F1 2013 Timing App

Free

It may be one of the few disciplines absent from Porsche's radar, but Formula One is undoubtedly the pinnacle of racing. With *F1 2013 Timing App*, the F1 connoisseur can access a wealth of race information, including driver and team stats, schedules and standings. The app can be upgraded to access live timing and track position data for every race of the season.



Motorsport



Total 911's "Future Star" on the rise

Ben Barker joins Mobil 1 Supercup for 2013

British driving sensation Ben Barker has signed to race in the Mobil 1 Supercup for the 2013 season.

The former Carrera Cup GB driver, earmarked as a "future star" by **Total 911** only last year, will race for the Netherlands-based Team Bleekemolen.

The move means he will be stepping behind the wheel of Porsche's latest 991-generation GT3 Cup car. Speaking at Brands Hatch in October (read the full interview in Issue 96), Barker underlined his desire to reach the world stage, and has wasted little time in ensuring his ambitions become reality.

Ben is expected to be one of two British drivers in this year's Supercup, with Sean Edwards likely to renew his entry for another year.



Ben is one of the newest faces on the Supercup scene



His first taste of the new 991 generation GT3 Cup came at the 2013 testing session in Barcelona at the start of April, ahead of the season opener taking place in Catalunya between 10-12 May. Readers can stay up to date on Ben's progress throughout the season via written race reports exclusive to www.total911.com.

Supercup race dates:

- 10-12 April – Catalunya
- 23-26 May – Monte Carlo
- 28-30 June – Silverstone
- 5-7 July – Nürburgring
- 26-28 July – Budapest
- 23-25 August – Spa
- 6-8 September – Monza
- 1-3 November – Abu Dhabi

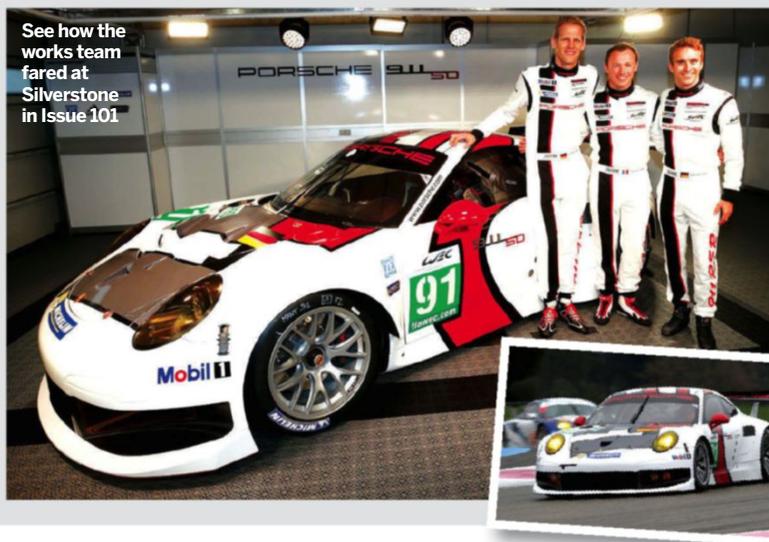
Porsche works team reveals new RSR for 2013

The new Porsche 911 RSR, built for the 2013 World Endurance Championship, celebrated its racing debut in the Six Hours of Silverstone on 12-14 April.

It marks the return to competitive endurance racing for the Porsche works team, who are working in partnership with Olaf Manthey's Team Manthey.

In tandem with the production vehicle, the new RSR's wheelbase has grown by 10cm and features a new lightweight racing gearbox. Hartmut Kristen, Head of Porsche Motorsport, said of the event: "The whole team is raring to tackle the rest of 2013 with the 911 RSR." A full report on the WEC Six Hours of Silverstone will be published in the next issue.

See how the works team fared at Silverstone in Issue 101



Racing updates Latest news from racing series around the globe

Blancpain Endurance
The Series started its third season with two days of testing action at Paul Ricard. 62 GT3 cars assembled to prepare for the first race at Monza.

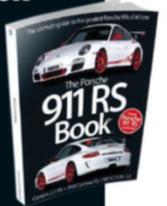
Carrera Cup Australia
Steven Richards has claimed victory in the opening race at Albert Park, while Max Twigg capitalised on late-race dramas to take Elite Class honours.

2013 Porsche Juniors
Spaniard Alex Riberas Bou, American Connor de Phillipp, Austria's Klaus Bachlerand and Denmark's Michael Christensen have been confirmed for 2013.

Total 911 extras

The Porsche 911 RS Book

Discover all there is to know about the greatest Porsches ever with our book celebrating 40 years of the iconic RS. You can purchase the book from www.imagineshop.co.uk



Porsche 911 Turbo: The Ultimate Guide

Porsche 911 Turbo contains the best of Total 911. It's a great addition to your Porsche library. Available from www.imagineshop.co.uk

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Your letters, emails and tweets

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New 911 GT3: figures explained

“The new GT3 is simply a brilliant design... the superiority and convenience of this transmission, both for road and track, over a manual is undeniable. MT RIP! I am looking forward to seeing the actual lap times of the new GT3 on the Nürburgring” *Spencer Lane*
www.total911.com/news

Total 911 hot topic

Our hot topic this month focused on the start of the new motorsporting season. Many opinions were voiced via email and across our website and social media pages. Here are some of your best responses:



 Carrera Cup GB looks exciting again this year. Glad to have one more season of the 997 Cup car!
Adam Kinnucane, via Facebook

 Supercup this year will have my attention: only chance to see the new 991 Cup car before it graces the domestic Carrera Cup campaigns next year. Last race in Abu Dhabi will be a spectacle, too!
Sam Buick, via email

 Great win at Brands for @TheDeanStoneman in his first Porsche race as he starts his comeback from fighting with cancer - brilliant!
Tiff Needell, via Twitter

 Meadows again for the Carrera Cup GB this year surely? Barker's move to Supercup will help him, but good talent has come through instead. I'm intrigued!
Phil Roman, via Facebook

 Two wins from the first two races: Stoneman has been through such a lot personally, and then comes out and blitzes everyone! A title contender this year for sure.
Darren Moorley, via Facebook

 Watching rather than racing officially sucks! #Cold. The only thing that motivated me today is how well @pete_smallwood did on his first PCC test.
Ben Barker, via Twitter

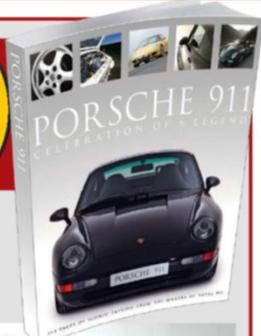
 Very excited by the first @Total911 pictures of the 2013 RSR. Not long until Le Mans now!
Chris Smith, via Twitter

Letter of the month

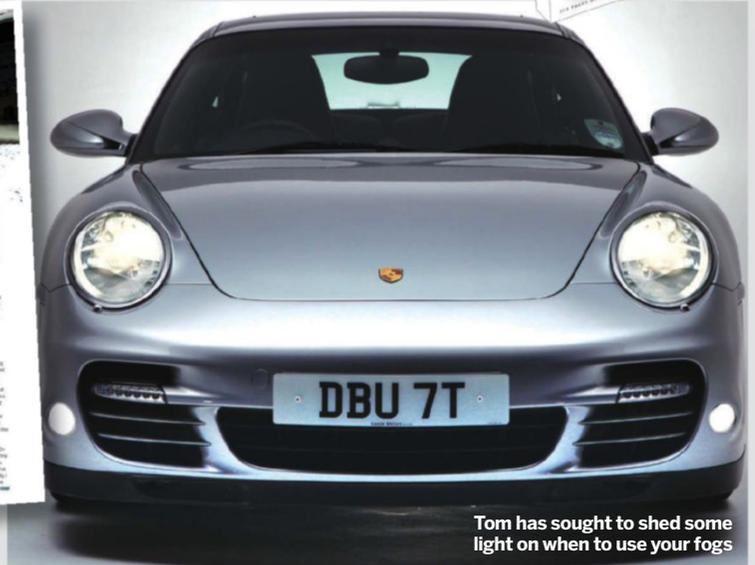
The sender of the Letter of the Month receives a **Porsche 911: Celebration Of A Legend** bookazine!

WIN!

Porsche 911: Celebration Of A Legend bookazine



Fogged off!



Tom has sought to shed some light on when to use your fogs

Dear Sir,
I feel I must point out something that may mislead people into breaking the law. Driving a 911 can attract attention, so it's best not to aggravate the hard-working boys in blue. The inaccuracy lies with a statement from Maxie Islam in Issue 98. He stated "you always get some morons who believe rear fog lights are for foggy conditions only". This is completely incorrect, and is breaking the law.

Highway code rule 236: you MUST NOT use front or rear fog lights unless

"You must not use front or rear fog lights unless visibility is seriously reduced (below 100 metres)"

visibility is seriously reduced (below 100 metres). You MUST switch them off when visibility improves. This isn't a cheap shot at Mr Islam. Like him, I also

drive a 911. It's more of a heads up for your readers.

Tom Mckeith, via email

A valid point Tom, and one I'm pleased you've picked up on. Fog lights should only be used, as the name suggests, in foggy conditions. In fairness, I'm yet to see a 911 owner use theirs anywhere else, but as you rightly point out, the police will throw the book at you should you deploy your fog lights outside of the rules. Fog lights as day running lights should be left to the hatchback brigade.



Total 911 at 100

Dear Sir,
May I congratulate the magazine on reaching 100 great issues. I have subscribed to the title for many years now and I have enjoyed each issue that lands through my door. As well as yourself, I'd also like to place on record my thanks to those who have steered **Total 911** in issues gone by. In my opinion, we really do have the best Porsche magazine currently on the shelves. Here's to the next 100 and beyond.

Sandy Boyd, via email

Video: 2.2 Targa

"Absolutely stunning. It looks especially nice among the Spanish scenery! Josep has done a wonderful job." *Pete*
"Great video, really makes me want a classic Targa. Just shows what you can do with a little hard work and a few spare pennies. Beautiful." *Bastian*

www.total911.com/coming-up-in-total-911

Appreciate your asset

"Totally agree; an iconic piece of art. I am the owner of a newish 997 but still enjoy the uniqueness of the earlier marques. Unfortunately, something as iconically effective as a 911 is bound to attract ignorant 'wealthies' such as you describe, but isn't that their loss?" *Christie*

www.total911.com/opinion



Fitment issues?

Dear Sir,
Beautiful Amethyst 964 in your last issue, credit to the owner and nice to hear when one of our 964 gang uses their pride and joy as a daily driver. I especially like the custom cross-member brace, although the ride height may not be to all tastes.

However (and at risk of sounding sarcastic), I'd be interested to know how you get 18-inch tyres on 15-inch wheels and where the second tail pipe of the 'dual exit exhaust' is?

Great mag as always nonetheless, keep up the good work!



Dylan Firmin, via email

A good spot here, Dylan: please accept my apologies. To confirm, the wheels are 18-inch RS-style split rims wrapped in 18-inch rubber, and the exhaust is an uprated single exit item in place of the OEM system.



New GT3 with PDK

Dear Sir,
I changed my 997 GT3 for a 991S with PDK last year. The PDK is superb, and the track is the only place where the GT3 makes any sense. Porsche's decision to offer PDK only on the new GT3 is logical, and is only controversial to those so-called '911 purists' who object to any move Porsche make to update the car.

Nick Dawson, via Total911.com

The SuperSport

Dear Editor,
On opening the first issue of my new subscription, I was pleased to find the 'letter of the month' was from another SSE Cabriolet owner – I learned some interesting info!

Your correspondent, Ross Jolly, said he was keen to hear from other owners – so here's mine, an '89 with 83,000 miles on the clock. Could I ask you to forward this to Ross, along with my email address.

Thanks very much – I enjoyed the magazine!

Geoff Andreasen, via email



On twitter this month, we posed the question: 'what's been your favourite Porsche Design purchase to date?'



Here are some of your best responses:

Easily the Porsche BlackBerry smartphone. Cool and classy, though a little dated in tech now.

@Anoop_Chana

Martini rugby top as seen in @Total911!
@itsjackwilliams

My satchel bag.
@getcarter101

My socks or my jacket, both warm.
@Jameschan8

Design office stuff is brilliant. My desk is adorned with it.
@theneilhague

Total 911

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COMPETITION



Log your race data on track



Total 911 has teamed up with Race Technology to offer one reader a DL1 SPORT data logger, complete with GoPro video support and a Porsche CAN bus interface

With the increase in public trackdays making time on track more accessible than ever, it has never been easier to develop your driving skills. While raw experience is all part of the learning curve, data logging and analysis can make a difference too.

Now, Race Technology has embraced the popularity of GoPro video cameras by integrating them into their hugely popular data logging systems, so you can now analyse data and video side by side and create HD videos with data overlays in just a few simple clicks.

The DL1 data logger's advanced GPS receiver measures speed, track position, lap/sector times,

cornering and braking forces, RPM and additional sensor/vehicle data. All the data can be logged and overlaid onto the recorded video, which is all brilliantly handled in the analysis package and able to run on almost any Windows PC, and is powerful yet simple to use.

Whether you want to analyse your driving stats or merely marvel at your performance on track, the DL1 data logger is the perfect tool. More information on purchasing this incredible equipment can be found on the Race Technology website, but one lucky **Total 911** reader can claim a free kit by winning our exclusive competition. To be in with a chance of winning, simply answer the following question:

How much data can be recorded with the DL1 SPORT data logger at any one time?

- a) 25GB
- b) 46GB
- c) 64GB

The correct answer can be found on Race Technology's official website: www.race-technology.com, on the DL1 SPORT product page.

Send your answer together with your name and address to competitions@total911.com with 'DL1 SPORT' in the subject line before the closing date of 21 May 2013. **911**

Terms and conditions: The prize includes the DL1, software, GoPro control lead, Porsche CAN bus interface and everything needed to use the equipment. Please note the prize does not include a GoPro camera. This competition is open to residents of the United Kingdom and Ireland. Race Technology has the right to substitute the prize for a similar item of equal or higher value. Employees of Imagine Publishing (including freelancers), their relatives or any agents are not eligible to enter. The editor's decision is final and no correspondence will be entered into. Prizes cannot be exchanged for cash. Full terms and conditions are available upon request. From time to time Imagine Publishing or its agents may send you related material or special offers. If you do not want to receive this, state it on your entry.

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THE
NEW
LEGEND

Total 911 gets up close and personal with guest editor Magnus Walker's latest iconic build: a hot-rod inspired '72 STR

Written and
Photographed by
Maurice van den Tillaard

100th
Issue
Special





As well as usual Magnus traits including drilled door handles and that louvred decklid, the Urban Outlaw even sports his own car decals



Anyone who has ever restored or built up a complete car will know about it; that long but oh-so worth it wait before the almost-finished project can be taken out of the garage for a first test drive. Some builds can take years of excruciating setbacks and attention to detail, but that feeling of finishing a project remains the same. In the case of Magnus Walker, we've all seen before that things can go pretty fast when it comes to building custom 911s. His latest creation took a little longer for him than expected, though. New projects formed short term go-betweens during the

final stages of this second '72 STR project, meaning the build took several months longer than usual to finally complete – but we were able to shoot the STR II right after its first shakedown run around Magnus' downtown Los Angeles neighbourhood.

After finishing the first STR (an amalgamation of ST and R spec 911s) and selling it to France, Magnus started this build just over a year ago in 2012 with a non-running, numbers-matching 1972 911T base car acquired through eBay. The car looked like an unfinished Turbo or RSR style replica project, painted flat black and equipped with horrendous 'turbo-esque' fibreglass fender flares that were

crudely attached to the body. The car had been in California for a long time, but although it looked pretty bad cosmetically it was a good, rust free-911.

With the car in Magnus' hands, the Turbo and RSR replica connotations were never going to remain, and fresh plans were duly hatched. Magnus promptly pulled the original MFI motor out and put it in storage, and started hammering away on the body with metal guru Frank Turner.

Before they could start all this work, however, the car had to be taken off the trailer on which it had arrived from the Sacramento area. Since there was no ignition key included and the steering wheel was



locked in an off-centre position, it proved a tough job to even reunite it with the ground again.

Magnus has always liked '72s and had owned the car for about nine months before he started to build his second STR 911 from it. Whenever he would see a long wheelbase, longhood car which would be Frankensteined into a Turbo lookalike, he'd try to obtain it, as these are perfect starting points for an ST-styled 911. The particular '72 you're looking at here was originally a Gemini Blue example, which later dictated Magnus' chosen colour combination.

His first '72STR was very similar in body details, but was equipped with a less powerful 2.7 RS MFI-

specped engine. This time, Magnus went with a 3.2 short-stroke engine build on a 3.0 SC case. Similar trademarks of the first STR can also be identified when it comes to the chassis and suspension, but Project II has evolved somewhat, becoming more of a performance car than the first; just take in the enormous engine and suspension specification for details of the enhancements here.

Of course, the STR II also contains many of Magnus' favourite styling touches, such as the integrated front turn signals, plexi-bubble windows, louvred decklid, integrated rear R turn signals and drilled door handles. All these can be seen not only

on the first STR car, but also on the '68R narrow-body 911 for which Magnus is also famed for (see Issue 91). For Magnus, the '72STR II is an evolution of these two cars, and his best build to date.

"Aesthetically, it looks like a fairly period-correct car, which is dressed with a bunch of hot rod bells and whistles," Magnus explains of the aggressive street car which can also be taken to the track.

Over the year of the build, Magnus worked with Frank and mechanic Phil Slate, with Frank doing all the flare work. After quickly removing the ugly fibreglass bits, he made use of modified, re-profiled Turbo flares at the rear, which are rolled on the ➡



The Porsche-centered Raid wheel and 917 replica gear shifter make for great touches in the '72 cabin



Recaro rallye seats from the '67 S made it on to Magnus' STR II

Specification

72 STR II

(1972)

Engine

Porsche 3.2-litre short-stroke unit; 98 x 70.4 9.5/1 JE pistons; single-plug ignition; hi-lift Mod S cams; stock rods with ARP bolts; AASCO springs and titanium retainers; stainless valves; 1-5/8 headers with M&K stainless twin pipe muffler; mechanical injection; stacks bored to 46mm (top) and 41mm (bottom); throttle bodies bored to 41mm throttle plates; '69 E injection pump recalibrated to 3.2; isolated oil supply; solenoid and thermostat deleted; red vent cap; Elephant Racing finned external oil lines; Carrera front oil cooler

Transmission: Rebuilt 915 with LSD; J-west gated shifter

Suspension

Tarett front and rear sway bars; Tarett front monoball camber plates; Wevo semi-solid motor and trans mounts; Elephant Racing 22 & 29mm quick-change torsion bars; adjustable spring plates; Elephant sealed monoballs; Turbo tie rods; bumpsteer kit; raised spindles; Bilstein sport shocks

Wheels & tyres

Group 4 Campagnolo replica rims, 8x15-inch front and 10x15-inch rear; Hoosier slicks, 225/50/15 front and 275/50/15 rear

Brakes

Early Turbo front calipers; M-type rear calipers; Porterfield brake pads

outer sides at the lip to get rid of the typical flat surface you'll find on an old 911 Turbo fender. The front flares actually consist of rear SC flares which have simply been flipped around: the right front flare comes from the left rear of a 911SC and vice versa. The arches and flare lips have both been reworked, and with the fat Hoosier tyre setup they give the car a superbly filled-in wheel well.

The great thing about building a proper ST-style car, according to Magnus, is that nobody will ever tell you that your fenders have the wrong profile or wrong flare: "When looking at vintage photos of the Kremer STs from the Seventies, you will see

that after a few years they morphed into super-wide flared, monster-looking cars. No two were ever the same." That's exactly what Magnus loves about building an ST: "They don't really have to be specific like an RS clone, for example, which was a homologated car from Porsche. The ST never was that kind of a car," he says.

As we noted earlier, Gemini Blue was in fact the original colour of this 911. After removing the later flat black shade from the car, Magnus faced a dilemma as to what new hue his second STR project would be, so after many different ideas he opted for a tri-colour scheme. Magnus' plan was to

combine the blue with two others, one being orange, another one of his favourites. A notable feature of the tri-colour scheme is that they are also a nice period-correct touch, which you'll find on a lot of Porsche rally and race cars from the Sixties and Seventies. Magnus has used the two-tone hood and decklid combo on a few other cars, and from his point of view, combined with the different colour bumpers in deep orange, it receives that racey look and makes the car more unique.

One thing on this car which makes it really stand out from most others are the gold eight and ten-inch Campagnolo replica rims, which Magnus ordered

“The Campagnolo wheels are normally found on a Lamborghini Miura”



from Group 4 Wheels in the UK. Combined with the gold striping on the sides and decklid of the car, which were done by Werk Crew's Bob Tilton, these are the icing on the cake when looking at the '72STR II. You'll remember the first STR had Minilites, which were rather special, but this time Magnus certainly didn't want to go with Minilites again – or with the famed Fuchs that you see on most ST builds. The Campagnolos, which you'll normally find beneath a Lamborghini Miura, DeTomaso Pantera or Lancia Stratos, add that little bit extra to contribute to the unique, vintage Seventies look.

Aaron Burnham at Rennworks in Camarillo then built the short-stroke 3.2 MFI engine. It's a single-plug motor running on street gas which produces 275hp at the crank. Combined with the low weight of the car, this provides good grunt – after lowering, corner balancing and aligning, the car weighed in at 2,197lbs, with ten gallons of gas on board. With the exception of the fibreglass bumpers, that's pretty light for an all-steel car. The transmission is a 915 with an LSD, which was built by Marty Mehterian from Team VDS, who are based in Van Nuys, close to Magnus. The cases were all tumbled, and the transmission looks, just like the engine, brand

new. Underneath the car looks just as impressive as it does when seen on the road. Everything from the front to the rear is either new or refurbished, effectively making the 40-year-old car brand new again. Included in this is a host of Elephant and Tarett goodies used to complete the suspension, giving the driver that planted, secure feel where you can drive it pedal to the metal style. Make no mistake, this car becomes a lot of fun on roads with plenty of twists and turns, as Magnus is happy to demonstrate on the shake down.

The 911 also has a good-looking and aggressive stance about it. At the time of writing, Magnus ➡



“It looks like a fairly period correct car, with a bunch of hot rod bells and whistles”



WHY '72?

1972 has long been the favourite 911 production year for Magnus, and here's why: "It's the one year only where Porsche put the oil filler on the right rear quarter panel, which people often mistook for a fuel cap. It was also the first year of the 915 gearbox and 2.4-litre motor, so it's a unique car that I always look for." The fact that this is his sixth '72 911 goes some way to proving his love for the production year, too.

was still busy fettling here, fine-tuning and maintaining the proper ride height – not an easy job if you want to combine top of the bill handling with stunning visuals.

On the inside, Magnus used old Recaro rallye seats from his '67 S. At first he used an old and rugged Nardi steering wheel, later changing it for a black Racemark/Raid wheel. Of course, the car is equipped with a classic style roll bar and Schroth four-point harnesses, which Magnus also used on the famous 68R car. The shiftknob is a 917 replica from TRE Motorsports, which brings us to the fully adjustable 917 style gas pedal from D-zug – a

very nice piece which helps with making those perfect heel and toe down shifts. These are being performed with a J-West Rennshifter, which shifts gears like a knife cutting through butter. Also note the Heuer clock: there's no RS-style delete plate, though this is compensated for by the presence of a proper working ticker on the '72's dashboard.

Magnus has unquestionably nailed it again with his second '72 STR. Built with intent, this 911 is a driver's car, has great poise on the road and looks charmingly alluring – undoubtedly his best build yet. Given the popularity of the car, could this be the second of many STR builds for Magnus? “Well,

you're always evolving and wishing you'd have done this or that, but everything I wish I had done to the first STR, I've put together on this one. It's the one I'm most proud of so far,” he says.

In response to my question regarding whether there will ever be an STR III, Magnus muses: “Probably, I can't see why not. I could do a limited series. Different colour schemes, all kind of similar cars, but with their own unique touches.” Magnus is currently working on two '67 911S cars, one being a complete R style project and the other a numbers-matching, retro looker. Let's hope work commences on an even better STR III after these... **911**



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MAGNUS WALKER'S

100th
issue
Special



25 ICONIC 911S

His custom 911s may have taken the automotive world by storm, but what inspired the Urban Outlaw? We look at the cars that fuel Magnus Walker's passion for Porsche

Written by **Lee Sibley, Andrew Krok, Steve Hall and Magnus Walker**
Photographs by **Porsche AG, Magnus Walker, Neill Watson, Singer, Steve Hall and Gemballa**



When Magnus Walker bought his first Porsche 911, even he could not have predicted the meteoric rise that would thrust him into the spotlight as the pioneer of a passion project turned business.

Since then, Magnus' work has captivated the minds of petrolheads at large, with each new project

becoming the darling of an admiring automotive world and providing greater exposure for custom builds than ever before.

The question we're all itching to know, then, is what inspires a man who in turn inspires so many others? The humble guest editor's answer is refreshingly simple. "I just love the 911," he says, before reeling off the names of 15 factory Porsches

that have suitably motivated the genius behind five of his own most famous and inspirational 911 projects to date. We've also included five custom builds from other names around the globe that Magnus has taken a liking to, forming a collection of 25 iconic 911s we can all take inspiration from when picturing our perfect 911. We'll let Magnus explain why he loves each one so much... ➔

Magnus Walker's perfect Porsches



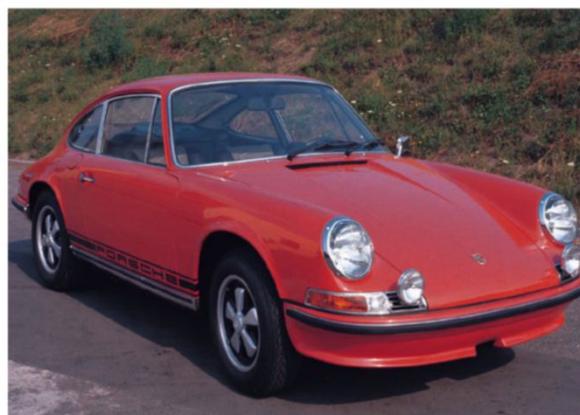
'72 911S

"With the exception of the SWB 67 S, the '72 S is my favourite LWB production model. It marked the first year in which the 2.4-litre MFI engine was used, as well as the one-year-only external oil filler."



