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A FUTURE CLASSIC

In-depth look inside the high spec Turbo-style 996 C4S



THE **PORSCHE** MAGAZINE

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SOURCE STATES OF THE STATES OF

New 520hp Turbo unleashed Active rear-axle steering Adaptive aerodynamics The best 911 yet?

P



- Backdated '75 3.0 Carrera
- Inside the Porsche museum
- The key to a great 911 driving road

WORKS' 991 RSR

First outing for the Porsche works team at the Silverstone WEC



STOCK VS TUNED

Two 997 Turbos with vastly different performance: which is better?





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^{*}Subject to availability.



he announcement of a new Turbo is a big news event at the best of times, but in what has been an extraordinarily special year for 9ll nostalgia and reminiscence, this worldwide release from Porsche at the start of May carried significantly extra weight. Along with the new GT3 that was unveiled only weeks earlier, the announcement of the 99l Turbo and Turbo S helps to rubberstamp 2013 as an exceptional year for the 9ll going forward, as well as looking back.

Porsche's first sprinkling of information has certainly stoked the fire for interest in the new Turbo. We expect more intricate details to be released from Stuttgart shortly (starting with clarification on the "under seven minutes and 30 seconds" lap time of the Nürburgring, please) but the disclosure of hypercar-esque adaptive aerodynamics certainly does enough to whet the appetite in the meantime. We truly cannot wait for our first drive.

Away from the new Turbo, and with the dust now beginning to settle from our 100th issue, I would like to place on record my thanks to guest editor Magnus Walker for his sterling contribution to **Total 911**'s landmark edition. I am yet to meet such a seasoned Porsche aficionado with more enthusiasm for the subject than Magnus, and the feedback we have received has been outstanding.

"The announcement of the 991 Turbo and Turbo S helps to rubberstamp 2013 as an exceptional year"

Moving forward, here's another fantastic issue for you to enjoy away from Turbo mania, as we take two 91ls from a very different era to Germany in search of the perfect driving road, plus there's an in-depth dissection of a future classic in the 996 Carrera 4S. Total91l.com also showcases the latest news and debate from the world of Porsche, so log on and get involved.



Join the community





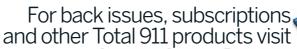




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16 991 Turbo "0-62 in just 3.1 seconds equates to searing performance on the road"





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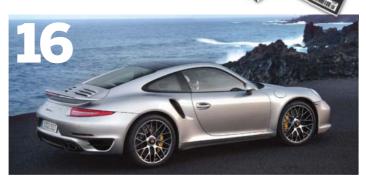
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The latest news, updates, products and gadgets from the world of Porsche

In brief



Cargraphic 991 exhaust

Performance and design experts Cargraphic have released this stunning manifold-back Sport System exhaust for the 3.8-litre 991 Carrera S, complete with the addition of performance flap control The system will also directly fit 3.4-litre 911 models that already have PSE (Porsche Sport Exhaust) fitted. With enhanced sound and reduced weight, Cargraphic's Sport System will increase your new 911's power by around 10PS

www.cargraphicts.com



Jägermeister 934

Tamiya have released this Porsche Type 934 plastic model with assembly kit. Measuring 179x83mm, the Jägermeister 1/24 scale Turbo RSR is a faithful remake of the original car, complete with signature attributes like the widened fender, large rear wing and roll cage. Conservatively priced at £34.99, visit . the Tamiya website for more information on this stunning model. www.tamiya.com



uning giants Gemballa have unveiled their latest aerodynamic and technology package for the 991 Carrera S.

As showcased on their 991 Carrera S Convertible, the new package comprises a strongly contoured front bumper with three large air intakes and a carbon fibre front valance for an aggressive head-on look. More contoured side skirts lead to the back, which Gemballa has given a considerable rethink to. A rear diffuser has been deployed with cutouts for the triple tail pipes (a modern interpretation

"Gemballa's bespokery comprises a contoured bumper with air intakes and carbon fibre front valance"

of the exhausts on Gemballa's Eighties Avalanche model), while a Gurney lip spoiler adds to its lower and wider stance. A carbon fibre strip between the rear lights accentuates the visual impact.