'96 GT1

"This mid-engine 3.2-litre twin-turbo beauty produces over 600hp, and won at Le Mans on its debut in 1996."



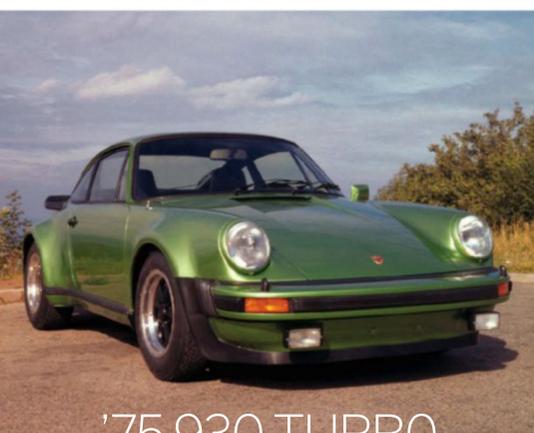
'67 911S

"This was Porsche's first production performance increase for the 911. An additional 30hp boosted the 2.0-litre motor to a total of 160hp, making for a great hi-revving thrill ride."



'76 935

"This lightweight Group 5 with almost 600hp from the 3.0-litre Turbo engine is wrapped in slantnose bodywork, and was driven by many legends."



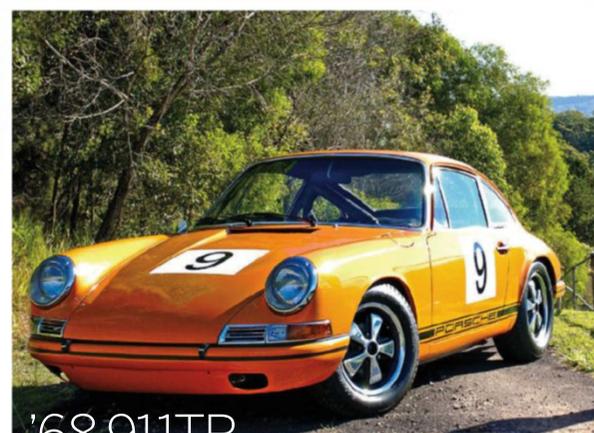
'75 930 TURBO

"When I think of Porsche, this comes to mind. It has tall gears, turbo lag and less than adequate brakes, but is fun nonetheless."



2012 GT3 RS 4.0

"The perfect street-level track car, this is no doubt a future – if not current – icon. I actually have a GT3 RS 4.0 piston paperweight gift from Porsche on my desk!"



'68 911TR

"Less known than the R, the TR is lightweight and the first factory-homologated GT car. Potent, aggressive and unique, you won't see it often."



'73 911 RSR

"Only 49 models of the iconic Daytona-winning car were built, making this – capable of brutal acceleration thanks to its ability to reach 300hp from a 2.8-litre motor – a rare beast. Moreover, it's stunning to look at thanks to its longhood profile, with wide Fuchs wheels and fat tyres. The best of the RS breed."

'67 911R

"Perhaps my favourite early car, and the inspiration for a few of my builds. Coming with an outside oil filler, centre hood fill gas tank and R turn signals, to name but a few features, Porsche built just four prototypes and 20 production cars, making this a rare car indeed. The weight was stripped to 1,810lbs, and power was upped to 210hp from a twin-plug 2.0 litre engine.

The 911R's first win came in August 1967 when, equipped with the Porsche 'Sportmatic' automatic transmission, it led the Marathon de la Route at the Nürburgring. The car won the 86-hour long event, driven to victory by Hans Herrmann, Vic Elford and Jochen Neerpasch."



'89 930 SLANTNOSE

"Loved as much as it is loathed by 911 enthusiasts, there's no getting away from the street slantnose's nod to Seventies competitive Porsche motorsport."



'65 MONTE CARLO

"Driven by Peter Falk and Herbert Linge, this won in its class, finishing fifth overall and putting Porsche on the rally map. **Total 911** featured a replica of the car in Issue 92."



'70 911 ST

"The early cars run on 2.2-litre engines with approximately 240hp, which contributed to it winning the 1970 Monte Carlo rally."



'64 911

"The car that replaced the 356, started the 911 legend and became an automotive icon. Only 232 were built, with 59 documented survivors."



'75/6 934

"This 911 had large wings and tyres, making it one wild-looking ride. Even better, it was driven by the likes of Hurley Haywood and Peter Gregg."



'74 911 3.0 RS

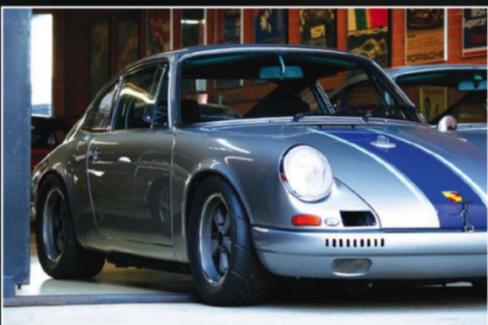
"The first year of the G body style, capped off with a whaletail and 3.0-litre motor. Only 110 were built, so these are very, very rare finds."

Magnus Walker's previous projects



'76 930 EURO TURBO

"This is my latest toy: I am currently on a 3.0-litre 75-77 Turbo crusade, and having already purchased an early '76 US 930, I could not pass up this rare Euro-spec Minerva blue car with deleted sunroof. The updates here are simple yet effective; it has been lowered and had some group 4 PAG 15 rims added, along with a vintage steering wheel for that personal touch."



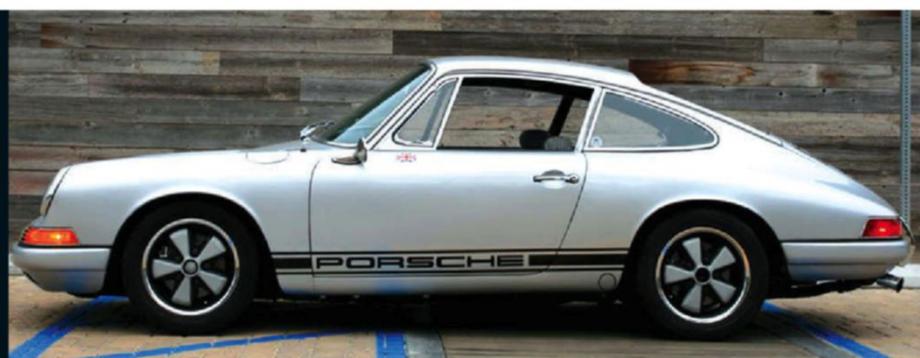
'68 R-INSPIRED 911

"This is my favourite short wheelbase build, and really the car that put me on the map. It's my interpretation of the iconic '67 R, with a few custom touches, including that great 2.5 motor, suspension setup, stance and look. It graced the pages of **Total 911** back in Issue 91."



'72 STR

"The '72 STR was my first build combination of my favourite R and ST models. It was similar to my '68 R-inspired car, with the same integrated turn signals and drilled door handles and powered by a 2.7-litre MFI motor with a compression ratio of 9.5:1. The car had lots of goodies for better handling, and was covered in orange and light ivory paint, rolling on Minilite rims. It was eventually sold in France, and was the forerunner to my latest STR in this issue."



'65 911

"Another very early car ironically built only three weeks later than my iconic '64 911. This car has more of a sports purpose rally vibe, with decor trim delete, vintage Scheel seats and famous Fuchs rims. The car has also been lowered and modified but crucially has not been restored. For a pokey 2.0-litre car, it's a fun ride with an abundance of character and, of course, an absolute joy to own. Looks-wise, it's one of my most understated."

'71 T STREET RACER

"This is my all-time favourite; updated, developed and modified, but never restored. It is my go-to car for all spirited runs, and can be seen in a few online videos. It's not the fastest car, with only 180bhp from a 2.4-litre Twin-plug motor, yet it handles and stops well. Having owned it since 1999, this is the car I have had the longest and am most associated with."



Other modified 911's

RUF CTR YELLOWBIRD

Perhaps the most famous modified Porsche to date, Ruf's CTR is one of the few cars that earned records as easily as it won the hearts of petrolheads.

Starting life as a 1987 911 Carrera 3.2, Ruf replaced many of the steel body panels with aluminium, cutting weight by 200kg, while the fenders were widened to accommodate the Speedline wheels. The engine also received a makeover, increasing displacement to 3.4 litres through a cylinder bore. An upgraded Bosch Motronic fuel injection system mated to an ignition setup from a Porsche 962 provided extra grunt, too. To top it off, a twin-turbo setup with twin intercoolers brought power output to 469bhp and 408lb ft of torque. In production trim, the car could receive a complete Ruf build, although the customer could also supply their own 3.2 for upgrading.

The name 'Yellowbird' was actually a nickname given by *Road & Track* magazine due to its unique aesthetic, although the blow-off valve's distinct chirping helped the name become synonymous with the CTR. Noise would be of the smallest concern once driving came into the equation, however.

Its performance is what cemented the CTR as one of the greatest supercars of all time. It weighed only 1,150kg, so its statistics were rather batty. 60mph arrived in less than four seconds, and the speedometer hit 125mph in just over 11 seconds – these numbers alone were slightly lower than the competing Ferrari F40 and Porsche 959, but the CTR's 211mph top speed reigned supreme. Straight lines weren't the only records on Ruf's mind either: it proved to be terrifyingly fast on the circuit too. For several years, the Yellowbird held the lap record at the hallowed Nürburgring Nordschleife.



“Its performance cemented the CTR as one of the greatest supercars of all time”

SINGER NY

Singer Vehicle Design takes air-cooled 911s seriously. So much so, in fact, that this small company has grown to be one of the most respected 964 restoration outfits in the world.

The cars are rebuilt from carbon fibre body panels that elicit aesthetics from every generation of Porsche's most hallowed car. Each customer's tastes are brought out in their individual vehicles, with an options list as large as the room you're in.

So far, Singer has only released five cars. One that made the rounds in London earlier this year was destined for a customer in New York. This particular owner spared no expense in the construction of their Singer 911: the power plant is hand-built by Cosworth in the USA, and in the NY specification puts down an impressive 380bhp.

Unlike the GT3 RS, however, New York's aesthetics push into the past. The seats feature basket weave

trim, the roll cage is wrapped with hand-sewn leather and even the carpeting is of the Berber type. If that's not enough to impress you, the leather-lined engine bay certainly will be.

Simply put, Singer's NY-bound 911 is a beautiful example of what happens when the most creative and dedicated minds come together to pay tribute to the 911. Funnily enough, this car will probably become the stuff of Porsche legend, too.



RWB PANDORA ONE

'Pandora One' is a rather apt title for this Rauh-Welt Begriff 964. When it was first conceived, owner Mark Arcenal flew to Japan to visit the man behind the RWB moniker, Nakai-san. Before he knew it, he was the owner of the first RWB 911 built in the US.

While it's somewhat streetworthy, Mark originally intended to create a track beast. For that reason, the interior has been stripped of the majority of its trimmings, instead sporting a custom cage, Recaro bucket seats, Stack gauges and more.

The wheels are custom-designed by Rotiform for Pandora One, with the tyres reaching a staggering 315mm at the rear.

Its first public outing was at SEMA, the largest automotive aftermarket trade show in the country. *Top Gear USA's* Rutledge Wood named it his favourite car that year, and it won the European category of the Gran Turismo award. RWB grew into a name that every car geek knew, and posters of Nakai-san's 911s would grace the walls of young petrolheads the world over.



GEMBALLA GT CABRIO

Gemballa has held a long association with leading modified 911s for some time, creating headline-grabbers such as the GTR-650 and various generation Avalanches. Their latest offering, the 991 Gemballa GT Cabrio, offers more of an understated package of bespoke, as revealed at the 2013 Geneva Motor Show. The car features various lashings of carbon fibre including a prominent insert between the rear lamps, providing the perfect place to place the Gemballa script, while the minimalist carbon spoiler aids aero efficiency. More aggressive bumpers and side skirts help set the car apart from stock 991s, and inside a black and white theme adds visual impact. This includes white inserts in the seat faces and trim panels finished in the same contrasting white on doors, centre console and glovebox lid. White shift paddles sit behind a Gemballa wheel, with the triple spokes also finished in the same colour marking Gemballa's return to form.

9FF GTurbo

A 1,300bhp 911 that delivers crushing, astonishing, organ-squeezing, laugh-out-loud acceleration that on a cold, dark autobahn delivers a shot of adrenaline like nothing experienced in a car before.

Starting life with a 9ff tune to 720bhp, the Russian owner soon had this GT2 back to the Dortmund tuners for a second engine to hit the magic four-figure output. It didn't take long to realise that 1,000bhp was excessive for rear wheel drive, so a 997 Turbo drivetrain and fuel cell were installed with Bilstein suspension and ceramic brakes. Such is the way with adrenaline, the owner decided he needed an even bigger hit, and went for the full-house 1,300bhp spec seen here (much the same engine as the 250mph+ GT9R) and a calculated top speed of 250mph. Possibly the fastest road-legal 911 on Earth, it may lack the computer-controlled launch to 60mph of a factory Turbo S, but once into its stride there's nothing to touch it. As a demonstration of how far you can push a 911, it's as extreme as it gets. **9ff**



1000 miles with PDK

Does Porsche's latest automatic
make or break the 911? Total
911 embarks on an epic
road trip to find out

Written by and photographed
by **Steve Hall**





The 991 Carrera 4 is a phenomenal car. Regular readers will know that we're great fans of the latest all-wheel-drive 911; so much so that we're running out of superlatives with which to describe it. Almost.

However, our UK road trip (Issue 98) in the car was conducted with a seven (yes, seven) speed manual gearbox, which left us pondering once the dust was settled: is the PDK version even better?

PDK is generally marvelled at for its slick gear changes, ease of use and vast intelligence. The counter to this is that manual is a pure driver experience: it's an ageless realm of direct human input into the operation of machine.

We loved the manual gearbox, so the stage was set for PDK to make its mark – and over an epic 1,000-mile road trip from the UK to Switzerland and back, there was plenty of room to perform.

Sifting through the spec sheet of the C4S to be used on the trip revealed some enticing options, including the intriguing £1,805 lime gold metallic paint, while enthusiasts will be pleased to see a Sport Design steering wheel with proper shift paddles, Sports exhaust and Sport Chrono Package Plus (which brings launch control and dynamic engine mounts). The £963 BOSE surround sound system was bound to get a workout, too.

My first thoughts were of where my kit would go. With lights, cameras, lenses, stands and the odd bag of clothes to squeeze in, it would be easy to fill up a family sized hatch, let alone a 911. But then, the 911

has always been a practical sports car, and while some may bemoan the increased dimensions of the 991 over the 997, the payback comes in the form of added interior space, which we made use of.

All packed, we were set for the cross-country sprint to Geneva. Sinking into the inviting cabin of the 991 is as reassuring as ever, and after slotting the PDK into 'D' we set off for Dover. Soon, I started to think about the qualities of the C4S: all-wheel security, practical, efficient and soothing on the cruise, with PDK seamlessly blending one gear into the next. With the promise of 400bhp and paddleshift to entertain when the roads turn twisty, this might just be the best 911 for a road trip. In fact, it might be the best car for a road trip, period.

Just over two hours after boarding DFDS' finest, I'm driving onto the port of Dunkirk, where the C4S sees off the first 300km at little more than 2,000rpm. I'm still amazed at the 991's efficiency, as I've just completed another 30mpg+ stint in a 400bhp sports car without needing to drive like the local police chief is riding shotgun. But it's the PDK box that unlocks the full potential, starting with a seventh gear that's 13 per cent longer than the manual, giving an instant gain in cruising economy. PDK also brings a coasting function which detects an economical driving style and allows the engine to drop to idle whenever the throttle is released, while further gains come from the PDK's natural tendency to select the best gear for efficient fuel use. There's a lot of tech, but how does it manifest in the driving experience?

THE ROUTE



Google Maps suggests the fastest route from Dunkirk to Geneva is seven hours and 15 minutes: 826km one-way down the A26 and A5. But with France being packed full of D-roads (equivalent to UK B-roads) winding through beautiful countryside and lovely old French towns, it would be a shame to let it roll by beyond the banks of the autoroute.

The journey back was taken more sedately, and took in the picturesque Route des Grand Crus which – as the name suggests – takes you through the finest Burgundy has to offer. Arriving at Dijon, I skirted round the city centre to pick up the D996 again before taking the D396 all the way to Vitry-le-Francois. With roads so light on traffic, it's a lovely way to get across France if you have the time.



Snow north of Reims provided another great test for our C4S



PDK proved to be a great driving ally for the many demands throughout the 991's 1,000-mile journey



Despite the long journey, the 991 continually invited you back for more driving pleasure



Specification

991 C4S

(2013)

Engine**Capacity:** 3,800cc**Compression ratio:** 12.5:1**Maximum power:** 400bhp**Maximum torque:** 324lb ft**Transmission:** Seven-speed PDK**Suspension****Front:** MacPherson struts**Rear:** Multi-link**Wheels & tyres****Front:** 8.5x20-inch with 245/35/ZR20 tyres**Rear:** 11x20-inch with 305/30 ZR 20 tyres**Dimensions****Length:** 4,491mm**Width:** 1,852mm**Weight:** 1,445kg**Performance****0-60mph:** 4.1s (with Sport Chrono & launch control)**Top speed:** 185mph

“PDK allows you to concentrate on melding brake-turn-exit into one smooth action”



In a word, seamlessly. In normal driving the systems blend into the background, managing the drivetrain to deliver the impressive CO2 figures (215g/km for the PDK 4S) and instantly standing down when you demand more performance and response. The coasting function engages power smoothly 95 per cent of the time, with only a sudden lead foot causing something approximating a jolt.

But how does PDK stand up on something more interesting than the ultra-smooth Peage? The answer arrives at junction 23 of the A5 south-east of Troyes, where I take a shortcut down the D996 to Dijon: 10km shorter, theoretically an hour longer, but not in a 991 C4S.

This latest-generation 911 wraps its core character in layers of habitability and efficiency. The famed 911 steering chatter, grumbling flat six and chassis movement you feel through your hips; it's all turned down a notch and presented in a package that is more usable than ever. Lean on it and drive it hard on a good road, though, and it still feels like a 911.

On the southern part of the D996, I had one of my best drives in years. The road bucks and weaves, with everything from 180-degree switchbacks to fast left-right-left combinations while the surface varies from smooth to brittle and bumpy; the C4S simply dismantled the road like no previous generation Carrera. There's a broad-shouldered stance to the way the C4S keys into the road surface and locks onto line, the 42mm extra rear

track giving a wonderfully stable platform to work with. Resistance to understeer is absolute, giving confidence to commit to a bend knowing the front will go where you point it. At the limit of grip, you can nudge up to benign front end slip or trail the brakes deep into the apex to bring the rear into play; whatever you choose, it's satisfying.

The two pedals might upset some, but PDK proves a fantastic ally to fast driving, freeing up the senses to concentrate on melding brake-turn-in-exit. The push for up/pull for down shifter logic feels counter intuitive, so it's left well alone, but the paddles deliver shifts of increasing rate and response depending on engine revs and Sport mode. Sport Plus feels punchy and shaves off the odd tenth as it delivers a kick of stored torque on upshifts.

The remaining few miles of the D996 were dispatched in similar fashion before rejoining the Peage at Dijon. Geneva was frantic on arrival, so on the way back I decided to link back up with the D996 at Dijon, providing one more fantastic drive before setting the satnav to 'avoid motorways' and heading to the old grandstands at Reims for the obligatory photography session.

Earlier, I wrote that this might be the best car – and gearbox – for a road trip; after transporting me with several kilograms of kit and the odd bottle of rouge vin around France, I'm happy to suggest that you ignore the 'might be' part of that statement. **911**



The PDK gearknob may look ominous, but the fun is in the steering wheel paddles



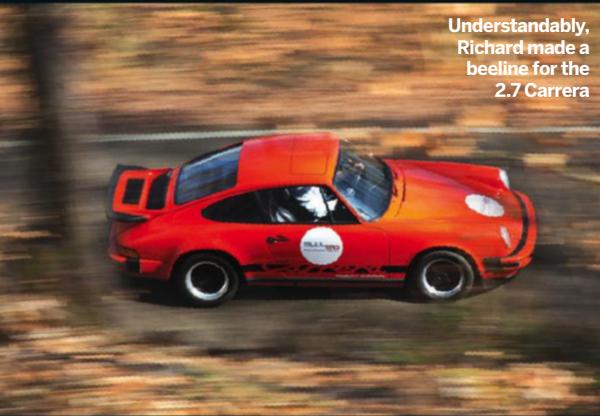
THE 911 YEARS

Written by
Richard Aucock
Photographed by
Porsche AG

A STUTTGART CELEBRATION

Porsche AG presents us with every generation of 911 – plus a few extras – as part of the 50th year milestone





Understandably, Richard made a beeline for the 2.7 Carrera



It's hard to believe that there's already 50 years of history between these two models



The statesman of the Porsche pack carried an unrivalled abundance of charm

For a Porsche fan, it was a dream come true: pristine examples of the very best 911s through the ages lined up at the home of Porsche in Zuffenhausen, with a set of keys on the dashboard of every one, and I was there to drive as many as I could in one day. As dream gigs go, I don't think it's ever got better than this.

This was Porsche's way of celebrating 50 years of its icon, and it all started on a bus from Stuttgart airport into Zuffenhausen. On a weekday morning. In rush hour. Porsche's famous home is deep within an industrial heartland, but boy, does it get busy.

First, the museum: Zuffenhausen Porsche museum is an incredible €100 million modernistic structure which opened in 2009 – a jaw-dropping piece of architecture that dominates a proud corner on the perimeter of the factory and its office blocks. It amazes from outside, continues to do so inside

and beggars belief when you enter the workshop. There, in immaculate, oil-free splendour, are some of Porsche's most prized historic possessions, from cars and motorsport memorabilia to a particularly nice retro poster. It's awe inspiring.

The cars we'd been promised were not far from the modern museum, beckoning us already. As much as being in Porsche heritage's flagship workshop was a privilege, I could resist no more. Out I went to savour the 3.0 SCs in as perfect condition as you'll ever see. There were also 964s and 996s that felt as they did new, not to mention original models, whose background was as pure and unsullied as the condition they were in today.

Somehow, I lucked in. After a few presentations from Porsche AG bosses, we all piled out and, like excited schoolchildren, headed straight for the cars we wanted to drive. It was easier than it sounds: Porsche had a system (of course they did) that

would see the Brits take a group of four cars – a 1965 2.0, a 1974 2.7 Carrera, a 1995 993 Targa, and a sweet 40th Anniversary 996.

That 2.7 Carrera – combining regular Carrera looks with *that* 2.7 RS engine – was the one I wanted, and I got it. Soon after, an equally ebullient driving partner and I were enjoying the roar of Mezger's peach slowly warming up while savouring the unfiltered fumes from that blue 2.0-litre ahead of us. It was bliss. Even today, you can be taken aback by the purity, response, clarity and sheer speed of this amazing engine once temperatures are up and traffic is down.

It got even better when we discovered the Stuttgart B-roads, with twists and hairpin turns through forests that could take a whole chapter in any dream road guide. The 2.7 Carrera had to be driven, yes, but was exponentially rewarding when done so – and the noise was absolutely incredible.

“I was reminded
what a **superb**
thing the 996 could be”

Tiptronic gearbox
in the 993 Targa
felt a long way
from today's
PDK

This Speedster made for
an emphatic ride on the
Weissach track



Switching to the 2.0 was then a real culture shock. The 2.7 Carrera felt almost contemporary, not least in its confidence and performance, while the original proved to be decidedly less reassuring. This was pure 911, displaying the traits that had made it infamous in the minds of some – but also the basic character that would ultimately see it evolve multiple times and go on to reach the 50-year (and counting) landmark.

I loved it because it was so sweet, but I was glad to hand it back in one piece. My confidence was sky high, and while it egged you on, you knew it would bite if driven with the abandon with which you pilot a modern 911. It's one to admire for the historical perspective, but not to prioritise on a drive like this.

To put what sort of a day this was into context, the black sheep of the collection appeared to be the 993. Why? Because it was a Tiptronic. Knee-tremblingly beautiful, it is a dream for many

that's ruined by the self-shifting gearbox. Is the tag justified? Well, a little; this is no PDK. Manual control was necessary to override its slurring shifts that were in stark contrast to the purity of the other cars. But discount this and the 993 remains a car you could genuinely be happy with for life. Maybe comparing it to the classics was unfair; after all, I still sensed enough to know I'd be quite happy if this was the one I had for a dream drive back to the UK.

With my time up in the air-cooled 2.0, 2.7 and 993, it was with what some perceive as the short straw that I eased into the driver's seat of the 996. A 40th Anniversary model, it's wonderfully subtle to today's eyes. Soon, I was again reminded what a superb thing the 996 can be. Tight, rattle-free and fresh, it stood in stark contrast to the '74 car in terms of sophistication, but quickly felt sorted in its own distinct way. It was as if the levels of assurance, comfort and stability had been turned right up,

but without destroying the poise, engagement or satisfaction that makes a 911. No, it wasn't as raw as the older car, but its extra breadth still came with the sense of original 911 spirit still present. It was a pleasing comparison.

The 345hp iteration of the 3.6-litre engine also felt fast, particularly at the top end where it sounded fantastic. That high-performance exhaust sure did the business. In all, it proved why the 996 can still impress for those who are dubious to its abilities.

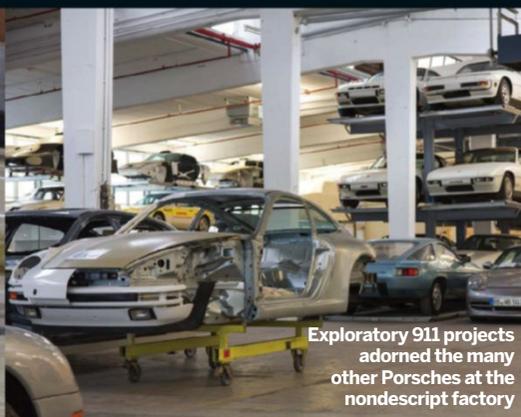
Our destination in the 996 was Weissach, and after handing over cameras, telephones and anything else that could capture future secret Porsches in action, I was able to nail some high-speed laps of the famous development facility in a Speedster while being watched by bemused workers on their lunch break. Twisting, cambered and varied, it's the sort of challenge you'd hope Porsche would build to hone its cars. 🏁





These Porsche Indy cars were a secret factory highlight

“It was an ordinary warehouse full of extraordinary cars”



Exploratory 911 projects adorned the many other Porsches at the nondescript factory



Right where it all began: the 2.0-litre is textbook 911

Incidentally, Porsche development legend Herbert Linge, the man who introduced Ferdinand Porsche to the facility, was on hand to explain the decision by Porsche to set up camp here. Porsche's first test facility was meant to be further up the road, but Porsche didn't want to destroy the agricultural land. "I know just the place," said Linge, who took the team over to the barren, hilly fields that same day. Conveniently, it was just next to the Weissach town he lived in – which, coincidentally, has since grown into one of Germany's wealthiest.