The aerodynamic and technology package continues with shorter, uprated

sports springs that work with Porsche's factory PASM system and drop the car by 20mm. Also included in the package are the 21-inch GForged-one wheels, as unveiled at March's Geneva Motor Show. For more information, visit the website.

www.gemballa.com

What's on in 2013

May June

Rally Privé 25 May Porsche-only rally from Chantilly, France, to Cabourg



Porsche Museum

Museum, Stuttgart

4 June - 29 September

50 years of the Porsche

911 display at the Porsche

Le Mans 24

22-23 June

Porsche AG Team Manthey

will compete with the 991

RSR in Le Mans 24 Hours

September

Goodwood FOS

The 911 will take the

4-7 July

Frankfurt Motor Show 14-22 September

Official 50th birthday of stage as Central Feature the Porsche 911 at the 65th deliveries of in the Festival's 20th year Frankfurt Motor Show

991 Turbo

Novembe

September November First expected the 991 Turbo

991GT3

First expected customer deliveries of the 991 GT3

Porsche Design at Harrods



With summer finally here, there has never been a better time to invest in a pair of shades. Porsche Design's range are available in Harrods, London, or from www.porsche-design.com

P'8547 £250



With a thick frame and arms, these are a mirror of classic modernism. Slightly heavier than the rest

of the collection, the frames come in a range of colours.

P'8478 £285



This classy design is a relaunch of the exclusive glasses from 1978, with small titanium frames

and arms housing two separate, interchangeable lenses.

P'8480 £310



The lens on these beautiful titanium shades are made from unbreakable polycarbonate, with

'Porsche Design' elegantly displayed on the lens above the left eye.

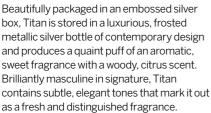
P'8407 £200



Distinctly sporty in design, these feature a clever design integrating the lens with the frame.

Surprisingly light, the lens come with a slightly mirrored finish.

Porsche Titan fragrance From £27



www.porsche-design.com





Must-have app

Porsche Pad Cinema

Free

This may have been available for a while now, but the constant streams of new media emanating from Stuttgart provide the perfect reason to pick up your iPad and take a fresh look. A variety of videos are available, which can be filtered according to your most sought after model.

Motorsport

First factory drivers confirmed for 2014

orsche AG have confirmed the first two factory racers to contest the top class of the 2014 World Endurance Championship (WEC) and Le Mans 24 Hours. Germany's Timo Bernhard and France's Romain Dumas - each previous overall winners of Le Mans - will take to the wheel of the new Weissach-built LMP1 prototype in 2014.

The duo are used to racing together: Bernhard shared the cockpit with Dumas on four of his five Nürburgring victories, and the two also celebrated huge success in the United States racing the Porsche RS Spyder sports prototype.



Porsche board member Wolfgang Hatz is excited by the announcement: "Timo Bernhard and Romain Dumas are regarded as two of the fastest and most

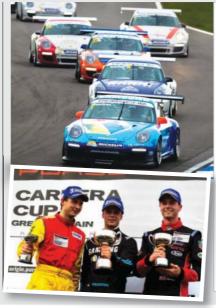
experienced sports car drivers in the world. I'm very pleased that we have these two men contesting the World Endurance Championship and Le Mans.

Meadows regains Carrera Cup momentum

Reigning Carrera Cup GB champion Michael Meadows won rounds three, four and six with aplomb to put his title defence back on track.

After Dean Stoneman ran wide on lap 18 in race three at Donnington, the current champ remained steady for the closing stages to ensure his first victory of the season. Meadows led from the start in round four, seeing off Stoneman and Lithuania's Jonas Gelzinis to take the chequered flag for the second time that weekend. After finishing down in sixth place in race five at Thruxton, Meadows took another win in round six to head the championship table.

Total 911's one to watch, Dean Stoneman, remains in contention with consistent podium finishes despite retiring in round six after suffering a front tyre blowout.



Carrera Cup GB: the story so far

- 30 31/04/2013 Brands Hatch: Stoneman x2 wins
- 20 21/04/2013
- Donington Park: Meadows x 2 wins
- 04 05/05/2013 Thruxton Circuit
- 08 09/06/2013
- Oulton Park Circuit, Cheshire 22 - 23/06/2013
- Croft Circuit, Croft on Tees, Yorkshire 03 - 04/08/2013
- Snetterton Motor Racing Circuit, Norfolk Fast Anglia
- 24 25/08/2013
- Knockhill Racing Circuit, Dunfermline • 14 – 15/09/2013
- Rockingham Motor Speedway
- 28 29/09/2013
- Silverstone Circuit
- 12 13/10/2013
- Brands Hatch

Racing updates Latest news from racing series' around the globe

Mobil 1 Supercup Nine-time rally world champion Sébastien Loeb made a guest appearance in the opening round at Catalunya in the new 991 GT3 Cup.

Carrera Cup Australia Porsche Carrera Cup Australia

drivers will headline the Porsche Rennsport Australia Motor Racing Festival at Sydney Motorsport Park on 25-26 May.



The huge 34-car grid for this year's series will have highlights featured on German TV station n-tv.

Total 911

The Porsche 911 RS Book

Discover all there is to know about the greatest Porsches ever with our book celebrating 40 vears of the iconic



RS. You can purchase the book from www. imagineshop.co.uk

Porsch<u>e</u> 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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Legacy of the GT3

"Why is there no manual version? Ridiculous - I'm sure Porsche will realise their mistake and produce one.' Henry Boxer

'No manual? Was this a late April fools from Porsche?!"

Porsche 911: Celebration

Of A Legend

Mike Gillespie http://bit.ly/ZGpVxb



Our hot topic this month focused on the age-old 911 ownership debate 'air-cooled or water-cooled?' Here's some of the best responses:



I'd go air-cooled, but I'm a purist. The original 911 growl is why supercars sound so good now. @JackBurnford, via Twitter

Air-cooled 911s are an investment; water-cooled 911s are nothing but a money pit. Air-cooled Porsches also look vastly different, while these days a first glance will struggle to separate a Cayman or Boxster from a 996/997. One winner for me.

Phil Roman, via email

An early 911 for me every time, though finding a good classic 911 with matching numbers that hasn't been fettled with is ridiculously hard for the average enthusiast. A crying shame.

Simon Treleven, via Facebook



Water-cooled 911s are powerful and practical, while classic 911s are neither.

Sam Du Verne, via Twitter

930, 964 or 993 Turbo for 930, 964 or 997 GTS for winter. The trouble is it's usually winter in

Simon Miller, via Facebook

Air-cooled prices seem to be appreciating too much at present. If you're going to drive the thing then a water-cooled Coupe makes much more sense for a petrolhead.

Lawrence Sawyer, via email

Letter of the month

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





Dear Sir,

I have read your recent review dedicated to the 991 GT3. On page 20 you say that GT3 PDK is very different from Carrera models. I wonder if this is right? I am an owner of a 991 Carrera 2S with PDK, and it can still be driven like a sequential manual gearbox.

Regarding all this discussion on PDK in the GT3, if it is as good as PDK in Sport Plus mode in my Carrera S, it is the only correct choice. I drive my 991 daily, and agree that PDK in normal mode or even Sport mode is not as good. However, in Sport Plus it is almost perfect. The new 991 is very different if you drive it on dry roads, have the PASM -20mm option and are in Sport Plus mode.

Jurek Krupinski, via email

The PDK has been further refined, Jurek, allowing you to lightning shift' quicker, and has shorter ratios than that of a 991 Carrera. The new GT3 also features Paddle Neutral, which stops the power reaching the transmission. These are just a few of the advancements with PDK in the GT3 over the Carrera models, and we're looking forward to exploring the transmission updates later in the year.





A special guest editor

Dear Sir

Well done on Total 911's 100th issue. I've been reading the magazine for a long time now, and was suitably impressed by the decision to appoint Magnus Walker as guest editor for your landmark issue. In my view, the man has a contagious attitude for sheer enjoyment when it comes to owning a 911, and as a fellow Brit in America I'm thrilled his hard work has received such popular acclaim across the country and back in the UK. That he has a clear affection for this great magazine is, I'm sure, rather humbling to hear. Keep it up!