Originally there was just a skid pan here. It has grown over the years into the amazing facility it is now – and in that time the 911 has grown with it. The sophisticated, amazing and boundary-pushing 911s of today only exist because Weissach had the facilities and creativity to create them – and you can be sure 911s handle so well today largely because of all the testing work that was carried out here.

The exploratory drive in the Speedster revealed the challenge it offered. There are miles of test track here, and though we used just a small section, it was still twisty, off-camber, uneven and challenging enough to flush out any handling quirks presented by challenging roads.

There was a further surprise when we stopped at Porsche's secret warehouse before the official conclusion to the day. The Porsche museum itself covers a 5,600 square metre plot, enough to house 80 models from Porsche's history. But Porsche has many, many more than that in its collection – more than 500, in fact. So where are these kept? In an old, nondescript warehouse down a dusty side street just off the main autobahn past Zuffenhausen. Seriously, it's completely unbranded. We pulled up and I thought we'd broken down – surely this wasn't where all the greats from Porsche's past are kept when not on display?

Sure enough, it was proven the very moment you walk in the door, to be met with four long lines of historic and significant Porsches. The lines stretch far into the distance – and that's just a small section of this jam-packed warehouse of the gods.

It was dusty, cool, and echoey. This is no cocooned, air-conditioned splendour; just a warehouse full of extraordinary cars. There were 993s that looked odd because beneath their skin lay 996 mechanicals. Pre-911 prototypes that made you thankful Butzi was given free reign. A curious amalgam of body parts from every generation of 911 merged to create a 'multi-gen' hybrid. A 996 GT3 RS kept temptingly under wraps, with just the celebratory side body graphics poking out.

It was incredible, something unexpectedly 'real' and worlds apart from the dust-free perfection just up the road. For enthusiasts like me, it was brilliant – a treasure trove that you could spend days in.



Don't be fooled: the Design 90 wheels on this Mercedes are a fundamental clue to what lies beneath that bonnet



Factory experiments have allowed the 911 to evolve in the real world

Everything there has a back story. The world of Porsche is varied today, but it could have been a whole lot more diverse had some of the cars in the secret museum gone into production. For years, it seems that Porsche has desired to expand beyond its most famous car. The curiosities on show prove why for years it remained largely a one-car brand.

Case in point: the 989. Within the museum, there's a prototype Mercedes C 124 Coupe from the late Eighties, packing a hand-built 4.0-litre V8 engine intended for Porsche's mooted four-door luxury car. Like so much else there, it didn't come to pass: it's just one of many examples of how Porsche tried and failed to broaden out from the 911 for more than two decades before hitting the jackpot with the Boxster and beyond.

It also houses a remarkable number of Eighties Indy cars packing Porsche engines. Not the brand's most successful racing exploit, but there's enough

to keep any running cars in spare parts. Oh, and there's even a Lada Samara there. Not 'officially' a Lada – the badges carried the script 'AAAA' instead. But Porsche did a lot of the engineering work on this Eastern Bloc car, and this scrappy engineering hack shows that the firm was proud to explore here. That projects like this helped fund the development of the 993 should also be lost on nobody!

Ask me today where the secret museum is, and I wouldn't be able to tell you: it's that nondescript. What it does contain is a flood of riches which show some of the bits Porsche didn't get quite right.

I departed happy, because we'd experienced the bits it did get right, and had an incredible time doing so. Having Porsche provide its biggest insight yet into the true evolution of the 911 and its heritage was some experience. Now, all Stuttgart needs to do is repeat it for the many, many future landmark anniversaries the 911 is sure to celebrate. **911**

TONY HATTER

Tony Hatter is famous for designing the Porsche 993, but he's done plenty more besides at Porsche AG – and, as a Brit deeply embedded within the German firm, is uniquely placed to speak about the legendary 911. "I started in 1986, and I've been working with the same car for 25 years – half its life," he says.

Tony admits the design approach is akin to walking on a tightrope, but he has clear views on what defines a 911's shape. "It's all about the fender line, which is clear, uncorrupted and climbs slightly to the rear of the car." The penny drops. "This line is *the* line that defines a 911 – compare the side view of a Cayman with a 911 to see what I mean," he says.

Those expecting him to mark out the headlights or the rear end profile as the classic 911 traits may be surprised. But they are a result of this fender line, he says, rather than being in addition to it. That's why the front wing shape could change from 964 to 993, and then to 996, yet the car remains so clearly a 911.

Then some designer speak: "The 911 also has the same DLO right from 901 to 991." DLO? Daylight opening, or the shape of the side windows. He sketches this: just a couple of lines, beautifully rendered, and there sits a 911 before us. A couple of proportion changes and he also shows how classic 911s have evolved too – particularly how the switch from 964 to 993 was not as stark as some thought. Striking stuff.



The design jump from 901 to 991 might not be that great after all







Hurley Haywood

He is the winner of more endurance marathons than any other driver. Here, the former bearer of the red, white, and blue livery of Brumos Porsche relives his four decades of racing

Written by **Richard Truesdell**
Photographed by **Richard Truesdell**
and **Brumos Porsche**

Hurley Haywood is a champion of champions. Winner of more endurance marathons than any other driver in racing history, he boasts five wins at Daytona, three at Le Mans and two at Sebring among his many accomplishments. After retiring from full-time racing in 2008, he got back behind the wheel in 2011 for three races, the highlight of which was a third-place finish at the Rolex 24 Hours of Daytona. Haywood currently devotes his efforts to the Executive Vice Presidency of Brumos Porsche, the legendary dealership he has been associated with since 1969. He also serves as Chief Driving Instructor for the Porsche Driving Experience, as well as for the Brumos Driving Experience, the company-sponsored driving school.

Total 911 caught up with the legendary driver at the 2013 Amelia Island Concours d'Elegance, where the 40th anniversary of one of his greatest drives was celebrated: the overall win at the Daytona 24-hour race behind the wheel of the Brumos Porsche #59 911 RS, where his co-driver was his long-time mentor, the late Peter H Gregg.

ESSENTIAL FACTS

- Born 4 May, 1948.
- Five-time winner of the 24 Hours of Daytona.
- First driver to win 24 Hours of Daytona and 24 Hours of Le Mans in the same year.
- 1971 and 1972 IMSA champion.
- IROC participant representing IMSA.
- 1994 North American GT Endurance Champion.
- Championship GT1 North American champion.
- 2005 Inducted into the Motorsports Hall of Fame of America.

You've lived what many would call a charmed life, almost all of it behind the wheel of a Porsche. But it actually started behind the wheel of a Corvette. How did that happen?

Yes, it started with a Corvette. Peter Gregg took an interest in me after seeing me in an autocross, and suggested I switch to Porsche and that he would teach me. With support from my father, I followed Peter to Savannah, Georgia, to driving school where Peter was my instructor. By the end of the session

I was actually beating Peter. In July of that year we entered a race at Watkins Glen in New York and won the GT2000 class. It was my first win in the famous #59 Brumos Porsche.

At this point your racing career took a detour.

It was 1969, and I was drafted into the army and spent a year in Vietnam.

Did you think about racing while you were based overseas?

When not concerned with staying alive, of course I thought about getting back home and racing.

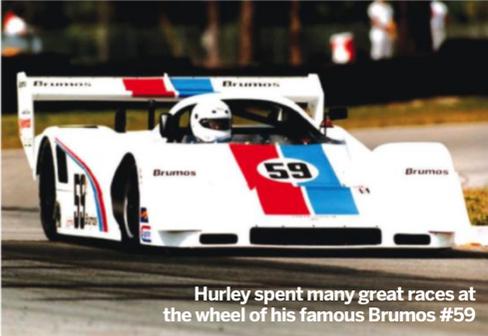
How did you resume your career after being discharged?

I was back home in 1971 and was racing full time with Peter. The first race back, at an IMSA event in Danville, Virginia, we ended up winning. At this time I was racing a Porsche 914-6, and together we won the 1971 IMSA championship. In 1972 we switched to a 911 and also won a second championship. ➔



Haywood has enjoyed a long association with Brumos Porsche, on and off the race track





Hurley spent many great races at the wheel of his famous Brumos #59

MAGNUS WALKER ON HURLEY HAYWOOD



"Hurley is an American racing legend with wins at Daytona, Le Mans and Sebring to name a few. When you think of Porsche and Brumos, Hurley is who you think of. He's an inspiration to us all."



Haywood is now considered a living legend by many a Porsche racing enthusiast

"Mark's death was the first time that I would feel the pain of a racing accident"

Setting up a car you would be driving with Peter meant it would be set up for Peter first, true?

Very true.

Do you have any pre-race regimen that you can talk about?

Now that I'm not racing on a regular basis, I do miss it. I did have a regimen before the start of each race. Typically, I'd be nervous and would have doubts. I'd think about something on the car breaking, then wonder if I was about to kill myself. But it's a self-energising process, almost to the point of throwing up at times. Firing up the engine, it all goes away: things slow down as you grow accustomed to getting focused for the task at hand.

At the time you and Peter had a rival in another Porsche 911...

Yes, Roger Penske. Peter was obsessed with beating Roger. While they were friends off the track, they were fierce competitors on it. Roger had what was called an 'unfair advantage', and Peter did everything possible to close the gap. In 1973 we both had factory cars for the Daytona 24-Hour.

You were in a head-to-head battle with Roger's 911 driven by Mark Donohue, where you and

Peter were not expected to be contenders for a podium finish. But after many of the favoured prototypes retired, you and Peter won the 1973 race, memorable for a certain incident involving a collision with a bird...

Along the way we struck a seagull that was half outside and inside the windshield. There were a lot of feathers. We had a hard time getting a replacement windshield, but we were able to get a windshield from a car of one of our customers – but not before the first customer we approached said no!

Like the relationship between Roger and Peter, you and Mark were competitors on the track and good friends off it...

Yes, developing quickly, especially after the 1973 season. What many people don't know is that we were going to be partners in a BMW dealership and the BMW racing program. I would be primarily driving and Mark would be responsible for running the BMW motorsports activities here in the United States. The paperwork was in his briefcase when he was killed in Austria in 1975.

No doubt it was a life-changing event.

I think looking back, I would not have won all the races I did had Mark not been killed. I lost a

great friend. It was the first time I would feel the pain of a racing accident, in this case that of a very close friend.

Over the following three decades your career had a magical run: multiple victories at the highest levels included five wins at Daytona, three at Le Mans and two at Sebring. In your opinion, what was your best moment behind the wheel of a race car, where your final result exceeded all expectations?

That would have to be 1994 in a factory 962 modified to run in the GT class. Norbert Singer was able to exploit a loophole in the rules, and we had a great battle with Nissan. The 962 was a ten-year-old design at the time. Winning the race with Yannick Dalmas and Mauro Baldi, a car that literally fitted us all perfectly, was one of the greatest accomplishments of my career.

Your post-career involvement with Porsche is well documented, especially with regard to the Porsche Driving Experience. What goes through your mind, especially when you know you're in the passenger seat with someone else behind the wheel, possibly on a track in a car with capabilities far beyond those of the driver? ➔



“Peter was such a complicated person – the nickname ‘Perfect Peter’ was well earned”

That’s an interesting question! First, you must stay focused well ahead of where they are on the track and anticipate a problem before it starts. It sounds really easy, but requires an enormous amount of racing and driving experience. In these instances we don’t know the driver’s capabilities and experience and always must assume the worst.

Tell the readers about the 1973 Porsche 911 on display here at Amelia Island. The original car was sent back to Germany after its 1973 win at Daytona, correct?

Yes, it was pulled apart and studied. We never got it back and raced a different 911 for the rest of the 1973 season, even Sebring a few weeks after Daytona. The replica you saw was built by a team assembled by Ron Thomas in Cleveland, Ohio, who is well known in the Porsche community. It is faithful to the original in almost every way (there is

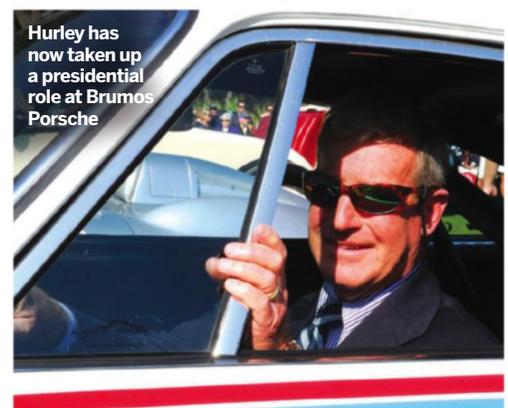
documentation of the build, which took just three months, at flatsixes.com).

I don’t think any interview with you would be complete without mention of your relationship with Peter Gregg. What is your best memory of Peter?

Peter was such a complicated person, and the nickname ‘Peter Perfect’ was well earned. I remember when I beat him at that first autocross there was much moaning and groaning. I realised that one had to be pretty good to beat him at anything. But after the autocross he invited me to his house for a barbecue. He owned Brumos Porsche at the time, and it was just one of those things I remember. Peter was such a great judge of talent, and capitalised on it. He saw something in me, and made an investment. Looking back on the last 40 years, it has worked out really well. **911**



Even the best get nervous before a race, as Hurley tells us



Hurley has now taken up a presidential role at Brumos Porsche

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997 CARRERA



Stylish Carrera alloys cover the 330mm drilled brake discs

“
THE FIRST CARRERA
4S CAME WITH THE
INTRODUCTION OF
THE 993

”

4S

Improvement is the name of the game, and the 997 Carrera 4S represents Porsche's tradition of making great things better

Written by **Andrew Krok** Photographed by **Dan Pullen**

Gen2 997s were facelifted to include new LED sidelights above larger front grilles than the Gen1 here



Specification

997 Carrera 4S

(2006)

Engine

Capacity: 3.8-litre naturally aspirated water-cooled flat six

Compression ratio: 12.5:1
Maximum power: 385bhp @ 6,500rpm

Maximum torque: 420Nm @ 4,400rpm

Transmission: Six-speed manual or seven-speed Porsche Doppelkupplung dual-clutch gearbox

Suspension

Front: Lower wishbones and MacPherson struts with combined coil springs and dampers; antiroll bar

Rear: Multilink with combined coil springs and dampers; antiroll bar

Wheels & tyres

Front: 8x19-inch alloys, 235/35/ZR19 tyres

Rear: 11x19-inch alloys, 305/30/ZR19 tyres

Dimensions

Length: 4,427mm

Width: 1,852mm

Weight: 1,555 kg / 3,428lbs (add 30kg for PDK)

Performance

0-60mph: 4.5 seconds (manual), 4.3 seconds (PDK)

Top speed: 185mph (manual), 183mph (PDK)

We all know the story with the turtle and the hare, but when it comes to cars, slow and steady won't win many races. So naturally, Porsche has chosen the opposite route, as is evident in its gradual evolution of the Carrera 4S.

The first all-wheel-drive Carrera came about with the 964 generation; as a matter of fact, the AWD Carrera 4 was the first 964 available. It took its three-differential, all-wheel-drive system from the hallowed 959, and began its inevitable march toward the 20th Century with the inclusion of power steering and ABS.

The first Carrera 4S came with the introduction of the 993, with generational upgrades including a viscous coupling-based AWD system. The 4S gravitated away from its non-S sibling by adopting the Turbo body, including its widened fenders, brake discs and red calipers. This iteration proved to be an effective model, and as such the tradition

continued into the 996, which also borrowed the Turbo wide body, brakes and suspension.

All of Porsche's previous C4S efforts culminated in the introduction of the 997 Carrera 4S, which began shipping in November 2005 at an introductory MSRP of \$93,200 – a \$2,700 increase over the rear-driven variant. The base Carrera utilised largely the same motor as the 996, but for the S Porsche brought out a new 3.6-litre offering, serving up 355bhp and 400Nm of torque.

Connected to that flat six was the viscous clutch all-wheel-drive system, which could send between five and 40 per cent of torque to the front wheels. In order to fit the front part of the AWD system into the 997, Porsche made several adjustments: the front bulkhead was moved forward, the spare tyre removed in favour of a tyre repair kit and the luggage compartment's shape changed. In addition, the fuel tank was redesigned to hang over the driveshaft on both sides, although this required the addition of a second fuel pump to deal with the new

configuration. Even with these changes, the AWD system only added 55kg of weight.

On top of this, Porsche included their Porsche Active Stability Management system (PASM). It's an electronic damping control system that adjusts each wheel's individual damping forces based on road conditions, enabling the driver to choose between 'Normal' and 'Sport' modes, which would alter the PASM's damping adjustments for a more comfortable ride.

Unlike previous generations, Cabriolet performance was increased in relation to the Coupe model. This was due in part to Porsche's choice to develop the Cabrio model first, followed by the Coupe. Logic followed that were they to design the Cabrio's stiffness to their standards, the Coupe would be at or above that level as well. For this reason, despite the variable weight, the performance differences are minimised; for example, the Cabrio's rear tail comes up slightly higher on the Cabriolet to compensate for the soft-top's difference in drag. ➔

C4S TIMELINE

1986

The 959 sports car became the first Porsche to have all-wheel drive, a technology that would filter through to the 911.

1989

The 911's first all-wheel-drive production variant hits the market, as the C4 was the first 964 model available for purchase.

1995

Porsche revamps its AWD, replacing the centre differential with a viscous coupling, cutting weight and improving handling.

1996

The first Carrera 4S comes to market, sharing the Turbo's body and brakes but retaining the naturally aspirated motor.

1999

Unlike the 964 and 993, the water-cooled 996 911s debuted in their rear-wheel variants. The all-wheel models came later.

2005

With the introduction of the 997 came the Targa for the Carrera 4S, which had both AWD and a sliding glass roof panel.

SPECIALIST VIEW

The Carrera 4S is a great car, and with the Turbo body they have real presence on the road. The most important thing is buying the right car from the right people; condition and service history is important. We try to buy very saleable cars that are in the right colours with good specifications.

— **Jamie Tyler, Paragon Porsche**





Quad-exit exhaust tips were utilised on the 997 Carrera 4S



“

**ALL THE MECHANICAL
TWEAKS WOULD COME
TOGETHER TO CREATE
A CARRERA 4S THAT
STOOD OUT**

”

Another update to the C4S line-up with the 997 was the Targa 4S. It was slightly slower due to its substantial sliding glass roof panel, but otherwise it shared the upgrades of the standard C4S.

Aesthetically speaking, there are slight differences between the C4S and the C2S. The C2S's dual tailpipes were replaced on the C4S with a quad-tip design, and the 4S's haunches were widened by 44mm. The 997 C4S was wider than the 996 Turbo, which would help showcase things to come for the 997's upgraded Turbo model. Options, as always, were plentiful, featuring a wide variety of both form and function, such as the ceramic brake package – essential for combating brake fade.

All the mechanical tweaks would come together to create a C4S that stood out. It was the first all-wheel-drive 911 to be faster around the Nordschleife

than its rear-drive brother, managing to best the C2S by two seconds, in part due to the slipperiness of the C4S with its drag coefficient of 0.29.

In short, the C4S grew from a slightly better Carrera 4 into a seriously formidable vehicle. How could it get any better? Well, when 2009's model year rolled around, Porsche decided to show us exactly how much room for improvement there was.

Porsche has never been a brand to rest on their laurels; they are constantly looking for new ideas to give their cars the edge on the market. So it makes sense that their refreshed 997 (commonly referred to as the 997.2) would feature some of the newest and most interesting technological gubbins.

Moving back to aesthetics, the 997.2 hit the ground running with a facelifted front bumper that had larger air intakes. Just above it was ➔

The 997 dashboard design is a notable aesthetic improvement on previous incarnations, while retaining famous 911 hallmarks like the five pod clocks





A DIRECT LINE

In 2008, Porsche brought out the Gen2 997 (the 997.2), which featured a number of prominent upgrades. The most important of these was the new direct-injection flat-six motor. Direct injection has gained a great deal of traction in the last few years, and for good reason. By changing the location of gasoline injection from the intake tract to the combustion chamber, the precision of injection is increased, which allows for greater emission control and efficiency.

The new 3.8-litre motor in the 997.2 C4S improved power by 30bhp (to 385bhp) while increasing fuel economy by up to 13 per cent and dropping CO2 emissions by 15.4 per cent.



The Gen2 997 represented far more than just a face lift



The 997 feels decidedly smaller inside than its later 991 counterpart, but luxury reigns supreme nonetheless



upgraded headlight units, featuring an optional dual-HID projector setup. The 997.2 jumped on the LED bandwagon, with the addition of LED turn signals and a new LED tail lamp shape. The PCM system also received an upgrade, and the suspension featured several tweaks. Finally, in a move that harked back to its earlier iterations, the C4S received a distinctive reflective strip running between the taillights, differentiating between the two and four-wheel-drive models. Porsche's four-piston 'Big Red' brakes came as standard on the new C4S, which clamped themselves onto massive 13-inch cross-drilled and ventilated rotors.

However, there were three differences that would affect the C4S's abilities. The first and arguably most important upgrade came by way of a new motor. Replacing the outgoing unit was a direct-injected 3.8-litre flat six with a new Porsche Sports Exhaust (PSE) system. By changing the location at which the gasoline was injected into the inducted air, the C4S's power output jumped to 385bhp and torque rose to 420Nm. Moreover, carbon emissions dropped and fuel efficiency improved significantly.

Another important technological upgrade was the removal of the Tiptronic S automatic transmission.

At a time when performance automatics were being replaced with better performing automated manual transmissions, Porsche decided to join the group with the Porsche Doppelkupplung (PDK) dual-clutch transmission. With what is essentially two transmissions in one, the PDK took the C4S's performance and metaphorically supercharged it.

In every test, the PDK outshone the traditional six-speed manual thanks to its lightning-fast shift times. As a result, the facelifted C4S could rocket to 60mph in 4.3 seconds – a 0.2-second improvement over its three-pedal equivalent. However, the PDK's top speed was 183mph – 2mph less than the manual. It's rather impressive, given the 30kg hindrance of the dual-clutch gearbox. In addition, the PDK featured a Sports Plus setting that allowed for quicker shifting, as well as a new launch control setting.

The final upgrade to the 997.2 C4S came by way of a revamped all-wheel-drive system, and the traditional viscous coupling-based system was replaced with the electronic dynamic Porsche Traction Management (PTM) system. It's an active AWD system with a map-controlled, electronically variable multi-plate clutch, and includes two new systems: the automatic brake differential (ABD) and anti-slip regulation (ASR).

The new PTM system was capable of sending nearly all the engine power to either axle, giving the C4S an unparalleled level of grip. Drive power is distributed by means of the electronic clutch,

BUYING TIPS

Even though the early 997's motor maladies are fewer in number than the 996's, it pays to keep a keen eye on any used car's service records as well as knowing how often it was driven. When looking to purchase a 997 Carrera 4S, look out for the following:

- **Gears:** The Gen1's two-pedal variant is equipped with the old Tiptronic unit, not the new PDK in the Gen2.
- **Engine:** The Gen2's new direct-injected motor eliminates many of the common concerns in the Gen1.

- **Aesthetics:** If you like a bit more vintage flair, the Gen2 4S also reintroduces the red reflective strip on the car's rear end.

- **IMS:** The 2005 models are the most susceptible to IMS failure, with improvements being introduced in 2006.

- **PPI:** Get the car up on a lift for a pre-purchase inspection (PPI) in order to check for oil leaks – another common issue.

The 3.8-litre S engine produced an extra 30bhp over the 3.6-litre unit



OWNING A 997 CARRERA 4S

- **UK price:** £69k new, used from £32k
- **Service intervals:** Two years/20,000 miles
- **Service costs (minor):** Independent specialists RSJ offer a minor service, including brake fluid change at £270 + VAT
- **Service costs (major):** RSJ offer a 40,000 mile service at £425 plus VAT with a spark plug change, or £485 plus VAT including a change of spark plugs and brake fluid

Thanks

Thanks to RSJ for the use of their 997 C4S, which is for sale. Full details of the car can be found at www.rsjsportscars.co.uk.

"I'VE GOT ONE"

"I traded from a 996 Targa to my C4S, and haven't looked back. It looks so much better, and the dashboard design is much prettier. Also, the wider body did it for me in the end. The grip is immense, and you can literally fly around curves, roundabouts and other tight bends without worrying about the back end swinging out. Overall, it is a sublime package, and I am already saving for the next incarnation of the 4S."

Maxie Islam

which is monitored continuously for lightning-fast response times. The system takes into account a variety of factors, including steering angle, wheel speed and lateral/longitudinal acceleration.

To expound on the aforementioned components of the PTM, Porsche's automatic brake differential operates once the wheels begin to spin. The ABD will brake the C4S's individual wheels based on which wheel has the higher level of slip. Its goal is to intervene within a fraction of a second to keep the car pointing the right way. The ASR system works alongside the ABD by adapting the vehicle's power output to create strong lateral stability.