Neil Hague, via email

Why the Cayman isn't a success

"Why don't they simply call the Cayman a '911 Roadster' and the Boxster a '911 Roadster Cabrio'?! That way everybody would be happy!" Christian "This is all well and good, but the Cayman now seems to be stepping on 911 territory..." Tony Ingrid http://bit.ly/iK9jGD

Rage against the machine - Porsche envy

"Interesting article. I have a pastel yellow Porsche Boxster, and I get cat calls such as 'Can't afford a real Porsche' or 'Poor man's Porsche', but I take it in my stride. If people don't like it, get your own!'

http://bit.ly/P2GWbC



A great road's great problem

As we know, there are many great highways out there, but sadly as soon as a road gets a reputation as being über-fun it is inundated with trashy tourist trappings. It happened to the Tail of the Dragon, the Road to the Sun and many others, I am sure. Great roads cause

many enthusiasts to gravitate toward them, and then when this happens no enthusiast wants to go near them! Too bad that visitors to great roads don't all come driving a Porsche 911 or Ferrari 458! That would solve the problem, I think ;-)

Larry Turner, via Total911.com



Here's the best of your tweets to @Total911 this month:



Told the kids the big thing on the back is for eating off on picnics. @andrewmckay99uk

What an absolute pleasure to see Mark Sumpter throw his 964 around #Donington this afternoon! #PorscheCup

@manj964

Great expectations for @ Daniellloyd23 & @pete_smallwood in #Porsche Carrera Cup this year. @hockeyshooter

What are the bets on Porsche releasing an anniversary model for the 911 this year, must be a cert. Any news @Total 911?

@iames Vc4s



Turbo to GT2

Dear Sir,

I have just read your 'GT2 Reborn' article. I have a 997 Turbo that I bought in the UK and have subsequently moved to Cape Town, taking my car with me.

Shortly after, I had the car tuned by Porsche South Africa to full GT2 engine spec. The GT2 Turbos have also been slightly modified, so suspect somewhere between 550-600bhp. It has the full GT2 kit (wheels, bumpers, steering, gear lever etc). I'm therefore keen to see your GT2 story continue with an article about cars in SA.

Deven Pillay, via email

Pleased to hear our feature has inspired your choices, Deven. The GT2 is astounding, but some want to match that ferocious power with a docility that allows for everyday usage. With your 997 enjoying fourwheel-drive from the original Turbo specification, you should be well placed to achieve this. Do pass over some pictures of your 911.



996 v 3.2

Dear sir

I was pumped to read the 996/3.2 article, as I am an owner of a 3.2.

I love it; it's just special in a way a ten-year-old wealthy guy toy isn't. It's mine, and it feels like nothing else on the road. Truly special for \$25,000. Why couldn't you choose?!

Rob, via email

I admire your affection for the charming 3.2; both cars have their merits as an entry-level 911. We said we'd ideally have a 996 for everyday use and a 3.2 for Sunday afternoon country hoots. My question to you is what do you use yours for?





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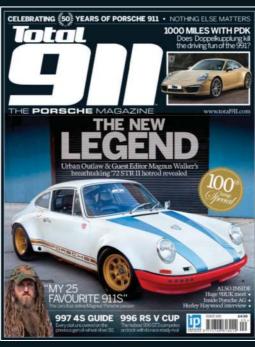
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991 TILESO RICHARD Written by Richard Aucock Photography by Porsche AG

Up to 560hp, 0-62mph in 3.1 seconds and a rapid Nürburgring lap time: Total 911 investigates the latest and greatest 911 Turbo





f you thought the 997 911 Turbo S was the ultimate supercar, and that Porsche had set a benchmark it could never surpass, think again. The new 991 Turbo has been officially revealed and when it arrives for customers this September, it looks set to awe inspire like never before – nearly 40 years after the first 911 Turbo captured the hearts and imaginations of so many.

With at least double the power of the original, the new 991 Turbo is faster than ever. Not in terms of top speed (Porsche has had other plans for the aero devices, as we shall see), but in a truly dazzling 0-62mph time. In top-spec Turbo S guise, the 991 will hit the magical figure in just 3.1 seconds. And don't think the 'regular' Turbo is meek in comparison either, doing the same in 3.2 seconds – which, you may note, is one tenth better than the outgoing 997 Turbo S.

On the road, this will equate to searing performance. Indeed, on the Nürburgring Nordschleife, Porsche is already talking about a lap time of well under seven minutes and 30 seconds. In 2008, it took the 997 seven minutes 38 seconds to clock a lap; do note, though, that Porsche's lap time hint means the new 991 Turbo has already beaten Walter Rohrl's 2007 time in the 997 GT2. By what margin we'll have to see. Could the 991 Turbo even beat the Carrera GT's 'Ring lap time?

What unquestionably returns with the 991 model is the head-turning, in-your-face impact of a 911 Turbo. After the relatively meek look of the 997 Turbo, Porsche has gone all out here to ensure the brutish looks make a comeback.

For starters, the rear body panels are extended outward by a further 28mm than the already-widened 99l Carrera 4, with the near-flat surface above the arches spanning almost the width of a hand. You will be in no doubt then that this 99l comes with an über-wide body, and the two-tone forged 20-inch alloys also ensure that the voluptuous arches are suitably filled.

Headline technological news is that the new 911 Turbo features active aerodynamics for the first time. Porsche has quickly taken exotic hypercar technology and introduced it to this relatively more accessible supercar. The active aerodynamics comprise a three-stage retractable front spoiler and deployable rear wing with three positions. Pneumatics extend the front spoiler, and the overall configuration is automatically adjusted by the car. Porsche illustrates the 'performance' mode: this sees the front spoiler fully extended and the rear wing set to its maximum height with the greatest angle of attack. This sees downforce generated on both axles – helping to reduce the lap time around the Nürburgring by two whole seconds.

This also means the top speed is 197mph, 2mph faster than the old Turbo S. It perhaps could have been higher still, but Porsche has clearly preferred to focus on dynamic ability rather than all-out speed. It's more reason to respect the engineers – after all, which is more important: a top speed you can never use or a car you can enjoy daily?



"40 years on, the 911 Turbo remains a force to be reckoned with"



The new 991 platform means the Turbo now has a wheelbase that is 100mm longer than before. Porsche says it weighs just under 1,600kg, or just 25kg up on the 997. For a car with such a wheelbase stretch, that's remarkable: with the extra power and the car's better ability to use it, there's an all-round improvement in performance.

The engine is the same direct-injection 3.8-litre motor as before. It remains the world's only production turbo petrol engine to use variable turbine geometry (the sheer amount of heat the system has to withstand is a technical challenge only Porsche to date has solved). Of course, there are two turbos, one for each of the boxer's bank of three cylinders.

In the 997, it produced 500hp in standard guise and 530hp in Turbo S guise. This jumps 20hp in standard form for the 991 Turbo, and a full 30hp for the Turbo S. How this has been done isn't detailed as yet, nor any other changes it's made to the potent flat-six, but we expect a brace of running changes to ensure that this motor continues to evolve.

However, it will certainly sound better in day-to-day use. Something 911 Turbo models have traditionally lacked is the raw bark of their normally aspirated brethren. Porsche's solution? A sound symposer that transmits extra induction rort into the cabin through a speaker. We can't wait to find out the difference it makes.

This is the biggest 911 Turbo there's ever been, so to offset this growth in dimensions Porsche has included rear axle steering. The suspension's control arms are replaced by electro-mechanical actuators, which alter the rear steering angle by up to 2.8 degrees. As with the 991 GT3, they can steer in two ways. Up to 32mph, they go in the opposite direction to the front wheels: this extra 'kick' from the rear end shortens the wheelbase by 250mm. It's felt at lower speeds, but Porsche says it helps the car corner faster and respond more dynamically to the steering. Go over 50mph and the rear wheels turn in the same direction as the front. Again, it helps the steering force build faster by quickening the build up of sideways force at the rear. At 32-50mph, the rear wheels don't turn at all, ensuring that there's no phase confusion during transitions of speed.

Significantly, the PTM all-wheel drive system is new. It now features an electronically controlled and activated multi-plate coupling that, impressively, is now water-cooled. This allows even more torque to be sent to the front wheels, while Porsche adds that acceleration is improved by being able to optimise the engine, transmission and all-wheel-drive systems faster and more accurately.

In ultimate Turbo S guise, Porsche gives it an additional ability boost by fitting PDCC dynamic chassis control. This features on the 911 Turbo for the first time and gives both flatter cornering and greater dynamic performance potential. Because drivers will undoubtedly indulge its extra speed and cornering ability, Porsche fits PCCB ceramic brakes as standard, and both PDCC and PCCB are optional on the Turbo.







EVOLUTION OF THE TURBO

Porsche launched the whaletail 930 911 Turbo in 1975, stunning the automotive world. This was a fully fledged supercar, and a scary one at that: 260hp was searing at the time, made even more vivid by epic turbo lag. Throw in a four-speed gearbox and the fact it magnified any handling characteristics exhibited by early 911s, and the result is something that would quickly gain a reputation for being a bit of an animal.