All in all, both iterations of the 997 C4S featured serious improvements on the previous vehicle, coming together to create a serious all-wheel-drive contender for the street or track. **911**



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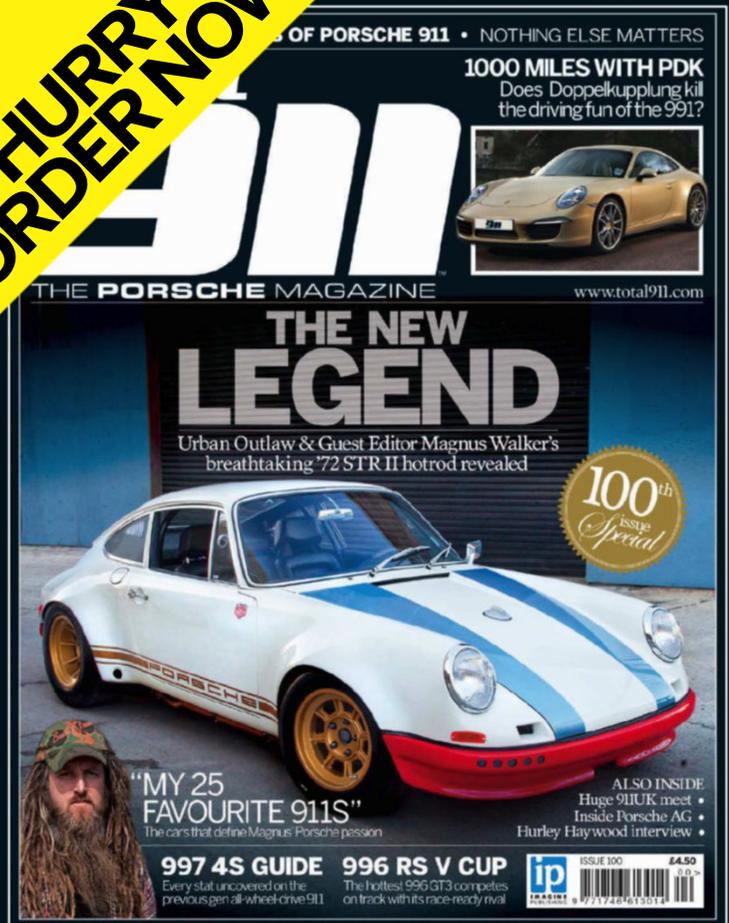
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996 RS V CUP

RACE CAR RIVALS

The GT3 Rennsport models are Porsche's most race-honed 911s on the road, but just how close are they to their Cup car equivalents?

Written by
Wilhelm Lutjeharms
Photographed by **Charles Russell**





OWNER PROFILE



Tania and her husband have owned plenty of Porsches, but things started to get serious when she bought a Gen1 996 GT3. Tania explains: "You always ask yourself 'what next?' That's when the 996 GT3 RS followed. Most people don't drive them too often because it tracks (follows the contours on the road), and there is a lot of bump steer, but it's a joy to drive." *Thanks to the management at Phakisa Freeway for the help with this photoshoot.

A superhuman icon for a superhuman car?



The clocks and gearknob are the only noticeable survivors from the road-going 996



Centrelock wheels are a stark motorsport trait

Today, the 1973 RS's little ducktail is idolised as the beginning of Porsche's very special range of lightweight models.

However, after the unveiling of the inaugural RS, enthusiasts had to wait 18 years before the next RS model was launched in 964 form – forgetting, of course, RSR models. Porsche have since made sure that such a hiatus from RS has not happened again, culminating in the release of no less than four Rennsport models in the past nine years (the 996, followed by 3.6, 3.8 and 4.0-litre 997s) each model further cementing the RS as the very pinnacle of Porsche's racing-focused road cars.

The car that kicked off this modern series of RS models was the first water-cooled Rennsport, the 996 GT3 RS. Based on the Gen2 996 GT3, this RS

featured some important improvements, including the carbon fibre bonnet, rear wing and side mirror pods. More importantly, the suspension has been tweaked: different spring rates are available for optimised rear axle geometry and a 10mm reduction in ride height. According to Porsche, the power delivery is the same as the GT3, but dig deeper and you'll find the cylinder head features reshaped intake and exhaust ports.

The RS looks impressive, but the Cup is very much its bigger brother. A product of the Supercup, for 2002 the GT3-based race car acquired some upgrades to the previous 996-based Cup car, including an extra 10bhp and bigger 350mm discs, as well as lighter doors, windscreen and side mirrors. At the front, air inlets were reshaped to contribute a 15 per cent increase in air flow, while lift was

reduced by 25 per cent at the front and 40 per cent at the rear.

After a 4.30am start and 750-mile journey, the arresting sight of these two white 996s raised the pulses as I took a first look around them. The Cup car's rear wing looked more authoritative than the RS, but both demanded dominance on the road, and when parked parallel to one another, the sight was something to marvel at.

First, I lowered myself into the Cup car. Apart from the acrobatic challenge of getting in, once seated I physically could not move anywhere. Admittedly, I do stand at six-foot tall, but nevertheless I am not particularly portly and yet the Recaro race seat held me snugly. I felt stuck.

However, I clipped the removable steering wheel into place and immediately warmed to the straight-

“The GT3 RS feels like relative luxury compared to the Cup”



Five-stud hubs were still found on Rennsport models for the Type 996



Although still sparse, the GT3 RS cabin is far more civilised

up, steering wheel-hugging driving position. The cabin is stripped completely, with only the switches and equipment necessary for racing remaining. However, the instrument cluster is similar to that of the road 911. Remarkably, you only need to turn the key to the left of the steering wheel to start the car; somehow I was expecting a more arduous task.

As soon as the engine started, the combination of that raw and hungry mechanical 911 sound entered the cabin. The gear lever, positioned to my right, is identical to that of the RS, but everything changes only a few inches further down as the stripped mechanisms unveil the finer details of the linkages.

I selected first gear and trundled along the racing oval to get back onto the inner circuit. It was then that I realised what the owner, Tania, was saying earlier in the day when capturing the rolling

photographs for this feature. “Sorry, but this car can’t drive that slowly,” she repeatedly said, and certainly below 30mph it struggles – especially when the engine is still cold. Accelerate a little, though, and it’s as if the car responds with a sigh of relief as the engine and gearbox immediately stop juddering. You can then hear every bit of dirt thrown into the wheel arches as you zip along, contributing magnificently to that exhilarating race car experience.

As soon as the full slick tyres left the dirty inside of the oval track, I pushed the throttle and short-shifted to third gear. The straight-cut gears make it such an intimate and visceral experience that it’s impossible to not feel as if you’re a part of the car.

My passenger talked me through the lines and corners of Phakisa Raceway while signalling with

his hand. I was glad of the latter, since I could not hear a word he said above 2,000rpm!

Grip levels are high in the Cup, but more importantly, the seam-welded chassis translates into a totally indestructible feeling from the driver’s seat, the result of this being no body roll. Strangely, I have never felt so safe behind the wheel of a 911.

During the second and third lap, each corner started to look increasingly more familiar and I used more of the rev range and braked a little later. I wasn’t getting near the 8,000rpm limit (surpassed 11 years later by the road-going 991 GT3!), but even if you change near it, the harsh sound of the engine growl vibrates through your seat – and body – more than any road car would ever do. I made a mental note to myself there and then: next time, remember to bring some ear plugs! ➔

Specification

996 GT3 RS**(2004)****Engine****Capacity:** 3,600cc**Compression ratio:** 11.7:1**Maximum power:** 381bhp @ 7,400rpm**Maximum torque:** 432Nm @ 4,000rpm (284lb ft @ 5,000rpm)**Transmission:** six-speed manual, rear-wheel drive**Suspension****Front:** MacPherson struts, coil springs, gas dampers, antiroll bar**Rear:** Multi-link, coil springs, gas dampers, antiroll bar**Wheels & tyres****Front:** 235/40 ZR18 tyres**Rear:** 295/30 ZR19 tyres**Brakes****Front:** 350mm ventilated and cross-drilled discs, four-piston callipers**Rear:** 330mm ventilated and cross-drilled discs, four-piston callipers**Dimensions****Length:** 4,291mm**Width:** 1,775mm**Weight:** 1,360kg

Specification

996 GT3 Cup**(2002)****Engine****Capacity:** 3,600cc**Compression ratio:** 11.7:1**Maximum power:** 400bhp @ 7,250rpm**Maximum torque:** 480Nm @ 7,250rpm**Transmission:** six-speed manual, rear-wheel drive**Suspension****Front:** MacPherson struts, adjustable camber, antiroll bar (five positions)**Rear:** Multi-link, rigid suspended subframe, antiroll bar (four positions)**Wheels & tyres****Front:** 245/645 18 tyres**Rear:** 305/660 18 tyres**Brakes****Front:** 350mm ventilated and perforated discs, six-piston callipers**Rear:** 330mm ventilated and perforated discs, four-piston callipers**Dimensions****Length:** 4,291mm**Width:** 1,775mm**Weight:** 1,140kg

Just before the sun set, I drove back to the oval where the photographer pushed ahead to take the final shots. Sweat had already formed on my head, owing to the Cup car's raw cabin which heats up quickly, but upon hopping into the RS the first sensation was of relative luxury.

The seat (with the Porsche emblem at the top) offers necessary support, as well as a welcome level of comfort. The sound system and instrument cluster underlines that this is a road car, albeit a serious one, especially with the full roll cage behind the driver. The interior is otherwise minimalist – in line with the 996s of the time.

This specific car is Tania's daily drive, used incredibly even if she needs to do the milk run. This recalls a fantastic quality of build to the RS, with the Alcantara steering wheel showing few signs of its 37,000 miles of usage.

As we were on the track, the switch from left-hand to right-hand drive took little adjustment, and the gearshift action is fairly similar between the two cars. Obviously, there are no straight-cut gears in the RS, and it's very reminiscent of other manual 911s from the Nineties and beyond, but your left hand has probably not experienced a gearshift action so short and precise in another road car before. Porsche really do excel more than most in this department, which is crucial for the RS's credentials as a racer.

Although getting to grips with an RS on the limit around a track will take some practice, the joy of this car can be experienced earlier in comparison to the Cup car. This may sound the wrong way round, but in the RS you can enjoy the engine sound more, with no need for earplugs here.

At as low as 1,500rpm, there is already an unforgiving tone to the two exhaust pipes. As soon as the revs rise it gets more intense, but not to the extent of the Cup car, where your eardrums want to burst. Put your foot down at 2,000rpm, and you can experience all its glory.

As with the Cup car, there is also an 8,000rpm range to play with. Use the throttle enthusiastically and it's interesting to note how eager the engine is to rev – partly owing to its single-mass flywheel, which is not unlike that of the racer. Then, the moment you want to change gears, you can marvel in the short throws you are able to execute.

More similarities finally start to filter through. The brakes feel strong (as they did in the Cup), and if you know how to heel and toe you'll have a ball. In both cars, as soon as the brake pedal has been depressed about half way down, its travel range is parallel to the throttle pedal – perfect!

The steering is direct, more so than most sports cars of the first GT3's era. The front tyres bite the moment you turn the wheel, but after the Cup car the RS's steering feels a little removed.

996 CUP CARS FOR SALE

Spend some time researching Cup models on the internet and you'll quickly realise that it's not hard to get hold of a 996 Cup car: they are happily prevalent in the UK, Europe and USA. A few useful websites to visit are porschesport.com, specialistcarsltd.co.uk and racecarsdirect.com. In the UK, the price will depend on the car's age, specification and the type of refurbishment it has received, but prepare to pay around the £40,000 mark.

Eventually, the sun ducks below the oval circuit's rusty wall and we head back to the pits. As we reversed the cars back into the garages, I gave them one final look. These cars feel so compact compared to today's modern 991s, but isn't that one of their most redeeming features?

Porsche's hallowed 'RS' initials might stand for Rennsport, and as the lucky owners – and those who have driven them – will tell you, they offer a truly involving and memorable experience. But drive them back to back with a Cup car and you are almost transported to a different world. If you label yourself a hardcore track enthusiast, take the plunge and buy a second-hand Cup car. You will discover what top-level 911 performance is all about. **911**

KW competition



"The technology has convinced me."

OLAF MANTHEY

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TIME to ATTACK

If you want to safely compete on track, Time Attack might just be for you. Total 911 finds out just what it takes...

Written by
Phil Royle
Photographed by
Chris Wallbank







Simon is hoping his positive experience in the 3.3 Turbo last year will inspire other like-minded 911 owners to tackle a 2013 Time Attack event



That famous 911 turn-in and sticky Toyo tyres meant this 964 was able to compete with more powerful Japanese cars in Time Attack



The race-ready cockpit with fully stripped and caged interior is the perfect environment to excel in with 465bhp behind you



“Modification regulations in both classes of Time Attack are extremely liberal”



Specification

964 Turbo (1992)

Engine

Capacity: 3,299cc six-cylinder Boxer, turbocharged with racing intercooler
Maximum power: 465bhp
Maximum torque: 450lb ft
Transmission: G50 manual five-speed gearbox

Suspension

Moton fully adjustable coilovers with remote dampers, RS top mounts

Wheels & tyres

Front: 9x18-inch Team Dynamic alloys with 235/40x18 Toyo R888 tyres
Rear: 10x18-inch Team Dynamic alloys with 265/35x18 Toyo R888 tyres

Brakes

Front: 380mm (front) and 350mm (rear) Brembo ventilated discs & six-pot calipers from a 993 GT2 endurance-spec brakes, Padgid pads, braided lines

Dimensions

Length: 4,249mm
Width: 1,753mm
Weight: 1,050kg

Performance

0-60mph: 4.0 seconds
Top speed: 192mph

• This 964 is for sale. If interested, contact Simon on 07973 621673

The UK's sprint and trackday scenes are rich with 911s, but when it comes to high-performance competition, few can match the adrenaline of the Time Attack series.

Established in 2005, the aftermarket tuning sprint attracted a cult following – but it's a common misconception that they're solely for modified, big-budget Japanese cars. In fact, all marques of car are welcome, as director Glen Horncastle says: "Time Attack (TA) is a motorsport discipline where enthusiasts compete with like-minded owners in a safe and professional environment. In TA, you're not competing to be first across the line. It's a highly competitive motorsport, but the inherent risks involved in racing are, in the main, not there, as you are not running against other drivers door-to-door. All drivers are on track at the same time, looking to set their own lap times within their own space at their own pace."

Time Attack offers a huge range of classes to compete in, with many of them suitable for the motorsport-proven 911, including the rear-wheel-drive and four-wheel-drive 'Club Challenge' classes.

For those with a more serious mission, there's a huge variety of 'Pro' categories, which include Pro Extreme, Pro, Club Pro, Pro 2WD and Prototype. Organisers say the aim of Time Attack's many classes is "to make any achievement relevant, meaningful and, more importantly, sporting."

Running with the tag 'It's not racing, it's Time Attack,' many petrolheads choose the sport, as Glen explains: "TA provides a professional motorsport environment with the knowledge that your pride and joy will leave the venue exactly the way it arrived. TA is foremost a gentleman's motorsport, and as such drivers work together where possible. Drivers may only overtake on the left, and on fast laps they must have their headlights on, so ensuring drivers in front can see them and marshals can also blue-flag the driver in front, meaning overtaking is as easy as possible."

The 2013 six-round championship first took place at Cadwell Park on 1 April, and will go on to visit Croft on 11 May, Snetterton on 9 June, Oulton Park International on 20 July Silverstone National for the Pro class round five on 8 September and Donington Park for the Club class round five on 14 September,

with the grand finale taking place at Brands Hatch Indy on 29 September. It's a fabulous mix of fast, open power circuits and twisty, narrow handling circuits, as Glen again says: "The circuits used are chosen so as to provide the best balance possible between the power and handling characteristics of the cars throughout the season."

Time Attack cars do not need insurance, an MOT or road tax to compete, and different regulations exist for the Club and Pro classes. Essentially, the Pro class runs requirements similar to any race series, with compulsory Nomex race suits, helmet, boots and gloves. Moreover, Pro cars must be MSA/FIA caged and have an FIA race seat, harnesses, fire extinguisher, bonnet pins, external circuit breaker, laminated windscreen, towing eyes, engine and boot firewall, 105Db(A) exhaust silencer and lights, wipers and indicators. Meanwhile, Club Challenge drivers must have a Proban race suit, helmet, boots and gloves, and their car must have a passenger seat, harnesses, fire extinguisher, laminated windscreen, towing eyes, engine and boot firewall, 105Db(A) exhaust silencer and of course those lights, wipers, and indicators. ➔

COSTS

The 2013 season

Championship entry fees

(for all six events) are:

- Club Challenge classes: £1,500 + £41.67 membership + VAT
- Pro classes: £1785.70 + £41.67 membership + VAT

Fees include four competitive sessions per event – 15-min warm up, 20-min practice, 20-min qualifying, 15-min final – Four venue entry tickets and shared garage space. TA also provides tea and coffee, plus a buffet lunch.

One Hit Wonder (OHW) entries are:

- Club Challenge classes: £282.50 + £41.67 membership + VAT
- Pro classes: £332.50 + £41.67 membership + VAT

Find out more at: www.timeattack.co.uk.



Thanks

Thanks to Graham and his RMA team for allowing **Total 911** on track during their own trackday at Donington. For more information, visit the website: www.rmatrackdays.com.



Time Attack can be a great way to understand the finer mechanical details of a 911, as well as the fundamentals of a track environment



One of the biggest attractions is that with the series being focused on aftermarket tuning, modification regulations are extremely liberal. In fact, Pro cars can run pretty much anything, and many do run in excess of 900bhp. Many of the top-end Pro cars, often run by large UK tuning companies, use 'hired guns' from BTCC, European racing and other disciplines – so there's a chance to measure your performances against really top drivers. Modifications in the Club Challenge classes are less extreme, but still relatively free and focused, with only sequential gearboxes, carbon brake discs and nitrous oxide not permitted.

Sadly and surprisingly, there's only ever been a handful of Porsches in TA, but Glen would like to see more: "The 911 has a fantastic heritage in competition, and I know there must be many 911 owners who would love to enter competitive motorsport. Plus, if we have more than three cars within a specific class, we can run a marque-specific Championship class (within the main Championship). This would work fantastically well for the 911 in its 50th year of existence."

One man who has made the switch to Time Attack with a 911 is ex-motorcross national rider Simon Deaton. He first competed in the TA's Club Challenge class in a tuned, 450bhp 964 3.3-litre Turbo road car, which saw him get fourth in class, missing out on third by under a second. Then, in 2012, Simon competed in the same class as Danny

and Craig Winstanley in an ex-964 3.3 Turbo race car – ideal for sprinting, as Simon found out.

The man himself says: "I'd driven all sorts of GT3 and 911 road cars in the past, but these were my first track 911s. I found the car so rewarding to drive, mainly because they're not easy cars to drive at all. The 964 Turbo, like the GT2, has a reputation for being a widowermaker, but when you get used to them they are amazing – I couldn't believe the grip levels they can in fact generate."

The step up from a 964 Turbo road car to the race car was a big one, resulting in even better results including a second in class. Simon recalls: "This is an out and out race car. I'd already started to love the 964 road car, but the step to more horsepower was massive – it was faster and just as reliable, plus when braking it was like throwing an anchor out the window when you stop. It inspires confidence."

Simon has raced in all sorts of championships and owned all sorts of cars, but keeps coming back to Time Attack. He says: "TA is perfect. It's like a big family and you get on well with everyone. If your car breaks, everyone offers to help you get back out. I've been away from TA into proper racing and I've come back to this – and competing in the 911 is the best motorsport I've ever done."

Time Attack then is a wonderful place to enjoy competitive lapping in your 911. Get involved and experience first hand why the 911 is one of the most successful cars in motorsport history. **911**

SIMON DEATON'S 997 GT3R FOR 2013



Having first toyed with a 996 GT3 Cup car, Simon has instead bought a 997 GT3R for his first foray into the Pro class for this year.

The 1,200kg 997 GT3R is fresh from the German Supercup, now dressed in Simon's eye-catching, multi-colour, Toybox livery. It's the Weissach factory racing real deal, offering all the usual GT3 R killer kit:

- Larger capacity 4.0-litre, 500bhp, dry sump Boxer engine with Bosch MS management, racing exhausts and twin branch muffler with centred pipes.
- Paddle-shift sequential dog gearbox with pressurised lubrication system and active oil cooling, limited-slip differential, lightweight clutch with single-mass flywheel and ex-works traction control system.
- Full wide-arch body including a carbon-kevlar aero pack with covered flat floor, front spoiler, rear diffuser, wheel arches, doors, mirrors, rear panels and adjustable rear wing.
- Welded roll-over cage inside plus a racing seat, six-point harnesses, fire extinguisher, Motec dash, 100 Cell fuel tank and air jacks.
- 380mm ventilated steel front discs with monoblock six-pot brakes (front) with 355mm ventilated steel front discs with ally monoblock four-pot brakes (rear).
- Rays one-piece, forged alloy, lightweight 18-inch rims (11 front, 13 rear) with centre locks.
- SACHS two-way dampers, twin coil springs, adjustable platforms, camber-adjustable wishbones, double-blade ARBs and reinforced cross members, toe-rods, track rods and strut mounts.

Understandably, Simon is excited: "It's a proper beast of a car. Time Attack is a great testing ground, giving me time to get used to it before I go racing door-to-door. I'm not sure the crew are ready for the GT3R yet. They may think 'It's only 500bhp', but it's going to be quite a challenge for me!"



Simon's new 911 racer illustrates another monumental step up



Living the Legend

Each month, we get to know our band of reporters as they share their real-life experiences with their 911s



**This month:
A special grand
gathering**

The day at Silverstone was both an enjoyable occasion and a great way to mark our 100th issue

911uk mega meet

• Silverstone, UK

40 911s



What a day, and what an event! Organising a large gathering of 911s from around the country to be in one place at one time is no mean feat. On top of the logistical challenges that many 911 owners faced in getting to Silverstone, we had to collectively battle the elements of mid-March wind, snow, sleet and rain on our special day as the event took place in almost sub-zero conditions. However, as you can see from the resulting pictures – and ‘money shot’ – it was well worth it.

The mega meet was a collaboration between the

911uk.com forum and **Total 911**. Collectively, we wanted to bring as many 911s as possible together in one place for a huge photoshoot in time for the magazine’s 100th edition – a fitting commemoration to a title that has been awarded ‘Best Magazine’ by our 911uk members for a fourth year running.

I had previously mentioned a plan for a large gathering of 911s in one of my ‘Living the Legend’ reports from a previous issue. Once it had been decided that the Silverstone circuit would and could agree logistics for both forum and magazine, we decided to lock horns with this famous racing track. But how exactly do you organise such a momentous gathering of Stuttgart’s finest product, I hear you ask? The story is as follows.

I arrived at Silverstone at 9.30am, the temperature was about 2°C, and a trackday was already in progress. Some members from 911uk were actually already booked in to do this, including my fellow moderators. We had forum members turning up

from as far north as Lancashire and as far south as Bournemouth, with a great collection of modern and classic 911s giving us a great mix of Porsche’s favourite sports car. Despite the weather, forum members were in great spirits as numbers swelled in the rooms above Silverstone’s magnificent new ‘Wing’ complex. Owners were alight with 911 talk, and the complementary copies of this fine publication’s previous issue at hand ensured 911 mania was reaching boiling point as we approached the hour of the group shoot. Meanwhile, editor, photographer and forum moderator Sundeep were busy sketching up plans on how to position the cars in order for each 911 to be visible enough from the photographer’s crane.

Such positioning can take a considerable length of time, and while we were all sitting snug in our cars – heaters on full blast no doubt – each 911 was carefully beckoned out of the holding lot and onto the main location for the group photoshoot. By this time, the 911 trackday drivers took this as an opportunity to



1990 964 CARRERA 2



Owner: David Knight
How long owned: 6 years
Interesting fact: The car was an impulse purchase! No regrets though, I love driving it.

2003 996 TURBO



Owner: Mike Parry
How long owned: 4 months
Interesting fact: This is my first ever 911, and it's fast – super fast, in fact!

2007 997.1 GT3



Owner: Rohan Charitra
How long owned: 2 years
Interesting fact: Animals love my car – it's been attacked by foxes twice! Expertly paint corrected by Jay at SOS Detailing.

2011 997 CARRERA GTS



Owner: Malcolm Ellis
How long owned: 18 months
Interesting fact: Fully specced, including carbon fibre-backed sports seats.

1982 911 SC 3.0 WIDEBODY TARGA



Owner: John Hutchinson
How long owned: 14 months
Interesting fact: As 911 connoisseurs will know, this model is extremely rare.

2007 997.1 GT3



Owner: Darren Walker
How long owned: 4 months
Interesting fact: It's mine, all mine! My previous car was a 2006 997 Carrera S Cabriolet, but this is my dream 911.

1999 CARRERA 4



Owner: Lea Churchill
How long owned: 2 and a half years
Interesting fact: Previously owned by a Porsche-loving doctor who crashed her 993, so wanted a four-wheel drive.

2004 996 TURBO



Owner: Martin Hill
How long owned: 2 and a half years
Interesting fact: Features factory aerokit and X50 upgrade, only covered 25,000 miles.

2006 CARRERA 4S



Owner: Maxie Islam
How long owned: 2 and a half years
Interesting fact: I wrote this article! My car is specced to the hilt – catch my updates every month in Living the Legend.

2002 996 TURBO



Owner: Mat Sleightholme
How long owned: 18 months
Interesting fact: This car's lightning fast, but people still want to race! I've had other Porsches, but this is my first 911.

1997 993 CARRERA 2



Owner: Sundeeep Nischal
How long owned: 2 years
Interesting fact: Completely standard and a perfect trackday training car while my 964 RSR is being built.

2005 996 GT3 CLUBSPORT



Owner: Rob Basset
How long owned: 3 years
Interesting fact: A very different animal from my first 911, a 1999 996 Carrera 2.

1996 993 CARRERA



Owner: Russell Wheatley
How long owned: 2 years
Interesting fact: The previous owner was a carpenter with the appropriately named company 'Carrera Carpentry'.

1994 993 CARRERA



Owner: Rob Hetherington
How long owned: 3 years
Interesting fact: Done more mileage attending 911uk meets and Le Mans than anything else since I've had it!

2006 997 CARRERA 2S



Owner: Tim Selim
How long owned: 4 years
Interesting fact: Slate grey, this car has the X51 powerkit and some nifty modifications.



Track action was in full swing when the 911s were not required for static photographs



join in the photoshoot. Assembling the cars together was like something you will have never witnessed before. I had thought the task would simply be to drive, position and park. But no; while the photographer was up on the gantry of the cherry picker, walkie-talkie in hand and instructing, the editor was on the ground with the receiver and duly executing said instructions concerning the angle and position of each car in relation to the all-important camera. Cars were gently coaxed into position, back and forth until they were millimetre perfect, angled left and right until the aesthetics from that elevated cherry picker satisfied the eyes of the photographer. I have never seen anything quite like it before.

While this was being executed, a crowd of onlookers had gathered – albeit from the warmth of the indoor dining areas of the surrounding buildings. All I can say is that I was lucky enough to be part of those proceedings rather than just looking in. The idea was to mix all generations of 911 into a certain contrast; it

“The day was rounded off splendidly with individual owner shots. I get the feeling that these photos are going to be enlarged, framed and hung in people’s living rooms up and down the country – I know mine will be”

was definitely old with new. All 964, 993, 996 and 997 models were represented in their various Turbo, GT, Cabriolet and Coupe variants. We were also treated to some 911s from an earlier era including an SC Targa and a Carrera 3.2.

I believe the positioning must have taken in excess of an hour to do. Once all the cars had been parked, everyone was asked to leave their vehicles so that the shooting could commence. Once completed, a further group shot was taken, but this time with all the owners standing next to their cars.

The day was rounded off splendidly with individual owner shots in front of The Wing’s dramatic front

entrance, and I get the feeling these photos are going to be enlarged, framed and hung in people’s living rooms up and down the country – I know mine will be!

Track time throughout the day provided action for those who wanted to pit their 911 in one of its most accepting environments, and plenty of forum members were willing – all I can say is that I drive like a granny in my 997 compared to Tony in his 993!

The magazine and forum plan to hold further group meets later in the year, hopefully in warmer weather! Certainly, the occasion made for a fitting tribute to the 100th issue of **Total 911**, a fantastic landmark for a fantastic magazine. Here’s to the next 100. **911**

2003 996 CARRERA CABRIOLET



Owner: Vinny Canakiah
How long owned: 4 years
Interesting fact: This one's supercharged! You won't know until you hear the whine...

1998 993 CARRERA



Owner: Graham Settle
How long owned: 1 month
Interesting fact: It is completely standard except for a CD radio in place of the original Bremen cassette radio.

2004 996 TURBO CABRIOLET



Owner: Mark Flook
How long owned: 2-and-a-half years
Interesting fact: 550bhp, I've done 50,000 miles in it since July 2010 and the worst thing to go wrong is a split water pipe.

996 TURBO



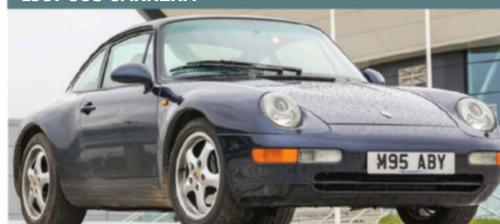
Owner: Paul Augen
How long owned: 2 years
Interesting fact: It is exceptionally quick, with the current market offering incredible car for your money.

2008 997 GT2



Owner: Gavin Phillips
How long owned: 1 year
Interesting fact: It's an interesting car, though my all-time favourite 911 is a 997 GT2RS.

1997 993 CARRERA



Owner: Vincenzo Berlingerì
How long owned: 18 months
Interesting fact: Complete history recorded, including brand of tyres, mileage, ignition illumination etc. Very cherished.

2007 997 TURBO



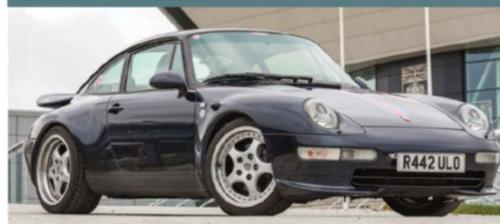
Owner: Parvin Mathur
How long owned: 3 months
Interesting fact: The car is finished in the same colour interior as the 997 Sport Classic (Cocoa).

2009 997 GT3



Owner: Steve Clarke
How long owned: 6 months
Interesting fact: Completed a trackday at Castle Combe six days after collecting it.

1997 993 CARRERA



Owner: Tony Clinch
How long owned: 7 years
Interesting fact: RS spoilers front and rear, 18-inch split rims, 300bhp+ remap. I also have a 1990 964 C2.

911 RS REPLICA



Owner: Paul Smith
How long owned: 1 year
Interesting fact: Looks convincingly like the real thing! No power steering proved hard when positioning for the shoot.

1997 993 CABRIOLET



Owner: Paul Winter
How long owned: 2 years
Interesting fact: The car is standard, although the alloys have recently been powdercoated.

2003 996 CARRERA 4 CABRIOLET



Owner: Sean Lawry
How long owned: 2 years
Interesting fact: This car will be featured in the first episode of *Fifth Gear* (Series 23) in the summer.

2002 996 TURBO



Owner: Dan Kitchener
How long owned: 3 months
Interesting fact: I'm led to believe that the colour of the car, Lapis blue, is, in fact, a rare shade.

2009 997 CARRERA S



Owner: Ashley Thompson
How long owned: 6 months
Interesting fact: My car is the second-generation 997, featuring a facelift and updated Direct Injection engine.

Thanks

Thanks to Silverstone for hosting the 911 mega meet. Silverstone has a number of exciting trackdays in 2013 that you may wish to try: 'Your Car, Our Track' on 6 May features an open pit lane and free instruction during the familiarisation laps, with extra instruction also available.

15 July sees Silverstone's 1st Supercar Track Day, with 50 per cent less cars being booked for the full Grand Prix circuit than usual.

For more information on all of Silverstone's events, see the website: www.silverstone.co.uk.



Ben Przekop

• Georgia, USA

2007 911 GT3

This month: A splendid weekend out

Date acquired:

July 2012

Last report:

Issue 99

Total miles:

12,510

Costs:

£6,650 (HRE wheels and tyres)



Ben with Porsche legend Peter Schutz

Totally surreal: that is the only way to describe how it feels to walk down a perfectly manicured fairway of a seaside golf course on a lovely spring morning, surrounded by hundreds of rare and exotic cars while chatting with a world-famous automotive legend. "How cool is this?" I thought to myself that Sunday morning at the 18th Annual Amelia Island Concours d'Elegance, held on the grounds of the Ritz Carlton Hotel and the Golf Club of Florida's Amelia Island.

Our weekend started on the Thursday when I picked up Geoff from Atlanta after his flight from Chicago, and we headed south in our recently repaired GT3. I had just installed a set of HRE P40 wheels shod with Michelin Pilot Super Sports for 'street use' such as this six-hour drive to Florida, and throughout the 990 miles that weekend the car performed brilliantly. I couldn't have been more pleased with the ride and handling, and the HRE wheels looked fantastic.

We arrived at our Amelia Island hotel just in time to unpack and take the short drive to the Ritz Carlton, which would be action central for the weekend. The sun was setting as we made our way down the long driveway with huge oak trees draped in moss arching over the road like the vaulted ceiling of a cathedral. Shivers ran down my spine as we entered what can only be described as an automotive holy of holies. There were already dozens of tents on the fairways for vendors and automobile companies, and arranged around the circular drive in front of the Ritz was a

"There were already dozens of tents on the fairways, and arranged around the circular drive in front of the Ritz was a jaw-dropping collection of new and vintage cars"

jaw-dropping collection of new and vintage cars. What to look at first? The Fifties Bentley Continental in gleaming black, or the BMW Motorsport-liveried McLaren F1 GTR racer?

Friday morning saw us back at the Ritz browsing the many vendors of motorsports books and memorabilia on display. Stepping outside to the oceanfront lawn, we enjoyed another morning coffee while looking over the RM Auction cars that would be offered on Saturday morning, including a Carrera GT, Ferrari 275 GTB and Maserati Ghibli to name a few. We shared our thoughts on the timeless question: "If money were no object, which one would you buy?" Unable to reach a consensus, we decided to pass on the auction. Perhaps next year.

The afternoon's highlight was the Porsche 911 seminar held in a packed, standing room-only main ballroom. The names on the panel should give you some idea of what great anecdotes and stories were shared: Peter Schutz, the Porsche President in the Eighties who saved the 911; Harm Lagaay, the great



stylist behind so many models: Jeff Zwart, the Porsche filmmaker and photographer who recently set a record at Pikes Peak in a GT2 RS, and legendary 911 drivers such as Hurley Haywood and Vic Elford. Hurley's story about the seagull that shattered his Carrera RS windshield while he was going down the back straight at Daytona during the 1973 24 Hours race was just one of many great tales told, and yes, he won the race!

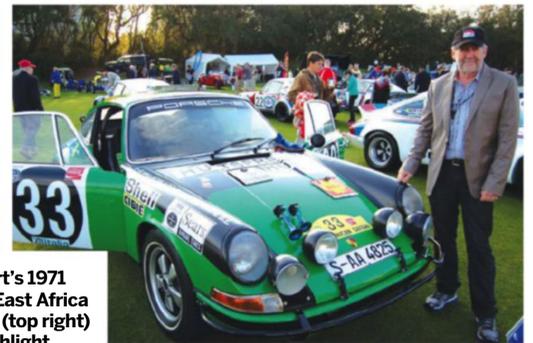
An early return to the Ritz on Saturday morning was rewarded with second row seats right behind the family members of the panel members, which included Dan Gurney, Bob Bondurant, David Hobbs, Brian Redman, John Horsman and Lee Holman. Again, the stories they shared were truly priceless, with Hobbs and Redman often rivalling each other for the most outrageous tale! We spent the rest of a sunny Saturday afternoon taking a drive to Jacksonville, Geoff's birthplace.

For the Sunday concours, I had secured special 'early admission' passes, which would give us a chance to enjoy the cars before the



crowds turned up. As the sun rose, we walked along the 18th fairway among the entrants. We stopped to chat with friends old and new, including Peter Schutz, with whom we had a lengthy discussion about his time as President of Porsche. We also caught up with Zwart, who was showing his beautifully restored 1971 Porsche 911 STR, built by the Porsche factory for the East African Rally. Other favourites included a very early 901 in Signal Red, which had been restored by none other than Alois Ruf, and would deservedly go on to win Best in Class honours, as well as the Porsche Museum's own 1984 Rothman's Porsche 953 4WD, which won the Paris-Dakar Rally.

After 90 minutes of relative solitude, the gates opened and our private car show of just a couple of hundred insiders was invaded by 30,000 spectators! Although the grounds were packed, you could not find a nicer or more polite crowd, and the warm, sunny Florida weather could not have been better. Quite like the cars, actually; just perfect. **911**



Jeff Zwart's 1971 911 STR East Africa Rally Car (top right) was a highlight among the many gems, along with Don Murray's 901 (bottom left)



Before



The OE alloys on the C4S looked great...

After



...but these new Carrera Sports alloys are nothing short of stunning

Maxie Islam

• Stevenage, UK



2006 997 Carrera 4S

This month: New Carrera Sport wheels and a renewal of insurance

Date acquired:

August 2010

Last report:

Issue 98

Total miles:

37,000

Costs:

£1,200

As soon as we turned the page into March, the sun came out to play, temperatures reached double figures and many of us thought spring had arrived. Then the following week, dark clouds loomed and we had snow! This hampered our efforts to do the grand photoshoot at Silverstone over a very cold Sunday, where temperatures were near freezing all day. However, we managed to pull it off, and photos should be proudly on display elsewhere in this special centenary issue of **Total 911**.

I say 'we', as the 911uk.com forum was heavily involved in this collaborative effort with **Total 911** to gather as many 911s together on the day.

In time for this prestigious meeting of 911s, I had a couple of things done to my own 997. Ever since I bought my car, I had always wanted to change the wheels to something

a bit more special, like the Carrera Sports alloys rather than the standard Carrera S items. My local Porsche Centre would happily relieve me of the £3,800 it costs for a brand new set of these including tyres, but I wasn't certain that this was a particularly sound investment on my behalf.

However, as my luck would have it, the esteemed wheel refurbisher, Exel Wheels, just so happened to have a set of genuine Carrera Sports in the wide-bodied fitment available. I immediately jumped at the chance and enquired how much it would cost to do a part exchange. After some negotiations, Exel took my existing wheels and tyres in exchange for a set of newly refurbished Carrera Sports alloys and tyres with 6mm and 5mm tread. My old tyres were in need of replacement anyway, and besides, they were running Michelins front and Bridgestones rear. I now have Bridgestones all round – not

too unreasonable for the £1,000 I parted with for the new set.

The car has been transformed for the better, and the comments I have had have been very complimentary thus far. The ride is better than before (probably due to now running matching tyres!), and I don't feel much difference in the unsprung weight. My car has the optional Tyre Pressure Monitoring (TPM) system; prior to the exchange of wheels, Exel had to take out these particular valve stems, which meant running on a different set of wheels prior to fitment of the Carrera Sports, so I was lucky enough to experience some Turbo 997 alloys in the interim period. These alloys are of a forged design, and are lighter as a result. This made my car more agile in terms of brisker acceleration and even gave me an approximate 2miles per gallon increase in fuel economy.



The new alloys have transformed the overall look of the car

“Ever since I bought my car, I had always wanted to change the wheels to something a bit more special like the Carrera Sports alloys rather than the standard Carrera items”

The other visual enhancement came courtesy of Spectral Print. Having seen some work they have done to other cars like carbon fibre wraps, I wanted something similar – only more discreet – done to my car, as I don't like straying too far away from originality. They came up with the idea of wing-mirror transfers; something a bit different and easily peelable should the next owner of my car not like them.

While this was going on, my insurance renewal premium came through the post. The renewal premium for the 997 was £580 – almost what I paid last year. However, I had heard rumours that insurance premiums in 2013 should be less than in 2012, so I checked price comparison websites and hunted around for anything that alluded to hearsay. One of the companies near the top of the list was A-Plan. Should my car be knocked for any reason, it would go to an

OPC for crash repair damage. I liked both this feature and their premium, which at £450 represented something of a saving. My mileage is capped at 6,000 miles per annum on this policy (I have covered 10,000 miles in two years), so I'm delighted.

Meanwhile, stories of bore-scoring have reared their head again. After reading about this in Joel Newman's excellent article in Issue 97 of **Total 911**, I decided to take the step of ordering a low-temperature thermostat for my own M97 unit. At the time of writing, I have just received this and will be fitting it shortly. It includes a gasket and housing, and allows the engine to run at cooler temperatures. The water temperature gauge reads 83°C (181°F), but the thermostat brings this down to 71°C (160°F) according to the advert. I shall report back on my progress and let you know if the extra money was worth it! **911**



Chris Wallbank

2005 997 C2S Cabriolet

Date acquired: November 2012 Total miles: 23,230

Costs this month: £85

Lowlights: Not been able to get the car out on the roads for a few weeks now due to the bad weather and snow we've had up in Yorkshire!

Highlights: Getting a cracking insurance deal for the 997S with AdrianFlux.co.uk. Those guys are great when insuring a Porsche!



Ross Kirkman

1987 3.2 Carrera

Date acquired: 2009 Total miles: 95,600

Costs this month: Fuel

Lowlights: There are a few minor niggles I keep promising myself I'll sort, some mechanical and some cosmetic – the heater for one!

Highlights: With the British weather improving, I can start to bring the 3.2 out to play again as well as using the 996.



Tony McGuinness

997 Turbo & 997 GT3 RS

Date acquired: 2010 & 2011 Total miles: 15,241 (GT3 RS)

Costs this month: £1,480

Lowlights: Taking a dent from a stone on the front near the Porsche Crest. Small ding that fortunately was removed by a specialist.

Highlights: A spring weather drive over the Ortega Highway 74. Lots of turns and elevation changes on a challenging highway.



Gina Purcell

1989 964 Carrera 4

Date acquired: December 2012 Total miles: 119,155

Costs this month: £90 + fuel

Lowlights: The heater unit is away being repaired. Hopefully it can be resurrected to functionality, or I'll be investing in thermal underwear!

Highlights: Enjoying the BS Motorsport open day and drooling over 911 S/TRs, RSs and RSRs in all their glorious Seventies colours.



Kris Clewell

1972 911 T

Date acquired: November 2012 Total miles: 76

Costs this month: £3,265

Lowlights: Realising my tiny steering wheel is so small that I can drive with handcuffs on. Not that I'd try it, mind.

Highlights: Watching the salt go down the storm drain. Winter has gone and summer is here, so the car is due to grace the road again.



Maurice Tillaard

1972 911T RS Hot Rod

Date acquired: February 2012 Total miles: 0

Costs this month: £51,600

Lowlights: I made a logbook for my car where I documented every mile, and I can't find it anymore; I somehow lost it over the winter.

Highlights: The car should be back on the road after its winter sleep by the time you read this. Expect a detailed update next issue.



Ben James

996 GT3

Date acquired: March 2012 Total miles: 47,990

Costs this month: Fuel

Lowlights: The car has been garaged over a long winter and hasn't seen the light of day for months.

Highlights: Lots is planned for this year with the GT3: trackdays, a good detail and a few modifications. First, an annual inspection.



This month:
Eibach spacers,
rear damage, plus a front
and rear bumper and mirror respray!

Joel Newman
 London, UK



1999 996 Carrera 4

Date acquired:
 December 2011

Last report:
 Issue 98

Total miles:
 94,780

Costs:
 £2,087

Things have been a little quiet on the 996 front, as the old girl was on the receiving end of a low-speed rear end shunt. While sat at a set of red lights, a lady with her mind on other things decided to use my vehicle to bring her to a stop. The result: I needed a new rear bumper, rear drive belt, idler roller pulley and water union pipe.

The umming and erring between myself and the third-party insurers left my car in a state of limbo, and even when the case was about as straightforward as I imagine you can get, it still took six weeks for anyone to lift a finger. Once liability had been confirmed, I collected the car and took it to my own garage, Portiacraft, growing tired of the ongoing mess. I thought I may as well use the opportunity to get a few other minor areas touched up. I had the front bumper resprayed as well as both wing mirrors, on top of the replacement rear bumper, plus an oil service and filter replacement.

In the past, one thing mentioned to me was that my wheels sat too far back within the arches, which affected the overall look.



Spacers helped improve the stance on Joel's 996...



...but this nasty collision gave the car a temporary new look altogether

In essence, the wheels looked too narrow for the car (my OZ Wheels are OEM fitment front and rear, so this would also be the case with my OEM 'Turbo' wheels).

Digging around on a few forums, I was pointed in the direction of Eibach, who have developed a range of hub-centric spacers which bolt directly onto the hub (wheels then bolt onto these spacers, not through them) that not only help push the wheels out for an aesthetic improvement, but also widen the track of the vehicle, which in turn improves traction and reduces body roll.

One phone call to Revolution Motorstore later, and I had some solid advice. It seems that 15mm up front and 18mm at the rear was a 996 fitment that would see the wheels sat in line with the arches, so I ordered a set along with some extended bolts. 48 hours later and they were in my hands. First impressions of the Eibach Pro-Spacers were excellent, fitting was child's play, and

within 20 minutes all my wheels were back on the car.

The results – well, I will let you decide for yourself, but in my opinion this small touch has made the world of difference. From every angle the car looks better, with the flared rear arches hunched over the wheels as precisely as you could wish for.

In terms of handling improvement, I can't tell you at the moment, as the car was shunted just a few hours after the last wheel bolt was tightened. However, I have booked myself on Andy Walsh's Car Limit handling course, so I should be able to offer some comment shortly. I've also ordered a set of new Pirelli PZero Rosso rubber for the rear, and I'll tell you how I get on with those too.

What I can say is that I have the car back, and I'll let the photos do the talking regarding the new paintwork; big thanks to Portiacraft for all their help in my time of need – and boy, isn't she starting to look great? **911**



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RS SPEC PAGE 89
Full details of the '73 RS can be found in our Data File beginning on page 88.



COMPANY PROFILE 82



DATAFILE 88



ALSO INSIDE >>>

SHOWROOM 96

SERVICING & TUNING 99

INSURANCE & FINANCE 109

PORSCHE LIFESTYLE 111



40 YEARS

Written by **Kieron Fennelly**
Photographed by **Alisdair Cusick**

Total 911 pays homage to one of Britain's most revered Porsche





OF AUTOFARM

restorers and racers, now celebrating four decades of existence





Autofarm has survived recessions and restructuring to still stand strong today

When it comes to air-cooled Porsches, Autofarm's reputation extends beyond British shores. Such wisdom is hard earned, as demonstrated by their own rise, fall and resurrection. From modest beginnings, the company grew to the point where it was not only a Porsche specialist, but also a Saab and Suzuki distributor with over 40 employees. After liquidation following the Eighties recession, virtually all that remained was founder Josh Sadler's address book and a pile of spares. Yet the phoenix would rise from the ashes.

30 years earlier, things had looked very different. Sutton Coldfield schoolboy Josh, his passion for cars fuelled by trips to Prescott and Silverstone, got his

driving licence. As soon as he had the means, he would go racing. At Birmingham University, where he studied mechanical engineering with future F1 designer Harvey Postlethwaite, Josh worked on the suspension of Postlethwaite's car, and the latter reciprocated by fettling the engine of Sadler's car. An engineering apprenticeship followed, and by 1968 Josh was a development engineer at Glacier Bearings of West London. Sitting at the desk opposite was Steve Carr, another sports car-mad engineer, who between them spent a considerable amount of time planning their competition careers and how to create a business to pay for their racing habit. Meanwhile, Glacier's R&D department, of which Josh was in charge, was also serving as their unofficial workshop.

By 1973, the pair had set up shop in a ramshackle garage in Iver. Another colleague from Glacier, Jack Phillips, joined them, and soon the fourth member of the original Autofarm quartet, Mike Evans, would jump ship from the local Mercedes garage.

By happy coincidence, a scrapyards was situated next door, where one day Josh spotted a Fairthorpe Electron in the yard. An insurance company had written off the little plastic kit car because a door had become detached, but Josh could see there was little else wrong so, used to working on Lotuses and Reliants, rebuilt the Fairthorpe and resold it. Steve Carr appeared with a 911, similarly written off because of minor frontal damage. Josh recalls that it was a 1968 'A' series car and AFN (the importers) could offer only parts for post-1969 cars, and nobody

1972

Josh Sadler and Steve Carr resign from Glacier Bearings in West London

1973

Autofarm established at Iver. Josh begins racing 911s

1977

Company moves to site opposite Amersham underground station

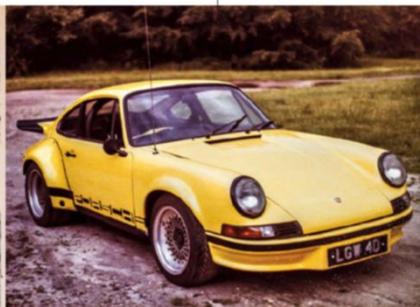
1985

Josh is by now a popular figure in club and Porsche GB racing circles

on the Autofarm

cerning mechanical repairs, Sadler is, "It's inevitable that we cut corners by standards of genuine Porsche repair work. We don't pretend that our repairs are as long as Porsche's own, but look at it! What I mean by this is that, for example, Porsche would replace the clutch assembly in the event of clutch failure, normally we would simply replace the plates; we won't replace expensive parts on the off-chance. The customer put the relative costs into perspective; it of course he does, the length of time it takes to keep the car. Amazing how many little tweaks there save money, like timing-chain tensioners which are about £25 each now. Nobody tells you it's a reconditioning is only 79p."

service and repair operations are comprehensive, so detailing is unnecessary. However, I was quite taken aback to see a routine gearbox rebuild, including





Sitting among many of the present day Porsche projects are subtle relics that illustrate Autofarm's glittering history

else in the UK seemed to have spares. All it needed essentially was a wing. Seeing an opportunity, Josh and Steve commandeered Jack Phillips's Cortina Estate car, drove to Duisburg and filled the car with Porsche spares from a dealer who also put them on to a wholesaler in Krefeld, which marked the beginning of the 40-year affair with Porsche.

Sadler knew little about the Stuttgart make before this, but their timing was good: the Porsche market in Britain was starting to take off. Autofarm became a marque specialist, and within a couple of seasons he and Carr would no longer be racing Clubmans' U2s, but 911s.

Iver was soon replaced by new but equally modest premises in Amersham. These were the formative years, when they were still "young and

"The market took off and Autofarm became marque specialists"

hungry," as Josh puts it. "We never really gave development of the business much thought," he recalls, "Steve and I both raced incessantly, and he even went and bought a small plane."

As the lease reached its end, they began to think of the next move. By now, Autofarm was well known in Porsche circles, and a club member approached them advising to sell the lease which, together with his financial backing and a loan, would fund the next move. So in 1987, Autofarm

upped sticks once again, this time to a four-acre site at Tring where they took over the local Saab and Suzuki franchises. Josh is candid about their business strategy: "We planned to build up the franchises and play Porsches off the back of it."

They might have pulled it off had the economy not gone into a wild upward spiral as both property prices and classic cars shot up in value. Then interest rates started going up, recession loomed and by March 1991 Autofarm was insolvent. It was a

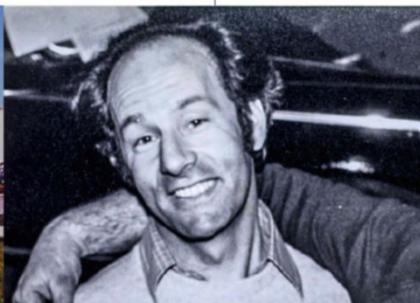
1988

Autofarm takes over Saab and Suzuki franchise at Tring



1991

Recession sends Autofarm into liquidation. Directors Sadler and Carr go their separate ways



1992

Sadler re-establishes Autofarm in his garage. Jack Phillips joins him



1993

Reduced to five people, Autofarm rents premises at Oddington Grange, its present home





Josh is happy to leave the day-to-day running of the business in younger hands

painful time, but far from exceptional. Porsche UK had stockpiles of unsold 964s and Zuffenhausen would declare over 1,000 redundancies. Josh feels that they were fortunate: their generous, Porsche-owning financial partner bore the brunt of the losses and Josh and Steve kept their homes. Crucially, the settlement allowed Sadler to recover not just a considerable inventory of spares, but all the Autofarm customer records.

Autofarm's reputation would save it, and as work came in from old customers, before long Josh was running Autofarm from his home. Happily, the Sadlers' neighbours tolerated this unregulated enterprise until the reborn company had sufficient momentum to afford a proper base. In August 1993, Autofarm took up residence in a converted barn at Oddington Grange, mid way between Bicester and Oxford. Finally, Autofarm really was on a farm, and has been there ever since.