Not that this deterred Porsche. It uprated the original 3.0-litre motor to 3.3 litres in 1978 and added an intercooler that drove power up to 300hp. By 1983, a 330hp performance kit was also available.

The four-speed gearbox remained throughout the Eighties. It wasn't until the 930's final year in 1989 that it got a five-speed box. This previewed the 1991 964 Turbo, which was to use the same 3.3-litre engine in 320hp guise. In 1992, a Turbo S version was launched, producing 381hp, while the core Turbo model was boosted to 3.6 litres and 360hp in 1993.

Clearly, that Turbo S idea had taken Porsche's fancy, as the final 964 Turbos were all Turbo 3.6S models,

producing no less than 385hp. With the 1995 993 Turbo, the power race was truly underway. Courtesy of twin turbochargers, it now produced 408hp – luckily, fourwheel drive was deemed obligatory for the Turbo. Because that clearly wasn't enough, Porsche once again indulged in its new Turbo S bug: just 183 cars were made, all offering an amazine 450hp.

The all-new 996 Turbo came in 2000, once again using the same 3.6-litre motor. The X50 pack enabled this to match the 993 Turbo S for power, but Porsche this time didn't badge it so. Fans had to wait for the 997 Turbo to once again get a Turbo S – although not for the first cars, which still used the original 3.6-litre motor, boosted as far as it could go to 480hp.

It was the 2009 introduction of the direct injection 3.8-litre car that brought back the Turbo S. It upped the standard cars' 500hp power to a mesmerising 530hp, making it the most potent 911 Turbo of all. With a brace of technology including launch control and PDK, it was capable of hitting 62mph from rest in just 3.3 seconds. It represented a new Porsche benchmark – until now





Porsche will launch the 911 Turbo at the end of September, with first orders for the car being taken now. Prices are at a premium: the Turbo starts at £118,349, with the Turbo S retailing from £140,852. Standard equipment compensates, with leather, BOSE and DAB all standard.

The Turbo S justifies its £22,000 price increase with PDCC, PCCB, Sport Chrono Package Plus (with dynamic engine mounts), LED headlights and unique black/Carrera red trim. It also gets hub wheel locks for the forged 20-inch rims, not to mention full LED headlights, complete with distinctive four-point daytime running lights. If Turbo buyers want them, they're available on the 520hp motor as a cost option.

It's more expensive, then, but potentially cheaper to run. The new 991 Turbo is up to 16 per cent more fuel efficient, despite the extra performance. New thermal management for the turbo and the PDK gearbox help here, as does the new active aero functionality that allows the big wings to be tucked away when not needed. Both Turbo and Turbo S cars can average 29.1mpg, and both also now have stop-start that activates earlier – switching the engine off as it coasts to a halt rather than waiting for the car to come to a complete standstill.

So what do we have? Yet another tantalising new Porsche performance, that's what. The 991 GT3 has already taken a technological leap forward, with its race-inspired PDK gearbox and aggressive new engine, and the Turbo takes this to a new level with the new PTM system, active rear-axle steering, PDCC active antiroll enhanced engine efficiency and that new adaptive aerodynamic setup.

Will it be a new benchmark? We will have to wait a few months before we find out, although the potential is certainly there. 40 years on, the 911 Turbo remains a force to be reckoned with.

FAQ'S ON THE 991 TURBO

How many variants of 991 Turbo will be launched? It will come in both Turbo and Turbo S guise.

How powerful is the new 911 Turbo?

The Turbo produces 520hp, and the Turbo S 560hp.

What gearbox does the 911 Turbo use?

The seven-speed PDK transmission is fitted as standard.

Is the 911 Turbo still all-wheel drive?

Yes, and the PTM system has electro-hydraulic control.

Can I get PDCC on a 911 Turbo?

Yes. it is offered on a 911 Turbo for the first time.

What's the 0-62mph time of the new 911 Turbo?

The Turbo is 3.2 seconds, and the Turbo S 3.1 seconds.

Is the 911 Turbo now a 200mph car?

No; Porsche says the 911 Turbo S top speed is 197mph.

How wide is the new 911 Turbo?

Up 28mm on the Carrera 4.

How much is the new 911 Turbo?

The Turbo starts at £118,349, and the Turbo S £140,852.