Steve had gone his own way, but Mike and Jack returned and by the millennium Autofarm boasted a dozen employees. One of those was Nick Fulljames, who would develop the Silsleeve repair for 996 and Boxster engines. Josh's heart, however, was with the air-cooled design, and once Autofarm

had established an equilibrium he began to think of the retro-dated 911 design that would become the famous 're-creation.' The Autofarm RS re-creation was received enthusiastically by testers, and the concept would develop into a significant business, thanks in no small part to Autofarm's credibility.

The last decade has seen Autofarm expand from servicing air-cooled Porsches to encompassing the requirements of more modern 911s and Cayennes. These days, project manager Mikey Wastie, a 13-year Autofarm veteran and Josh protégé, oversees the engineering side, and Steve Wood, a racer with the Brackley-based Wood-Scott team, is workshop manager. But if day-to-day management is in the hands of an experienced younger generation, Josh has no intention of going quietly. As I leave Oddington Grange, he is filling in his driving licence form: 70 in a few weeks, he has to reapply, but surely this can be done online? "If you want to carry on being able to drive a 7.5-tonner or pull a trailer, you have to fill out the paper form," he explains. Does he still have a racing licence? "Oh yes – that's already been renewed for 2013!" With a little help from his friends, the story of Autofarm is really the tale of a man called Josh Sadler. **911**

JOSH SADLER



Where does your interest in cars and motorsport come from?

My grandfather – I'm told, because I never knew him – raced a Sunbeam. However, my godfather used to take me to Shelsey and Prescott, and I remember a grand prix at Silverstone in the early Fifties.

You studied with Harvey Postlethwaite.

Yes, we were great friends. I left Birmingham with just a BSc, but Harvey stayed to do a doctorate. It was a great loss when he died aged only 55.

Glacier was your first proper job. It sounds like a very reasonable employer.

Yes, we got away with a lot. On the day that Exchange & Mart (the main conduit then for buying and selling cars) came out, Steve Carr and I used to fight over who got to use our one telephone first!

Whose idea was it to buy and do up cars?

It was Steve who hit upon acquiring insurance write-offs and reselling them. It does make us sound like criminals but there was no legislation then, and cars like that Fairthorpe and our first 911 had really nothing wrong with them.

Porsches became your stock in trade.

Our business philosophy was geared to working on customers' cars to pay for racing. We used to buy second-hand Porsches from a dealer and customise them. They were known as our tart traps!

And you had fun...

Yes, we had tremendous fun. It didn't always make sound business sense, and we came badly unstuck. But I was lucky, and we had many loyal customers, so here we are doing what I have always wanted to do.

Do you have any regrets?

If I have a regret, it is that I didn't find a British marque to champion as we have with Porsche. We could never compete on equal terms with, say, Kremer, because they were in Germany, so could work directly with Porsche.

How important has Silsleeve been?

It's a successful piece of engineering, but the main benefit has been introducing the water-cooled generation cars to Autofarm.

You are now of an age when many might think of retiring. What happens next?

What else do you do with your life? I shall carry on!

2000

Builds first proper RS 're-creation' from flood-damaged 1989 3.2 Coupe



2005

Markets Silsleeve repair for 996 and Boxster engines



2007

Autofarm now increased to 17 people



2013

Steve Wood appointed workshop manager; Autofarm's 40th birthday and Josh's 70th





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Porsche 911 (1997) 3.6 Turbo Convertible Tiptronic

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Porsche 911 (1997) 3.6 Carrera 4 Convertible

2008/58, 29k miles, Meteor Grey with Black Leather, PCM - Sat Nav with Phone, Electric Memory Seats, BOSE Sound System, CD Multichanger, Park Distance Control, 19" Carrera Classic Alloys with Coloured Crests, PSM, On-Board Computer, Climate Control. **£39995**



Porsche 911 (1997) 3.6 Carrera Coupe Gen II

2009/59, 32k miles, Meteor Grey with Black Leather, PCM - Sat Nav, Bluetooth Phone Prep, Heated Seats, Red Seat Belts, Dynamic Cornering Lights, Park Distance Control, 19" Carrera Classic Alloys with Coloured Crests, PSM, On-Board Computer, Climate Control. **£39900**



Porsche 911 (1997) 3.8 Carrera 4S Convertible

2006/06, 30k miles, Midnight Blue with Ocean Blue Full Leather, PCM - Sat Nav with Phone, Switchable Sports Exhaust, Aluminium Dials, Electric Memory Seats, Park Distance Control, 19" Carrera Classic Alloys, PASM, PSM, On-Board Computer, Climate Control. **£32995**



Porsche Cayman S 3.4 Sport

2009/09, 7k miles, Orange with Black Leather, Sports Chrono Pack, BOSE Sound System, Heated Sports Seats, Park Distance Control, Short Shift Gearbox, 19" Black Carrera Sport Alloys with Coloured Crests, PSM, On-Board Computer, Climate Control, Limited Edition Number 392 of 700. **£31995**



Porsche Boxster (1987) S 3.4 Gen II

2010/59, 23k miles, Basalt Black with Black Leather, PCM 3 - Sat Nav, Bluetooth Phone Prep, Heated Seats, BOSE Sound System, Park Distance Control, 3-Spoke Multifunction Steering Wheel, 19" Turbo Alloys with Porsche Crests, PSM, Aluminium Dials, Climate Control. **£28495**



Porsche Cayman S 3.4 Sport

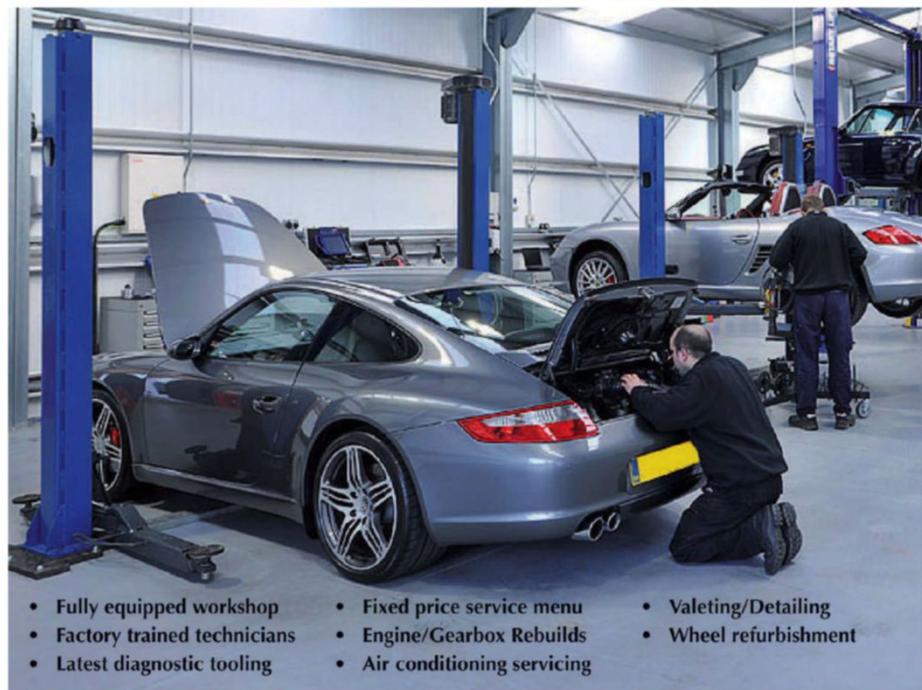
2008/58, 49k miles, Basalt Black with Black Leather, PCM - Sat Nav with Phone, Sport Chrono Pack Plus, Heated Seats, BOSE Sound System, Park Distance Control, 19" Black Sport Design Alloys with Coloured Crests, PASM, PSM, On-Board Computer, Climate Control, Limited Edition Number 059 of 700. **£27995**



Porsche 911 (1996) 3.6 Turbo Coupe Tiptronic

2002/52, 51k miles, Arctic Silver with Black Ruffled Leather, PCM - Sat Nav with Phone, Heated Electric Memory Seats, BOSE Sound System, CD Multichanger, Park Distance Control, 18" Turbo II Alloys with Coloured Crests, On-Board Computer, Climate Control. **£26495**

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911 PREMIER PORSCHE

[NEW FOR 2013]

Data file

Definitive facts and figures for every 911 model from 1963 – present

Welcome to the Total 911 data file, the definitive verdict to assist you in the world of 911s. All data here has been compiled, where possible, from Porsche's own figures. The cars are organised in rows according to release date. Many models were available in Coupe, Targa and Cabriolet forms, with the option of automatic transmission.

Ratings: ★★★★★

Each model is rated according to performance, handling, appearance and desirability. Do you agree? Tell us your thoughts: editorial@total911.co.uk.

ULTRA RARE

You'll be lucky to see one on the road.

VERY FAST

All 911s are fast, this one particularly so.

INTRO 911

An ideal first 911 – affordable and largely trouble-free.

Sales debate: are 911 prices affected by summer?



It's an age-old adage, but there's no denying that the summer sun whets the appetite for those great driving moments in all except the most hardcore of 911 enthusiasts.

But before we all begin excitedly thumbing through the used sales brochures at the first sight of sunshine, could we have saved a considerable amount by buying our 911 in the winter months? And does that blistering summer sun affect prices of Cabriolet models in particular?

According to independent specialists Paragon Porsche, prices usually remain the same all year round, though it all depends on the current climate of the market: "I wouldn't say prices go up in the summer. Yes, we probably sell more Cabriolets at that time of year, but again, the prices very much depend on the market," says salesman Jamie Tyler.

However, fellow Porsche specialists Finlay Gorham told us prices have been known to fluctuate slightly in summer, and not just for Cabriolet models either.

The message, then, is to shop around and know exactly what you're looking for before you buy – whether it be in summer or winter. Be market-savvy in your research and don't think the price of even your desired hardtop 911 will not be affected by the bright yellow ball in the sky. Now, to the Premier Porsche showroom...

Car of the month

2012 991 Carrera S £72,500

Location:
Northamptonshire, UK
Contact: 01933 354144

This Basalt black 991 from Dove House Motor Company is a great buy if you want a plethora of extras on your relatively new 911 without paying for their factory cost. Bi-Xenon headlights, front and rear park assist, a rear wiper (yes, it's still an extra), folding mirrors, heated seats, Bose surround sound system and PCS with voice control all make the £72,500 price tag seem lenient. When you consider it's also powered by the 3.8-litre 'S' engine, this looks like a great buy.



911 2.0-litre **ULTRA RARE** (O series) 1963-67



The 911 that started it all off exactly 50 years ago when the prototype appeared in 1963, this is the car that set the style for all 911s to follow. Developed to eventually replace the 356,

the 911 was an all-new design that was undoubtedly a better all-round drive than its predecessor.

Capacity: 1,991cc
Compression ratio: 9.8:1
Maximum power: 160bhp @ 6,800rpm
Maximum torque: 180Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x4.5J, 165HR (15x5.5J, 185HR from 1967); Rear: 15x4.5J, 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: 7.9 sec
Top speed: 152mph

RATING:
★★★★★

911S (B series) 1968-69



The 911S was updated to B series specification in line with the 911E. Like the E, the more sporty S gained a fuel injection, boosting power to a useful 170bhp. To help cope with the

extra demands this put on the engine, an additional oil cooler was fitted in the front right-hand wing.

Capacity: 1,991cc
Compression ratio: 9.9:1
Maximum power: 170bhp @ 6,800rpm
Maximum torque: 183Nm @ 5,500rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185HR; Rear: 15x6J, 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 995kg
0-60mph: 6.6 sec
Top speed: 155mph

RATING:
★★★★★

911T (E series) 1972



The entry-level 911T received a boost in engine size to 2,341cc in 1972 to compensate for its increased power. However, a lower compression ratio and the inclusion of Zenith 40 T1N

triple-choke carburetors led to the relatively lower power output of 130bhp.

Capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 6,200rpm
Maximum torque: 196Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x5.5J, 165VR; Rear: 15x5.5J, 165VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: n/a
Top speed: n/a

RATING:
★★★★★

911S (G, H, I, J series) 1974-77



For 1974, Porsche realigned its model line-up, and the 911S was no longer the range-topping car, but rather a mid-range model comparable to the previous 911E. It had the same body changes as the base model, and came as standard with 15-inch ATS 'cookie cutter' wheels.

Capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 175bhp @ 5,800rpm
Maximum torque: 235Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: n/a
Top speed: n/a

RATING:
★★★★★

911S

(O and A series)
1966-68



Porsche soon started off something that would continue to be popular throughout the 911's history: producing more powerful variants. The first of these was the 911S (for Super), which had a higher compression engine and twin Weber 40IDS carburetors.

Capacity: 1.991cc
Compression ratio: 8.8:1
Maximum power: 160bhp @ 6,800rpm
Maximum torque: 180Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x4.5J, 165HR (15x5.5J, 185HR from 1967); Rear: 15x4.5J, 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: 7.9 sec
Top speed: 152mph

RATING:
★★★★★

911L

(A series)
1967-68



In 1967, the 911 received its first update with the A-series. This coincided with an expansion to the range: the standard car became known as the 911L (Lux) and sat alongside the high-performance 911S and the entry-level 911T

Capacity: 1.991cc
Compression ratio: 9.0:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 173Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x5.5J, 185HR; Rear: 15x5.5J, 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: 8.4 sec
Top speed: 132mph

RATING:
★★★★★

911T

(A & B series)
1967-68



The entry-level 911T had a 110bhp engine that, to save money, used cast-iron cylinder heads (as opposed to the Biral aluminium/iron items which gave more efficient cooling) and carburetors instead of fuel injection. The interior specification was similar to that of the 912.

Capacity: 1.991cc
Compression ratio: 8.6:1
Maximum power: 110bhp @ 5,800rpm
Maximum torque: 156Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x5.5J, 165HR; Rear: 15x5.5J, 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-60mph: n/a
Top speed: n/a

RATING:
★★★★★

911E

(B series)
1968-69



In 1968 the 911 received its first significant update, enabling it to evolve into what is known as the B series. Central to the new model line-up was the 911E, which replaced the 911L as the 'standard' car. The 'E' stood for 'Einspritz', which is German for injection.

Capacity: 1.991cc
Compression ratio: 9.1:1
Maximum power: 140bhp @ 6,500rpm
Maximum torque: 175Nm @ 4,500rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-60mph: 7.6 sec
Top speed: 130mph

RATING:
★★★★★

911E

(C & D series)
1969-71



The C series saw an increase in engine capacity to 2,195cc. Other minor improvements made to the engine included revised cylinder heads, larger valves and stronger connecting rods. In 1970 the D series cars had hot-zinc coated undersides and other minor changes.

Capacity: 2,195cc
Compression ratio: 9.1:1
Maximum power: 155bhp @ 6,200rpm
Maximum torque: 191Nm @ 4,500rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-60mph: 7.5 sec
Top speed: 137mph

RATING:
★★★★★

911S

(C & D series)
1969-71



An upgrade in engine size from 1,991cc to 2,195 gave the 911S a useful 10bhp hike in power to 180bhp. Unlike the 911E, though, the S didn't gain such an improvement in low-down power and torque, so you had to keep the revs up to get the full benefit of the extra horsepower.

Capacity: 2,195cc
Compression ratio: 9.8:1
Maximum power: 180bhp @ 6,500rpm
Maximum torque: 199Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185HR; Rear: 15x6J, 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-60mph: 6.6 sec
Top speed: 155mph

RATING:
★★★★★

911T

(C & D series)
1969-71



When the 911E and 911S increased their engine capacity to 2.2 litres, their little brother followed suit. Like the 911E, the torque curve was now flatter, in the process making the car more driveable. Ventilated discs from the S were fitted and a five-speed gearbox became standard.

Capacity: 2,195cc
Compression ratio: 8.6:1
Maximum power: 125bhp @ 5,800rpm
Maximum torque: 177Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x5.5J, 165HR; Rear: 15x5.5J, 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-60mph: n/a
Top speed: n/a

RATING:
★★★★★

911E

(E series)
1972



An increase in engine capacity to 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 a stronger unit, making it better suited to the extra power.

Capacity: 2,341cc
Compression ratio: 8.0:1
Maximum power: 165bhp @ 6,200rpm
Maximum torque: 206Nm @ 4,500rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: 7.5 sec
Top speed: 137mph

RATING:
★★★★★

911E

(F series)
1973



After a number of incidents in which people filled E series 911s with petrol via the external oil-filler, the filler returned to under the engine compartment lid. The 911E was fitted with a new type of ATS cast-aluminium wheels and had the front spoiler of the 911S.

Capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 6,200rpm
Maximum torque: 196Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x5.5J, 165VR; Rear: 15x5.5J, 165VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: n/a
Top speed: n/a

RATING:
★★★★★

911S

(F series)
1973



For the F series, the 190bhp 911S followed the same upgrades as the 911E: the most significant being the deletion of the external oil-filler flap in the right-hand rear wing. It also adopted black trim around the front and rear lights and black front quarter grilles.

Capacity: 2,341cc
Compression ratio: 8.5:1
Maximum power: 190bhp @ 6,500rpm
Maximum torque: 216Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: n/a
Top speed: n/a

RATING:
★★★★★

911T

(F series)
1973



US-bound F series 911Ts were the first 911s to have Bosch K-Jetronic fuel injection. This was fundamentally mechanical with some electronic sensors. It gave precise injections of fuel as required, in the process keeping emissions down and improving economy.

Capacity: 2,341cc
Compression ratio: 8.0:1
Maximum power: 165bhp @ 6,200rpm
Maximum torque: 206Nm @ 4,500rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: n/a
Top speed: n/a

RATING:
★★★★★

911

(G, H, I, J series)
1974-77



For 1974, the entry-level car was badged '911' and fitted with a 2.7-litre engine. Bumpers were added to conform to US regulations, and from 1976 all 911s were hot-dip coated and fitted with 'elephant ear' mirrors.

Capacity: 2,687cc
Compression ratio: 8.0:1
Maximum power: 150bhp @ 5,700rpm (165bhp @ 5,800rpm from 1976)
Maximum torque: 235Nm @ 3,800rpm (235Nm @ 4,000rpm from 76)
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J; Rear: 15x6J, 185VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: n/a
Top speed: n/a

RATING:
★★★★★

ULTRA-RARE MODEL



1972-73 Carrera 2.7RS

The RS had a 2,681cc engine that developed 210bhp. The body was lightened and fitted with flared rear arches and an optional ducktail spoiler. The RS Sport was an ultra-light model, while the Touring car retained some creature comforts.

Capacity: 2,681cc
Compression ratio: 8.5:1
Maximum power: 210bhp @ 6,300rpm
Maximum torque: 255Nm @ 5,100rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x7J, 215VR
Length: 4,163mm
Width: 1,610mm
Weight: 975kg (Sport)
0-60mph: 5.6 sec
Top speed: 153mph

RATING:
★★★★★



911 Carrera

(G & H series)
1974-75



From 1974, Porsche used the Carrera name on its range-topping 911. The 911 Carrera used essentially the same 2.7-litre, 210bhp engine as the previous year's RS for all markets except the USA. In 1975 it was available with an optional new whaletail spoiler.

Capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 210bhp @ 6,300rpm
Maximum torque: 255Nm @ 5,100rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x7J, 215VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: n/a
Top speed: n/a

RATING:
★★★★★

911 Carrera 3.0

(I & J series)
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, which was essentially that from the 911 Turbo. This engine, with the addition of some minor changes, continued to power the 911 until 1989.

Capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 200bhp @ 6,000rpm
Maximum torque: 255Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J; Rear: 15x7J, 215VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,093kg
0-62mph: 6.3 sec
Top speed: 145mph

RATING:
★★★★★

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930 3.0

1975-77



Fitted with a KKK turbocharger, this was the world's first production car to be turbocharged. Flared arches and a whale tail spoiler created a look that would become legendary. Brakes weren't good on early Turbos, and the four-speed gearbox was standard.

Capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 260bhp @ 5,500rpm
Maximum torque: 343Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x7J, 185/70VR; Rear: 15x8J, 215/60VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,195kg
0-62mph: 5.3 sec
Top speed: 168mph

RATING:
★★★★★

930 3.3

1978-83



A larger engine led to an extra 40bhp of power, and an intercooler on top of the engine led to the adoption of a new 'teatray' spoiler. The brakes were upgraded

with 917 racecar-based items, larger discs and four-piston calipers.

Capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 343Nm @ 4,000rpm
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 15x7J, 185/70VR; Rear: 15x8J, 215/60VR
Length: 4,491mm
Width: 1,775mm
Weight: 1,300kg
0-62mph: 5.0 sec
Top speed: 160mph

RATING:
★★★★★

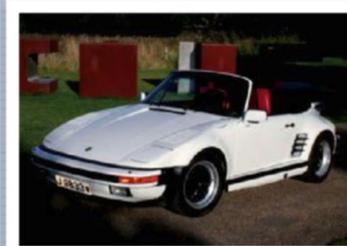
ULTRA-RARE MODEL

1986-89 930 SE

Slant nosed and based on that of the 935 racecars, with pop-up headlamps. The front spoiler was made deeper in order to accommodate the extra oil cooler, while intakes in rear wings fed air to the brakes. Larger turbocharger and four-outlet exhaust gave 30bhp of extra power.

Capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 330bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 16x7J, 205/55VR; Rear: 16x9J, 245/45VR
Length: 4,491mm
Width: 1,775mm
Weight: 1,335kg
0-62mph: 4.6 sec
Top speed: 173mph

RATING:
★★★★★



964 Turbo

1990-92



This used the revised 964 body shell, extended arches and 'teatray' spoiler. The engine was essentially the 3.3-litre unit from the previous model, but updated to give more power.

Brakes were ABS-equipped. 17-inch Cup wheels were a new design, as were the 'teardrop' door mirrors.

Capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 320bhp @ 5,750rpm
Maximum torque: 450Nm @ 4,500rpm
Brakes: Front: 322mm discs; Rear: 299mm discs
Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/45ZR17
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg
0-62mph: 5.0 sec
Top speed: 169mph

RATING:
★★★★★

964 RS

1991-92



Around 120kg was lost by deleting 'luxuries' and fitting magnesium Cup wheels. Power was boosted by 10bhp and fed through a flywheel and updated clutch. Suspension

was lowered by 40mm and updated, as were the brakes. Sport and Touring versions were also offered.

Capacity: 3,600cc
Compression ratio: 10.3:1
Maximum power: 272bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
Brakes: Front: 322mm discs; Rear: 299mm discs
Wheels & tyres: Front: 17x7.5J, 205/50ZR17; Rear: 17x9J, 255/40ZR17
Length: 4,250mm
Width: 1,650mm
Weight: 1,230kg (Sport)
0-62mph: 5.2 sec
Top speed: 162mph

RATING:
★★★★★

964 3.8 RS

1993



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

Suspension was RS-derived, while brakes were a mix of RS and Turbo 3.6 items.

Capacity: 3,746cc
Compression ratio: 11.6:1
Maximum power: 300bhp @ 6,500rpm
Maximum torque: 359Nm @ 5,250rpm
Brakes: Front: 322mm discs; Rear: 299mm discs
Wheels & tyres: Front: 18x9J, 235/40ZR; Rear: 18x11J, 285/35ZR
Length: 4,250mm
Width: 1,775mm
Weight: 1,210kg
0-62mph: 4.9 sec
Top speed: 169mph

RATING:
★★★★★

993 Carrera

1993-97



Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. The engine was revised with hydraulic tappets and hot-film airflow sensor,

plus VarioRam from 1996. All-new multilink rear suspension gave improved handling.

Capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 272bhp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
Brakes: Front: 304mm discs; Rear: 299mm discs
Wheels & tyres: Front: 16x7J, 205/55ZR16; Rear: 16x9J, 245/45ZR16 (17-inch rims optional)
Length: 4,245mm
Width: 1,735mm
Weight: 1,370kg (Coupe)
0-62mph: 5.6 sec
Top speed: 168mph

RATING:
★★★★★

911 SC 

1978-83



From 1978 the SC was the only normally aspirated 911. It was a development of the Carrera 3.0, but the engine produced less power to suit all markets. A Sport option allowed for the inclusion of front and rear spoilers, 16-inch Fuchs alloy wheels, sports seats and dampers.

Capacity: 2,994cc
 Compression ratio: 8.5:1/8.6:1/9.8:1
 Maximum power: 180/188/204bhp @ 5,500rpm
 Maximum torque: 265/265/267Nm @ 4,300rpm
 Brakes: Front: 287mm discs; Rear: 295mm discs.
 Wheels & tyres: Front: 15x6J, 185/70VR; Rear: 15x7J, 215/60VR (16-inch optional)
 Length: 4,291mm
 Width: 1,626mm
 Weight: 1,160kg (1978 Coupe)
 0-62mph: 6.5 sec
 Top speed: 141mph

RATING:
★★★★★**930 3.3**

1984-89



A revised engine added more power and torque in 1984, while in 1987 Motronic engine management improved efficiency and emissions when the car returned to the

US market. Perforated brake discs later appeared in 1988, while a five-speed gearbox arrived in 1989.

Capacity: 3,299cc
 Compression ratio: 7.0:1
 Maximum power: 300bhp @ 5,500rpm
 Maximum torque: 432Nm @ 4,000rpm
 Brakes: Front: 304mm discs; Rear: 309mm discs
 Wheels & tyres: Front: 16x7J, 205/55VR; Rear: 16x9J, 245/45VR
 Length: 4,491mm
 Width: 1,775mm
 Weight: 1,335kg
 0-62mph: 4.8 sec
 Top speed: 173mph

RATING:
★★★★★**Carrera 3.2** 

1984-89



The Carrera 3.2 had almost the same galvanised body as the SC. The engine was claimed by Porsche to be 80 per cent new, and was the first production 911 motor to feature an ECU to control the ignition and fuel systems. The Getrag G50 gearbox appeared in 1987.

Capacity: 3,164cc
 Compression ratio: 10.3:1
 Maximum power: 231bhp @ 5,900rpm
 Maximum torque: 284Nm @ 4,800rpm
 Brakes: Front: 304mm discs; Rear: 309mm discs.
 Wheels & tyres: Front: 15x7J, 195/65VR; Rear: 15x8J, 215/60VR (16 inches for 1989)
 Length: 4,291mm
 Width: 1,650mm
 Weight: 1,210kg (Coupe)
 0-62mph: 5.6 sec (Coupe)
 Top speed: 148mph (Coupe)

RATING:
★★★★★**930 LE** 

1989



Essentially an SE without a slantnose front, the LE had the same engine, front spoiler, sill extensions and rear air intakes. The fully specced interior and 'Limited Edition' status meant the LE was initially thought by many to be the last ever 911 Turbo. Of course, that wasn't the case...

Capacity: 3,299cc
 Compression ratio: 7.0:1
 Maximum power: 330bhp @ 5,500rpm
 Maximum torque: 432Nm @ 4,000rpm
 Brakes: Front: 304mm discs; Rear: 309mm discs
 Wheels & tyres: Front: 16x7J, 205/55VR; Rear: 16x9J, 245/45VR
 Length: 4,491mm
 Width: 1,775mm
 Weight: 1,335kg
 0-62mph: 4.6 sec
 Top speed: 173mph

RATING:
★★★★★**3.2 Clubsport**

1987-89



Removing the 'luxuries' from the Carrera 3.2 sliced around 40kg off the car's weight. Revised engine management gave a higher rev limit of 6,840rpm, but Porsche never claimed there was any increase in power. Suspension updated and limited-slip differential standard.

Capacity: 3,164cc
 Compression ratio: 10.3:1
 Maximum power: 231bhp @ 5,900rpm
 Maximum torque: 284Nm @ 4,800rpm
 Brakes: Front: 304mm discs; Rear: 309mm discs.
 Wheels & tyres: Front: 15x6J, 195/65VR; Rear: 15x7J, 215/60VR
 Length: 4,291mm
 Width: 1,650mm
 Weight: 1,170kg
 0-60mph: 5.1 sec
 Top speed: 151mph

RATING:
★★★★★**Speedster**

1989



Essentially a Carrera 3.2 with a chopped, more steeply raked windscreen and hood and stripped-out interior. Most had wide Turbo bodies. Porsche insisted that the simple hood was not designed to be 100 per cent watertight. 2,065 examples of this model were built.

Capacity: 3,164cc
 Compression ratio: 10.3:1
 Maximum power: 231bhp @ 5,900rpm
 Maximum torque: 284Nm @ 4,800rpm
 Brakes: Front: 304mm discs; Rear: 309mm discs.
 Wheels & tyres: Front: 15x7J, 195/65VR; Rear: 15x8J, 215/60VR
 Length: 4,291mm
 Width: 1,650mm
 Weight: 1,210kg (Coupe)
 0-60mph: n/a
 Top speed: n/a

RATING:
★★★★★**964 Carrera 4**

1989-93



Heavily revised bodywork, deformable bumpers over coil-spring suspension and four-wheel-drive marked this radical overhaul of the 911, which Porsche claimed was 87 per cent new. The 3.6-litre engine featured two spark plugs per cylinder and ceramic exhaust port liners.

Capacity: 3,600cc
 Compression ratio: 10.3:1
 Maximum power: 250bhp @ 6,100rpm
 Maximum torque: 310Nm @ 4,800rpm
 Brakes: Front: 298mm discs; Rear: 299mm discs
 Wheels & tyres: Front: 16x6J, 205/55ZR16; Rear: 16x8J, 225/50ZR16 (17-inch rims optional)
 Length: 4,250mm
 Width: 1,650mm
 Weight: 1,450kg (Coupe)
 0-62mph: 5.7 sec (Coupe)
 Top speed: 162mph (Coupe)

RATING:
★★★★★**964 Carrera 2**

1990-93



Not everyone wanted four-wheel drive. Reflecting this attitude, the rear-drive Carrera 2 offered an emphatically more traditional 911 experience and was 100kg lighter, but looked identical to the Carrera 4. Tiptronic automatic transmission was a new option.

Capacity: 3,600cc
 Compression ratio: 10.3:1
 Maximum power: 250bhp @ 6,100rpm
 Maximum torque: 310Nm @ 4,800rpm
 Brakes: Front: 298mm discs; Rear: 299mm discs
 Wheels & tyres: Front: 16x6J, 205/55ZR16; Rear: 16x8J, 225/50ZR16 (17-inch rims optional)
 Length: 4,250mm
 Width: 1,650mm
 Weight: 1,350kg
 0-62mph: 5.5 sec
 Top speed: 164mph

RATING:
★★★★★**964 C2 Speedster** 1993-94

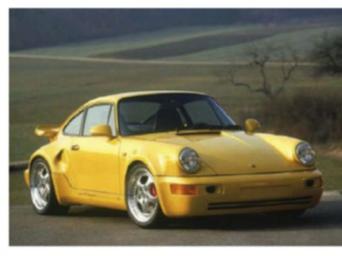
This combined the 964 bodyshell with the hood and windscreen of the Carrera 3.2 Speedster plus the RS interior. It is thought that Porsche planned to build around 3,000, but only 936 were made, many in bright colours such as yellow or red with colour-coded wheels.

Capacity: 3,600cc
 Compression ratio: 10.3:1
 Maximum power: 250bhp @ 6,100rpm
 Maximum torque: 310Nm @ 4,800rpm
 Brakes: Front: 298mm discs; Rear: 299mm discs
 Wheels & tyres: Front: 16x6J, 205/55ZR16; Rear: 16x8J, 225/50ZR16 (17-inch rims optional)
 Length: 4,250mm
 Width: 1,650mm
 Weight: 1,340kg
 0-62mph: n/a
 Top speed: n/a

RATING:
★★★★★**ULTRA RARE MODEL** **1992-93 964 Turbo S**

Essentially a 911 Turbo, but with 180kg of weight saved. Intakes in rear arches funnelled air to brakes. The engine power was boosted by 61bhp by larger turbocharger, larger valves and a revised engine management, with the suspension updated as per the RS. Just 80 examples were built.

Capacity: 3,299cc
 Compression ratio: 7.0:1
 Maximum power: 381bhp @ 6,000rpm
 Maximum torque: 490Nm @ 4,800rpm
 Brakes: Front: 322mm discs; Rear: 299mm discs
 Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x89J, 265/35ZR18
 Length: 4,250mm
 Width: 1,775mm
 Weight: 1,290kg
 0-62mph: n/a
 Top speed: n/a

RATING:
★★★★★**964 Turbo 3.6** 1993-94

The Turbo received an engine based on the 3.6-litre 964 unit, albeit one that had been modified. Distinctive 18-inch split-rim Speedline wheels covered the big-red brake calipers. Suspension was lowered by 20mm (not in the US) and a front strut-brace was fitted.

Capacity: 3,600cc
 Compression ratio: 7.5:1
 Maximum power: 360bhp @ 5,500rpm
 Maximum torque: 520Nm @ 4,200rpm
 Brakes: Front: 322mm discs; Rear: 299mm discs.
 Wheels & tyres: Front: 18x8J with 225/40ZR18 tyres; Rear: 18x10J with 265/35ZR18 tyres
 Length: 4,250mm
 Width: 1,775mm
 Weight: 1,470kg (Coupe)
 0-62mph: n/a
 Top speed: n/a

RATING:
★★★★★**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 the driving experience a more rear-drive-esque feel. Automatic Brake Differential (ABD) compensated for wheelspin.

Capacity: 3,600cc
 Compression ratio: 11.3:1
 Maximum power: 272bhp @ 6,000rpm
 Maximum torque: 330Nm @ 5,000rpm
 Brakes: Front: 304mm discs; Rear: 299mm discs
 Wheels & tyres: Front: 16x7J, 205/55ZR16; Rear: 16x9J, 245/45ZR16 (17-inch rims optional)
 Length: 4,245mm
 Width: 1,735mm
 Weight: 1,420kg (Coupe)
 0-62mph: 5.8 sec
 Top speed: 166mph

RATING:
★★★★★**993 Carrera RS**

1995-96



Had a lightweight body as per RS tradition, but teamed with a 3.8-litre engine, VarioRam intake system and remapped ECU to create 200bhp, fed to the rear wheels only, with suspension and brakes all updated. It is recognisable by the fixed rear wheeltail and large front spoiler.

Capacity: 3,746cc
 Compression ratio: 11.5:1
 Maximum power: 300bhp @ 6,000rpm
 Maximum torque: 355Nm @ 5,400rpm
 Brakes: Front: 322mm discs; Rear: 299mm discs
 Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 265/35ZR18
 Length: 4,245mm
 Width: 1,735mm
 Weight: 1,279kg
 0-62mph: 5.0 sec
 Top speed: 172mph

RATING:
★★★★★**993 Carrera 4S**

1995-96



The 4S was effectively a Carrera 4 with a Turbo wide bodyshell (but no fixed rear spoiler). It also boasted Turbo brakes and suspension, and the 18-inch wheels were similar to the Turbo items.

Capacity: 3,600cc
 Compression ratio: 11.3:1
 Maximum power: 285bhp @ 6,100rpm
 Maximum torque: 340Nm @ 5,250rpm
 Brakes: Front: 322mm discs; Rear: 322mm discs
 Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18
 Length: 4,245mm
 Width: 1,795mm
 Weight: 1,520kg
 0-62mph: n/a
 Top speed: n/a

RATING:
★★★★★**993 Turbo**

1996-98



The Turbo was fitted with two KKK turbochargers to reduce lag. Also, the power went to all four wheels using the Carrera 4's transmission system. Brakes were distinctive 'big reds' under hollow-spoked 18-inch wheels.

Capacity: 3,600cc
 Compression ratio: 8.0:1
 Maximum power: 408bhp @ 5,750rpm
 Maximum torque: 540Nm @ 4,500rpm
 Brakes: Front: 322mm discs; Rear: 322mm discs
 Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18
 Length: 4,245mm
 Width: 1,795mm
 Weight: 1,575kg
 0-62mph: 4.3 sec
 Top speed: 180mph

RATING:
★★★★★

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993 GT2

1995-96



Basically a 911 Turbo, but with reduced equipment. It also included rear-wheel drive, making it a better track car. The massive front and rear arch extensions give it a distinctive appearance.

Capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 430bhp @ 5,750rpm
Maximum torque: 540Nm @ 4,500rpm
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 18x9J, 235/40ZR18; Rear: 18x11J, 285/35ZR18
Length: 4,245mm
Width: 1,855mm
Weight: 1,290kg
0-62mph: 3.9 sec
Top speed: 189mph

RATING:
★★★★★

993 Carrera S

1997-98



The features that come with the Carrera S are very similar to the credentials of the Carrera 4S, only in rear-wheel drive. Very sought after today for its superb handling and

distinctive looks, the split engine cover lid and wide body give this a superb and distinct appearance.

Capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 285bhp @ 6,100rpm
Maximum torque: 340Nm @ 5,250rpm
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,450kg
0-62mph: 4.2 sec
Top speed: 189mph

RATING:
★★★★★

996 Carrera 4

1998-2001



Four-wheel-drive transmission fed only five per cent of power to front in normal driving, increasing to up to 40 per cent when required. Porsche Stability Management

combined traction control, anti-slip control and Automatic Braking Differential.

Capacity: 3,387cc
Compression ratio: 11.3:1
Maximum power: 300bhp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/40ZR17 (18-inch rims optional)
Length: 4,430mm
Width: 1,765mm
Weight: 1,375kg (Coupe)
0-62mph: 5.2 sec
Top speed: 174mph

RATING:
★★★★★

996 GT3

1998-2000



Commonly called the Gen1 GT3, this was a lightweight 996 with a 3.6-litre engine driving the rear wheels.

Suspension was lowered by 30mm and brakes upgraded. Available in Clubsport and Comfort guises, 1,890 were built, of which 103 were right-hand-drive.

Capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 360bhp @ 6,300rpm
Maximum torque: 370Nm @ 5,100rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18
Length: 4,430mm
Width: 1,765mm
Weight: 1,350kg
0-62mph: 4.8 sec
Top speed: 188mph

RATING:
★★★★★

Gen2 996 C2

2001-04



Face-lifted with Turbo-style headlamps and revised front and rear bumpers. Fitted with the more powerful 3.6-litre engine, VarioCam Plus and other refinements. Manual and Tiptronic transmission was also improved on. Moreover, the cabin received minor updates.

Capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/40ZR17 (18-inch rims optional)
Length: 4,430mm
Width: 1,765mm
Weight: 1,345kg
0-62mph: 5.0 sec
Top speed: 178mph

RATING:
★★★★★

996 GT2

2001-03



A lightweight, Turbo-bodied 996 with upgraded turbocharged engine that produced 460bhp and drove the rear wheels. The suspension was upgraded, while brakes had ceramic discs. It had a large rear spoiler, with Clubsport and Comfort versions offered.

Capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 462bhp @ 5,700rpm
Maximum torque: 620Nm @ 3,500 to 4,500rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 18x8.5J, 235/40ZR18; Rear: 18x12J, 315/30ZR18
Length: 4,435mm
Width: 1,830mm
Weight: 1,440kg
0-62mph: 4.1 sec
Top speed: 195mph

RATING:
★★★★★

Gen2 996 GT2

2004-05



The 911-based incarnation was a revised but ultimately short-lived version of the GT2, benefiting from the addition of a substantial amount of extra power thanks to the revised ECU, as well as the new pistons and rings. Moreover, it also came with PCCB included as standard.

Capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 483bhp @ 5,700rpm
Maximum torque: 640Nm @ 3,500 to 4,500rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 18x8.5J, 235/40ZR18; Rear: 18x12J, 315/30ZR18
Length: 4,435mm
Width: 1,830mm
Weight: 1,440kg
0-62mph: 4.0 sec
Top speed: 198mph

RATING:
★★★★★

996 Turbo S

2004-05



A 911 Turbo with the previously optional 30bhp power upgrade, consisting of larger turbochargers, upgraded intercoolers and revised ECU. The ceramic brakes were standard, and 18-inch alloys finished in GT Metallic Silver paint, in addition to the highly specced interior.

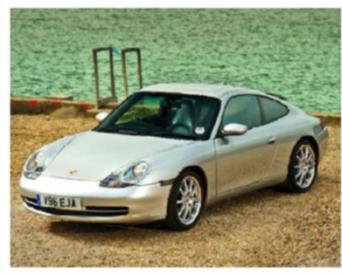
Capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 450bhp @ 5,000rpm
Maximum torque: 620Nm @ 3,500 to 4,400rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x11J, 295/30ZR18
Length: 4,435mm
Width: 1,830mm
Weight: 1,590kg
0-62mph: 4.1 sec
Top speed: 191mph

RATING:
★★★★★

INTRO 911INTRO
911**1997-2001 996 Carrera**

An all-new 911 with larger, restyled bodywork and a 3.4-litre water-cooled engine. The interior was redesigned in order to enable better ergonomic efficiency and allow for more room. The Carrera was a rear-wheel-drive, entry-level model, ideal for first-time Porsche drivers.

Capacity: 3,387cc
Compression ratio: 11.3:1
Maximum power: 300bhp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/40ZR17 (18-inch rims optional)
Length: 4,430mm
Width: 1,765mm
Weight: 1,320kg (Coupe)
0-62mph: 5.2 sec
Top speed: 174mph

RATING:
★★★★★**996 Turbo**

2000-05



Distinguished by wide rear arches, air intakes and a deep front spoiler, plus part-fixed, part-retractable rear spoiler. The 3.6-litre engine is based on the 996 unit and fitted with

twin KKK K17 turbochargers and VarioCam Plus. PSM is standard.

Capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 420bhp @ 6,000rpm
Maximum torque: 560Nm @ 2,700 to 4,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x11J, 295/30ZR18
Length: 4,435mm
Width: 1,830mm
Weight: 1,540kg
0-62mph: 4.2 sec
Top speed: 189mph

RATING:
★★★★★**996 Carrera 4S**

2001-05



Basically a Carrera 4 with the Turbo bodyshell without rear air intakes, and with a full-width rear reflector panel. The suspension and brakes were similar to the Turbo,

while wheels were 18-inch items. The interior spec was higher than that of conventional Carrera 4.

Capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x11J, 295/30ZR18
Length: 4,435mm
Width: 1,830mm
Weight: 1,495kg
0-62mph: n/a
Top speed: n/a

RATING:
★★★★★**Gen2 996 C4**

2001-04



Face-lifted in line with the rear-drive Carrera, this was the four-wheel-drive incarnation of the aforementioned earlier model. For most people who have experienced it, it drove

a lot like the Carrera and, indeed, there is very little to choose from between them.

Capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/40ZR17 (18-inch rims optional)
Length: 4,430mm
Width: 1,765mm
Weight: 1,405kg
0-62mph: 5.3 sec
Top speed: 175mph

RATING:
★★★★★**Gen2 996 GT3**

2003-05



Also known as the GT3 Gen2, it was based on the facelifted 996 Carrera, but with new spoilers. The 3.6-litre engine produced 381bhp. Suspension was lowered and

updated, and ceramic brakes optional. The interior was full-spec unless you opted for the Clubsport.

Capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 381bhp @ 7,400rpm
Maximum torque: 385Nm @ 5,000rpm
Brakes: Front: 350mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8.5J, 235/40ZR18; Rear: 18x11J, 295/30ZR18
Length: 4,435mm
Width: 1,770mm
Weight: 1,380kg
0-62mph: 4.5 sec
Top speed: 190mph

RATING:
★★★★★**997 Carrera**

2004-08



Fully revised 911 with 993-influenced bodywork and new interior. The 3.6-litre engine was like the 996, but refined for more power. Twin exhaust tailpipes were coupled with

rear-wheel drive via six-speed Tiptronic transmission.

Capacity: 3,596cc
Compression ratio: 11.8:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x10J, 265/40ZR18
Length: 4,427mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 5.0 sec
Top speed: 177mph

RATING:
★★★★★**997 Carrera S**

2004-08



As per the 997 Carrera, but with the more powerful 3.8-litre engine and PASM. 19-inch wheels were standard, with larger 330mm ventilated discs. It had Quad exhaust

tailpipes, and was available as rear-wheel-drive only.

Capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 355bhp @ 6,800rpm
Maximum torque: 400Nm @ 4,250rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x10J, 265/40ZR18
Length: 4,427mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 5.0 sec
Top speed: 177mph

RATING:
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997 Carrera 4

2005-08



The Carrera 4 was much like the 997 Carrera, but with drive to all four wheels via a multi-disc viscous coupling that transferred between five and 40 per cent of traction to the front wheels. It was 44mm wider at the rear than the Carrera in order to allow for wider wheels.

Capacity: 3,596cc
Compression ratio: 11.8:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x11J, 295/35ZR18
Length: 4,427mm
Width: 1,852mm
Weight: 1,450kg
0-62mph: 5.1 sec
Top speed: 174mph

RATING:
★★★★☆

997 Carrera 4S

2005-08



The same 3.8-litre, 355bhp engine as the Carrera S, but coupled with the four-wheel-drive system on the Carrera 4. Also had 44mm wider rear arches to allow for the 11-inch wider wheels and helped give a more aggressive look.

Capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 355bhp @ 6,800rpm
Maximum torque: 400Nm @ 4,250rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 19x11J, 295/30ZR19; Rear: 19x11J, 295/30ZR19
Length: 4,427mm
Width: 1,808mm
Weight: 1,475kg
0-62mph: 4.8 sec
Top speed: 179mph

RATING:
★★★★☆

Gen2 997 C2

2008-12



Revised with restyled LED rear lights and front driving lights. M97 engine replaced with a 91 DFI unit, using fewer parts (with no problematic Intermediate Shaft) and

direct-fuel injection to give much-improved economy. Seven-speed PDK transmission was a new option.

Capacity: 3,614cc
Compression ratio: 12.5:1
Maximum power: 345bhp @ 6,500rpm
Maximum torque: 390Nm @ 4,400rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x10.5J, 265/40ZR18
Length: 4,435mm
Width: 1,808mm
Weight: 1,490kg (Coupe)
0-62mph: 4.9 sec
Top speed: 180mph

RATING:
★★★★☆

Gen2 997 C2 S

2008-12



Revised as per the Carrera, but with larger 3.8-litre engine – again using fewer components and Direct Fuel Injection. The engine stroke was reduced from 82.8mm to 77.5mm, while the bore went up by 3mm to 102mm, in the process reducing the capacity to exactly 3,800cc.

Capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 385bhp @ 6,500rpm
Maximum torque: 420Nm @ 4,400rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 19x8J, 235/35ZR19; Rear: 19x11J, 295/30ZR19
Length: 4,435mm
Width: 1,808mm
Weight: 1,500kg (Coupe)
0-62mph: 4.7 sec
Top speed: 188mph

RATING:
★★★★☆

Gen2 997 GT3 RS

2009-



Has wider front arches and a larger spoiler. Dynamic engine mounts and PASM are standard. Air con is optional, with no door handles, wheel brace or sound proofing. Has the lap record for road models at the Nürburgring.

Capacity: 3,800cc
Compression ratio: 12.2:1
Maximum power: 450bhp
Maximum torque: 430–
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 9Jx19, 245/35ZR19; Rear: 12Jx19, 325/30ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,370kg
0-62mph: 4.0sec
Top speed: 192mph

RATING:
★★★★☆

997 Turbo S

2011-



As standard 997 Turbo, but with facelift body, more power (530bhp) and higher levels of standard equipment, including PCCB, centrelock wheels and ceramic brakes to go with unique two-tone interior and Sport Chrono Plus.

Capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 530bhp
Maximum torque: 700Nm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5Jx19, 235/35ZR19; Rear: 11Jx19 on 305/30ZR19
Length: 4,435mm
Width: 1,808mm
Weight: 1,585kg
0-62mph: 3.3sec
Top speed: 195mph

RATING:
★★★★☆

991 Carrera

2011-



The first 911 of the newest and latest seventh generation, the Carrera features a 350bhp 3.4-litre engine and takes styling hues from the 993. Completely redesigned chassis with lengthened wheelbase reduces overhang of engine weight. Panamera-esque interior.

Capacity: 3,436cc
Compression ratio: 12.5:1
Maximum power: 350bhp
Maximum torque: 390Nm
Brakes: Front: 330mm discs; rear: 330mm discs
Wheels & tyres: Front: 8.5Jx19, 235/40ZR19; Rear: 11Jx19, 285/35ZR19
Length: 4,491mm
Width: 1,808mm
Weight: 1,380kg
0-62mph: 4.8sec
Top speed: 179.6mph

RATING:
★★★★☆

991 Carrera S

2011-



Same as Carrera, including 7-speed manual box, but utilising 400bhp from a bigger 3.8-litre engine. Slightly larger front brakes than the standard Carrera (10mm bigger discs), with MacPherson front axle and multi-link suspension at the rear. Distinctive 'S' badging on rear bumper.

Capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400bhp
Maximum torque: n/a
Brakes: Front: 340mm discs; rear: 330mm discs
Wheels & tyres: Front: 8.5Jx20, 245/35ZR20; Rear: 8.5Jx20, 245/35ZR20
Length: 4,491mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 4.5sec
Top speed: 188.9mph

RATING:
★★★★☆

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997 Turbo

2005-10



Similar to the 997 Carrera 4S body, but with extra intakes at the front and sides. It essentially had the 996 Turbo engine, but with all-new twin turbos. Variable Turbine

Geometry (VTG) that effectively gave the best of both small and large turbochargers.

Capacity: 3,600cc
Compression ratio: 9.0:1
Maximum power: 480bhp @ 6,000rpm
Maximum torque: 620Nm @ 2,100-4,000rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5Jx19, 235/35/ZR19; Rear: 11Jx19, 305/30/ZR19
Length: 4,450mm
Width: 1,852mm
Weight: 1,585kg (manual Coupe)
0-62mph: 3.9sec
Top speed: 193mph

RATING:
★★★★★

997 GT3

2006-07



Track-focused car based on narrow-bodied Carrera and with reworked 996 GT3 engine. PASM was standard, but reworked to suit the sporting traits. Revs to

8,400rpm, 200rpm higher than 996 GT3. VarioCam was used on the 997 GT3 to improve torque.

Capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
Brakes: Front: 380mm discs; Rear: 340mm discs
Wheels & tyres: Front: 19x8.5J, 235/35ZR19; Rear: 19x12J, 305/30ZR19
Length: 4,445mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 4.3sec
Top speed: 192mph

RATING:
★★★★★

997 GT3 RS

2006-07



The RS was similar to GT3, but with the inclusion of the wider rear bodyshell of the Carrera S. 20kg weight was saved from the original model thanks to carbon fibre engine

cover and rear wing and plastic rear window, not to mention the relatively lightweight interior.

Capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
Brakes: Front: 380mm discs; Rear: 340mm discs
Wheels & tyres: Front: 19x8.5J, 235/35ZR19; Rear: 19x12J, 305/30ZR19
Length: 4,445mm
Width: 1,808mm
Weight: 1,375kg
0-62mph: 4.2sec
Top speed: 187mph

RATING:
★★★★★

997 GT2

2007-08



Essentially the 997 Turbo, but with rear-wheel-drive only. Also enjoyed a more track-orientated suspension and brake setup, with GT3-style interior and extra power at

523bhp. Porsche Stability Management and Porsche Active Suspension Management used.

Capacity: 3,600cc
Compression ratio: 9.0:1
Maximum power: 530bhp @ 6,500rpm
Maximum torque: 680Nm @ 2,200-4,500rpm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5Jx19, 235/35/ZR19; Rear: 11Jx19, 305/30/ZR19
Length: 4,469mm
Width: 1,852mm
Weight: 1,440kg
0-62mph: 3.7sec
Top speed: 204mph

RATING:
★★★★★

Gen2 997 C4

2008-12



There were numerous engine and body changes as per the Carrera, but with a wider rear end plus the welcome return of the full-width rear reflector, situated between the light

clusters. The new all-wheel drive was appropriated from the 997 Turbo.

Capacity: 3,614cc
Compression ratio: 12.5:1
Maximum power: 345bhp @ 6,500rpm
Maximum torque: 390Nm @ 4,400rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x10.5J, 265/40ZR18
Length: 4,435mm
Width: 1,852mm
Weight: 1,545kg
0-62mph: 5.0sec
Top speed: 176mph

RATING:
★★★★★

Gen2 997 C4S

2008-12



Bodywork as per the Carrera 4, but with the larger 3.8-litre engine. Utilised the 997 Turbo's four-wheel-drive, and Porsche Traction Management. Viscous coupling gives way to

electromagnetically controlled multi-plate clutch.

Capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 385bhp @ 6,500rpm
Maximum torque: 420Nm @ 4,400rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 235/30ZR19; Rear: 19x11J, 295/30ZR19
Length: 4,435mm
Width: 1,852mm
Weight: 1,555kg
0-62mph: 4.7sec
Top speed: 185mph

RATING:
★★★★★

Gen2 997 GT3

2009-2012



Updated as per the Carrera, but with unique front spoiler and rear wing, revised PASM, centre-lock wheels and better brakes. An already great car made better. Problems with rear hubs led to a recall for model year 2010 GT3s. About to be replaced with the new 991 variant.

Capacity: 3,800cc
Compression ratio: n/a
Maximum power: 435bhp
Maximum torque: n/a
Brakes: Front: n/a mm discs; Rear: n/a mm discs
Wheels & tyres: Front: n/a; Rear: n/a
Length: 4,435mm
Width: 1,808mm
Weight: n/a
0-62mph: 4.1sec
Top speed: 194mph

RATING:
★★★★★

Gen2 997 Turbo

2009-



As original 997 Turbo, but with new LED taillights and driver lights up front. Features larger tailpipes, plus a larger 3.8-litre engine with direct fuel injection. PDK transmission is

optional. Fuel consumption cut by 16 per cent.

Capacity: 3,800cc
Compression ratio: 9.8:1
Maximum power: 500bhp @ 6,000rpm
Maximum torque: 650Nm @ 1,950-500rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5Jx19, 235/35/ZR19; Rear: 11Jx19, 305/30/ZR19
Length: 4,450mm
Width: 1,852mm
Weight: 1,570kg
0-62mph: 3.4sec
Top speed: 194mph

RATING:
★★★★★

ULTRA RARE MODEL

ULTRA RARE

2010 997 SPORT CLASSIC

Based on a 3.8-litre, rear wheel-drive Carrera S, but with the 44mm wider rear arches of the four-wheel-drive 997s. Several instances of retro styling including iconic ducktail spoiler and large Fuchs wheels. Not available in the USA, and only 250 examples have been sold worldwide.



Capacity: 3,800cc
Compression ratio: n/a
Maximum power: 408bhp
Maximum torque: 420Nm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 19x8.5J, 235; Rear: 19x11J, 305
Length: 4,435mm
Width: 1,852mm
Weight: 1,425kg
0-62mph: 4.1sec
Top speed: 194mph

RATING:
★★★★★

997 GT2 RS

2010-



The GT2 goes back to its roots, with RS-style lightweight body and interior, plus extra power (620bhp). Instantly recognisable over standard GT2 thanks to lashings of carbon fibre on bonnet, air intake and mirrors.

Capacity: 3,600cc
Compression ratio: 9.0:1
Maximum power: 620bhp
Maximum torque: 700Nm
Brakes: Front: 380mm discs; Rear: 350mm discs
Wheels & tyres: Front: 9Jx19, 245/35ZR19; Rear: 12Jx19, 325/30ZR19
Length: 4,460mm
Width: 1,852mm
Weight: 1,370kg
0-62mph: 3.5sec
Top speed: 205mph

RATING:
★★★★★

997 GT3 RS 4.0

2010-



The pinnacle of 997 ownership, just 600 units produced, engine upgrades and aerodynamically tweaked, too, with angle of rear wing increased and mini vertical spoilers on either side of the front nose.

Capacity: 3,996cc
Compression ratio: 12.6:1
Maximum power: 493bhp @ 8,250rpm
Maximum torque: 460Nm @ 5,750rpm
Brakes: Front: 380mm discs; Rear: 380mm discs
Wheels & tyres: Front: 9Jx19, 245/35ZR19; Rear: 12Jx19, 325/30ZR19
Length: 4,460mm
Width: 1,852mm
Unladen weight (DIN): 1,360kg
0-62mph: 3.5sec
Top speed: 193mph

RATING:
★★★★★

991 Carrera 4

2012-



Enjoys a wider body, with rear fenders pulled out by 22mm on each side. Major telltale sign over Carrera 2 is the connecting rear tail light that comes as standard. Also features a torque distribution indicator, which keeps you informed on where the car is distributing torque.

Capacity: 3,436cc
Compression ratio: 12.5:1
Maximum power: 350bhp
Maximum torque: 390Nm
Wheels & tyres: Front: 8.5Jx19 235/40 ZR 19; Rear: 11Jx19 295/35 ZR 19
Length: 4,491mm
Width: 1,852mm
Weight: 1,450kg
0-62mph: 4.9sec
Top speed: 177mph

RATING:
★★★★★

991 Carrera 4S

2012-



Same wider body styling as Carrera 4 with rear connecting tail light, coupled to 3.8-litre 400bhp flat six engine. Also features six-piston brake callipers at front as opposed to four. Seven speed manual or PDK gearbox option available. Bigger wheels than C4 and 15kg heavier.

Capacity: 3,800cc
Compression ratio: 12.5:1
Maximum power: 400bhp
Maximum torque: 440Nm
Wheels & tyres: Front: 8.5Jx20, 245/35 ZR 20; Rear: 11Jx20, 305/30 ZR 20
Length: 4,491mm
Width: 1,852mm
Weight: 1,450kg
0-62mph: 4.5sec
Top speed: 185mph

RATING:
★★★★★

991 GT3

2013-



Electric power steering and wide body shell from 991 Carrera 4 used for the first time. PDK transmission only, no manual option. Mezger engine from previous GT3s replaced with revamped version of direct injection 991 Carrera S engine. First deliveries November 2013.

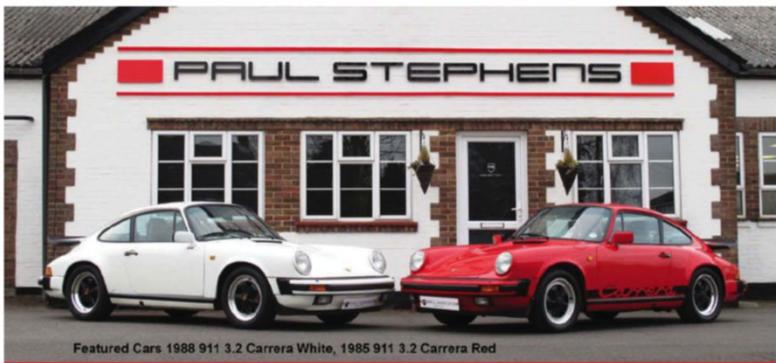
Capacity: 3,800cc
Compression ratio: 12.9:1
Maximum power: 475PS
Maximum torque: 440Nm
Wheels & tyres: Front: 9Jx20, 245/35 ZR 20; Rear: 12Jx20, 305/30 ZR 20
Length: 4,545mm
Width: 1,852mm
Weight: 1,430kg
0-62mph: 3.5sec
Top speed: 196mph

RATING:
UNKNOWN

991 Turbo

2013-





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 997 Turbo 3.6 (2006 - 06) Cobalt Blue with Black Leather, Sat Nav, 45k miles £43,000	 997 Turbo 3.6 (2006 - 06) Silver with Black Leather, Sat Nav, 46k miles £43,000	 997 "2S" 3.8 Gen 2 (2008 - 58) Aqua Blue with Black Leather, Sat Nav, 23k miles £43,000	 997 "2S" 3.8 (2008 - 57) Olive with Black/Stone Leather, Sat Nav, 45k miles £38,000
 997 "2S" 3.8 (2008 - 08) Atlas Grey with Black Leather, Sat Nav, 25k miles £37,000	 997 "2S" Cab 3.8 (2007 - 07) Silver with Black Leather, Sat Nav, 23k miles £36,000	 996 Turbo Cab "X50" Tip (2003 - 53) Silver with Ocean Blue Leather, Sat Nav, 40k miles £35,000	 997 "4S" 3.8 (2006 - 56) Midnight Blue with Ocean Blue Leather, Sat Nav, 35k miles £34,000
 997 "2S" 3.8 (2007 - 07) Basalt Black with Black/Stone Leather, Sat Nav, 31k miles £34,000	 997 "4S" 3.8 (2006 - 06) Basalt Black with Black Leather, Sat Nav, 29k miles £34,000	 996 Turbo 3.6 "X50" Tip (2004 - 04) Basalt Black with Black Leather, Sat Nav, 59k miles £34,000	 996 Turbo Cab "X50" (2003 - 53) Midnight Blue with Black Leather, Sat Nav, 57k miles £33,000

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PORSCHE 997 - TURBO, C4S, C2S, C2

2008 - 997 TURBO COUPE TIP (MACADAMIA BRONZE) 28,000 Miles
Full Black Leather Interior, PASM, PSM, PCM, Sat Nav, BOSE, White Dials, Xenon Headlights, Tracker, 19" Turbo Alloy Wheels, Only 1 Previous Owner, Full Porsche Service History.

2008 - 997 TURBO COUPE TIP (BASALT BLACK) 29,000 Miles
Full Black Leather Interior, PASM, PSM, PCM, Sat Nav, BOSE, White Dials, Xenon Headlights, 19" Turbo Alloy Wheels, Full Porsche Service History.

2007 - TURBO COUPE MANUAL (COBALT BLUE) 35,000 Miles
Metropole Blue Leather Interior, PSM, PCM, Sat Nav, BOSE, DVD, CD Player, Carbon Ceramic Brakes, White Dials, Xenon Headlights, Sport Chrono Plus, iPod Connection, 19" Turbo Alloy Wheels, Full Porsche Service History.

2007 - 997 TURBO COUPE TIP (ATLAS GREY) 43,000 Miles
Black Leather Interior, PSM, PCM, Sat Nav, Heated Sports Seats, White Dials, Porsche Crested Headrests, Climate Control, Traction Control, 19" Turbo Alloy Wheels, Full Porsche Service History.

2009 - 997 C4S CABRIOLET PDK (GEN II) (BLACK) 26,000 Miles
Full Black Leather Interior, PDK 7 Speed Double Clutch Transmission (Porsche Doppelkupplung), PCM, Sat Nav, BOSE, iPod and USB Connections, Xenon Headlights, 19" Porsche Sport Design Alloys, Full Porsche Service History.

2008 - 997 C2 CABRIOLET PDK (GEN II) (CREAM WHITE) 14,000 Miles
Full Black Leather Interior, PDK 7 Speed Double Clutch Transmission (Porsche Doppelkupplung), PSM, PCM, Sat Nav, Xenon Headlights, 18" Porsche Carrera Sport Alloy Wheels with Colour Crested Centres, Full Porsche Service History.

2009 - 997 C2S COUPE (997 GEN II) PDK (BASALT BLACK) 21,000 Miles
Full Black Leather Interior, PDK 7 Speed Gearbox, Upgraded Exhaust, Tracker, Climate Control, PASM, PSM, PCM, Touch Screen Sat Nav, iPod Connection, BOSE, White Dials, Xenon Headlights, 19" Turbo Alloy Wheels (Diamond Cut), New Tyres, Only 2 Previous Owners, Full Official Service History With Recent Service.

2009 - 997 C2S COUPE PDK (GEN II) (METEOR GREY) 32,000 Miles
Full Black Leather Interior, PDK 7 Speed Dual Clutch Gearbox, BOSE, iPod Connector, PASM, PSM, PCM, Touch Screen Sat Nav, White Dials, 19" 5-Spoke Porsche Alloy Wheels with New Tyres and Coloured Crested Wheel Centres, One Owner From New, Full Porsche Service History.

2008 - 997 C4S CABRIOLET MANUAL (BASALT BLACK) 10,000 Miles
Full Savannah Leather Interior, Sport Chrono, Sports Exhaust, PSM, PCM, BOSE, CD Changer, Sat Nav, White Dials, Xenon Headlights, 19" Porsche Sport Design Alloy Wheels with Colour Crested Wheel Centres, Full Porsche Service History.

2007 - 997 C4S CABRIOLET TIP S (ARCTIC SILVER) 27,000 Miles
Full Black Leather Interior, PSM, PASM, PCM, Sat Nav, BOSE, CD Changer, Heated Seats, White Dials, Xenon Headlights, 19" Porsche Carrera Alloy Wheels, New Front Tyres, Full Official Porsche Service History With Recent Major Service.

2006 - 997 C2S CABRIOLET MANUAL (BASALT BLACK) 35,000 Miles
Black Leather Interior, PSM, PCM, Sat Nav, White Dials, CD Changer, Heated Sports Seats, 19" Carrera Alloys, Full Porsche Main Dealer Service History.

2007 - 997 C2 COUPE MANUAL (SEAL GREY) 37,000 Miles
Full Black Leather Interior, PSM, PCM, Sat Nav, White Dials, Tracker, 19" Carrera Alloy Wheels, Only 2 Owners, Full Porsche Service History.

2005 - 997 C2 CABRIOLET TIP (ARCTIC SILVER) 41,000 Miles
Full Black Leather Interior, PSM, PCM, Sat Nav, Telephone, Cruise Control, BOSE, CD Changer, Multifunction Steering Wheel, Electric Memory Heated Sports Seats, Xenon Headlights, 19" Carrera Alloy Wheels, Full Porsche Service History.

PORSCHE 996 - GT2, GT3, TURBO, C4S

2003 - 996 GT2 (BASALT BLACK) 20,000 Miles
Full Black Leather Interior, Electric Windows, Climate Control, Rear Roll Cage, Porsche Radio with CD Player, 18" GT3 Alloy Wheels, Full Service History.

2004 - 996 GT3 (ATLAS GREY) 29,000 Miles
Comfort Specification, Full Black Leather Interior, Porsche Crested Sport Bucket Seats, 18" GT3 Alloy Wheels, Original GT3 Rear Spoiler and Front Splitter, Only Two Owners From New, Recently Fitted Tyres, Full Porsche Service History.

2004/54 - 996 TURBO 'S' MANUAL (BASALT BLACK) 19,000 Miles
Full Black Leather Interior, Standard Porsche Equipment Cage, Billstein PSS10 Lowered Suspension, Performance Friction 350mm Brakes, Porsche GT3 Norex Bucket Seats with 5 Point Seat Belts By Willems, Full Engine Rebuild, Standard K24 Turbos, Standard Fly Wheel with Updated Clutch, Only One Previous Owner.

2003 - 996 TURBO COUPE MANUAL (BASALT BLACK) 45,000 Miles
Black Leather Interior, PSM, PCM, Sat Nav, Telephone, On-Board Computer, BOSE, CD Changer, Cruise Control, Heated Sports Seats, Alcantara Headlining, Sunroof, Xenon Headlights, Rear Wiper, Rain Sensor, Full Porsche Service History.

2003 - 996 TURBO COUPE TIPTRONIC (COBALT BLUE) 33,000 Miles
Stone Grey Leather Interior, PSM, PCM, Sat Nav, BOSE, Porsche Aerokit Rear Spoiler, Xenon Headlights, Only 2 Previous Owners, Full Porsche Service History.

2003 - 996 TURBO CABRIOLET TIP S (BASALT BLACK) 49,000 Miles
Full Black Leather Interior, 2004 Chassis Built, PSM, PCM, Sat Nav, Rear Parking Sensors, Heated Seats, On-Board Computer, Cruise Control, 19" 997 Turbo Alloy Wheels, Porsche and Specialist Service History.

2002 - 996 TURBO COUPE MANUAL (MERIDIAN SILVER) 44,000 Miles
Mid Grey Leather Interior, PCM, PSM, Sat Nav, BOSE, White Dials, Computer, Climate Control, Xenon Headlights, 18" Turbo Alloys, OPC Service History.

2002 - 996 C4S COUPE (MIDNIGHT BLUE) 48,000 Miles
Full Black Leather Interior, Fully Electric Memory Seats, BOSE, Climate Control, PSM, PCM, Sat Nav, Telephone, Full Porsche Service History.

PORSCHE 993 - TURBO, C2S, C2, TARGA

1998 - 993 TURBO S COUPE MANUAL (SPEED YELLOW) 60,000 Miles
Black Leather/Carbon Fibre Interior, Electric Sports Seats, Porsche Radio and CD Changer, Yellow Dials, Seat Belts and Callipers, Sunroof, Litronic Headlights, 18" Turbo S Alloy Wheels, Full Service History.

1998 - 993 TURBO COUPE MANUAL (FOREST GREEN) 34,000 Miles
Cashmere Beige Leather Interior, Only 1 Owner, Porsche Exclusive Carbon and Aluminium Pack, White Dials, Sport Seats, Turbo Crests On Back Seats, Alpine Upgraded Stereo, AC, Sport Classic 18" Wheels, Full Porsche Service History.

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles
Grey Leather Interior, Wood Package, Cruise Control, Upgraded Becker CD Player, Bluetooth, Speakers, Sat Nav Compatibility, Climate Control, 18" Turbo Alloys, Official Porsche Centre Service History.

1998 - 993 C2S COUPE TIPTRONIC (ARCTIC SILVER) 59,000 Miles
Full Grey Leather Interior, Original Porsche CD Player & Radio, Original Carrera S Engine Lid, 18" Carrera Alloy Wheels, Full Main Dealer Service History.

1996 - 993 C2 COUPE TIPTRONIC 'VARIORAM' (IRIS BLUE) 73,000 Miles
Black Leather Interior, On-Board Computer, Upgraded Stereo and CD Changer, Climate Control, 16" Carrera Alloy Wheels, OPC and Specialist Service History.

1996 - 993 C2 TARGA TIPTRONIC (TURQUOISE) 83,000 Miles
Marble Grey Leather Interior, Varioram, Electric Glass Targa Roof, Porsche Stereo, On-Board Computer, 17" Targa Alloy Wheels, Full Specialist Service History.

1995 - 993 C2 COUPE MANUAL (GRAND PRIX WHITE) 92,000 Miles
Dark Grey Full Leather Interior, 6 Speed Manual, Upgraded Kenwood Soundsystem, External Audio Connector (iPod, MP3 etc), Sunroof, 17" Targa Alloy Wheels, New Tyres Fitted, Full Porsche and Specialist Service History.

1995 - 993 C2 COUPE TIPTRONIC (SLATE GREY) 81,000 Miles
Black Leather Interior, On-Board Computer, Climate Control, 18" Porsche Turbo Alloy Wheels, OPC and Specialist Service History.

1995 - 993 C2 COUPE TIPTRONIC (MIDNIGHT BLUE) 55,000 Miles
Marble Grey Leather Interior, Varioram, Sony Stereo Player, AC, Rear Wiper, 17" Porsche Cup II Alloy Wheels, Full Service History, Recently Serviced.

1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 124,000 Miles
Iris Blue Metallic, Full Beige Interior, Manual, Matching Numbers Example, Matching Dark Blue Hood, Fully Electric Soft Top, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, 10 Years With The Same Owner.

1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 92,000 Miles
Black Metallic, Full Black Interior, Manual, Matching Numbers Example, Matching Black Hood, Fully Electric Soft Top, Electric Windows and Mirrors, Period Correct Fuchs Alloy Wheels, 21 Years With The Same Owner, Full Service History.

FERRARI - MODELS FROM 1967 +

2005 - FERRARI 360 SPIDER F1 (GRIGIO TITANIO) 22,000 Miles
Creme Leather Interior, F1 Paddle Shift Gearbox, Scuderia Wing Shields, Ferrari Stereo With Optional Upgraded Soundsystem, Stability Control, ASR, Sport Mode, Ferrari Crested Seats, 19" Ferrari Alloy Wheels With Yellow Ferrari Crests, Full Ferrari Service History, Recently Serviced.

2005 - FERRARI 360 F1 SPIDER (ROSSO RED) 42,000 Miles
Black Leather Interior, F1 Paddle Shift Gearbox, Scuderia Wing Shields, Ferrari Stereo With Optional Upgraded Soundsystem, Stability Control, ASR, Sport Mode, Ferrari Crested Seats, 19" Ferrari Alloy Wheels With Yellow Ferrari Crests, Full Ferrari Service History, Recently Serviced.

2002 FERRARI 360 MODENA (T. DE FRANCE BLUE) 25,000 Miles
Creme Leather Interior, Manual, Stainless Steel Gated Shifter, Scuderia Shields, Challenge Stradale Grill, CD/DVD Player, Ferrari Crested Seats, 18" Modena Alloy Wheels with Ferrari Crests, Full Detailed Service History.

1998 - F550 MARANELLO COUPE MANUAL (SILVER) 53,000 Miles
Navy Leather Interior, Sat Nav with DVD, ASR Sports Mode, Electric Seats, Upgraded Radio and 6 CD Changer, Climate Control, Ferrari Service History.

1996 - FERRARI F355 SPIDER GIALLO MODENA 28,000 Miles
Giallo Modena Yellow, Manual, Full Nero Black Interior, Optional Sports Mode, Tonnau Cover, 18" Ferrari 355 Alloys, Original Toolkit, Full Service History, Recently Serviced. This car has been known to us for a period of 5 years.

1973 - DAYTONA 365 GTB 4 RHD (ROSSO RED) 38,000 Miles
Black/Red Leather Interior, Red Carpets, Climate Control, "Ferrari Classiche" Full Continuous History, Superb Provenance, 3 Owners From New.

1967 - 275 GTB 4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles
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1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles
Black Coachwork, Red Leather Interior, Power Assisted Steering, Wire Wheels, Recent Restoration To Virtually Concours Standard.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)
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Switchable Sports Exhaust • Touchscreen Satellite
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Touchscreen Satellite Navigation • 19" Carrera 'S' II
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Heated Seats	AirCon & Climate Control	Home Light	18" Alloys



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**2005 CARRERA 4S
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PSM	Heated Seats	Cruise Control	18" Turbo Alloys
Multichanger & Bose Upgrade	AirCon & Climate Control	Switchable Sports Exhaust	



**2002 CARRERA 4S
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TIPTRONIC £17,995**

Seal Grey with Black Leather interior 78,000 miles

AirCon & Climate Control	Electric Sunroof	Aluminium Sports pack	18" Carrera Turbo Alloys
Bose Upgrade	PSM		
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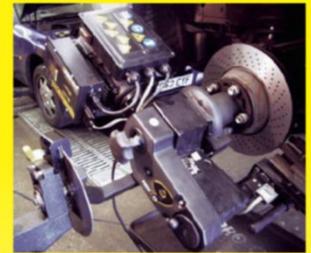
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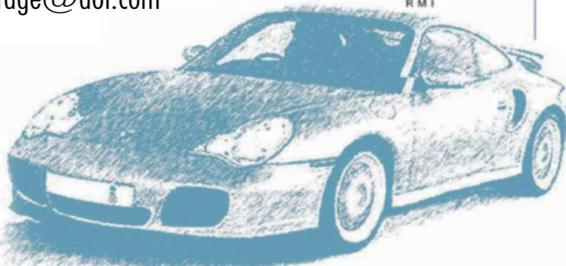
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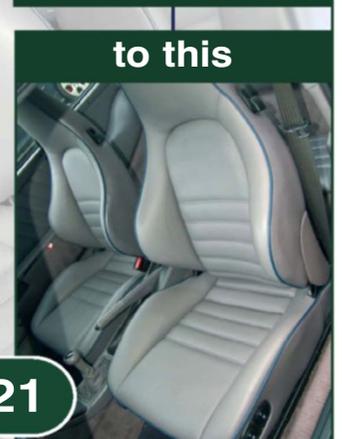
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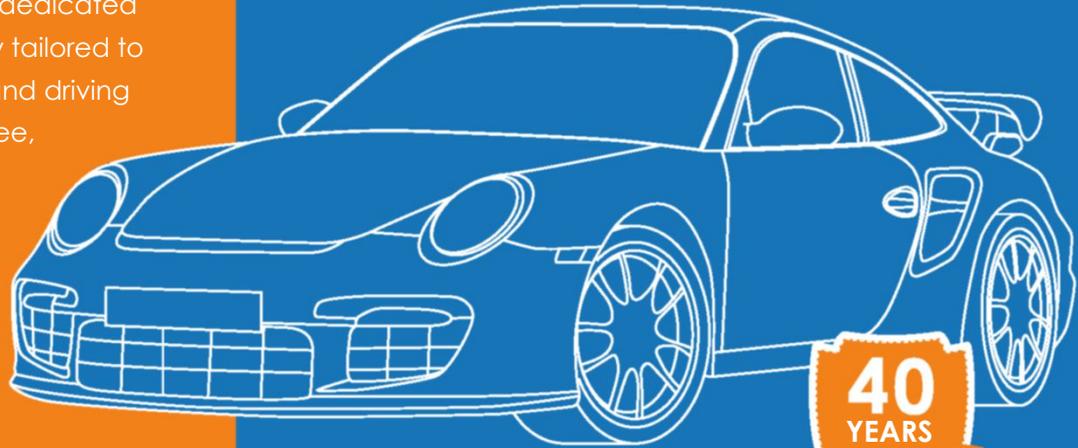
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End note



I hope you enjoyed this special 100th edition of **Total 911** under my guest editorship. The magazine will return to its normal format next month, where the journey toward the next 100 issues will commence.

What's next for me this year? Well, as I said at the start of the issue, 2013 is shaping up to be a very memorable year for myself and Porsche. Recently, I have been invited to participate in a lot of European TV car shows, which is something I like a lot, while Stateside I have been fortunate to appear on *Jay Leno's Garage* twice. Jay is an all-out motorhead, car enthusiast and great guy.

My wife Karen and I are planning a European tour taking in the Porsche museum and factory, along with finally getting to drive some of those great mountain roads I keep hearing about – if I can get Porsche to loan us a car for two weeks.

I also plan on finishing my two '67 S cars (right), one being a full-blown, R-inspired hot rod build that has been on again, off again over the past two years, and the other a more relaxed slide down the slippery slope of a slight makeover.

Currently, I am developing a line of car items, including drilled door handles, louvered deck lids, horn buttons and floorboards that I hope to have available within the next six months as part of our Urban Outlaw line. I am constantly asked for these items, and think there might be a market for them, as I feel there is an outlaw inside all of us.

“Happy 50th to Porsche for giving us the 911 we all love, and congratulations to Total 911 for 100 great issues”

Most of my decisions are made on gut feelings, and my Porsche hobby is about to take the next turn. Where it will lead I don't know, but this is all part of the journey. I just keep doing what I love and put my energy into making the best 911s I can.

On a final note, I often get asked what the best Porsche to own is, and my answer is always the same: the one you have the keys to. In the end, it's all about the drive. Every time I get behind the wheel is the start of a new adventure, and I am along for the ride! So get out there, go for a drive, burn some rubber and have some fun.

Happy 50th to Porsche for giving us the 911 that we all love, and congratulations to **Total 911** for 100 great issues.

Thanks for riding along, and cheers from sunny Los Angeles.

Magnus





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