SS TOCK-

The new 991 Turbo boasts increased performance, but should 997T owners modify to keep up or simply enjoy the 3.6's 480bhp?

Written by **Phil Royle**Photography by **Laurens Parsons**



he 997 Turbo is a phenomenal car of equal power and grace. Rightfully labelled as the perfect everyday supercar, it's been the benchmark of four-wheel-drive forced induction at Porsche – until now. All of a sudden, the new 991 Turbo's power hike to 520hp (and Turbo S to an astounding 560hp) has the Genl 997 Turbo in particular against the ropes, with the 3.6-litre engine's 480hp becoming dated overnight. But what to do? Should Genl owners turn to modifications for power parity with the new model, or should the 997 3.6 be appreciated as a great value used Turbo with plentiful grunt?

For many 911 drivers, the words 'modified', 'tuned' and even 'enhanced' shouldn't go in the same sentence as 'Porsche 911'. The opinion that the engineers at Weissach know exactly what they're doing with their 911s – whether a basic C2 or a top-spec GT3 RS – is one shared by many 911 owners.

Sure, the 997 Turbo is already frighteningly fast, capable of almost 200mph and 0-60mph in around three seconds, but who's to say its performance cannot be suitably enhanced any further?

The arguments for and against are simple: go down the tuning route and you're creating a personalised car. It's a bit like buying a tailor-made suit not off the peg: it's bespoke to your own desires. But most want a standard 911, so you're instantly alienating potential buyers who won't touch a modified example no matter who's done the tuning.

To investigate this further, we've come to JZM in Kings Langley: specialist 911 dealers with a top-end showroom. With a workshop next door offering servicing as well as tuning (JZM are UK agents for Manthey Motors), they're well placed to articulate the pros and cons of tuning 997s.

Their two Genl 997 Turbos here look similar (besides the colour), but possess decidedly different personalities. One is a stock 480bhp Tiptronic in Arctic silver, and the other is a modified 630bhp manual variant in Basalt black. The standard car retails at £44,900 while the tuned version is £52,900 (with 31,000 miles, one owner, a FSH and, needless to say, no manufacturer warranty).

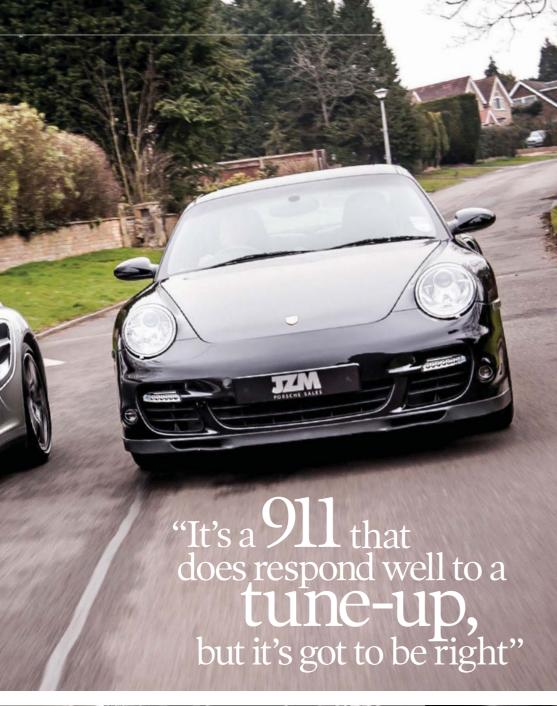
Putting mechanics to one side, the black 997 sounds more appealing. One, it's a manual. Two, it has more factory options, including the fade-free PCCB, a carbon fibre interior pack, Carrera white instrument pack, Sport Chrono, TPM system, PCM navigation, telephone, Mobridge iPod & Bluetooth Connectivity and off-road pack. And three, it claims to have 630bhp and 640lb ft of torque.

The massive 150bhp and 140lb ft torque hike in power is from a bolt-on tuning package – using stock engine internals and a pair of DMS hybrid turbochargers, DMS tubular manifolds, a DMS stainless steel 200-cell exhaust system and a remap of the ECU. Meanwhile, the transmission is beefed up to cope with the addition of a Sachs 890Nm Clutch and a GT2 RS Single Mass flywheel.

JZM's technical manager Steve McHale explains why a good, reliable, modified 997T such as this









TOP TUNED 997 TURBOS

Manthey Motors



Multiple Nürburgring 24-Hour winners Manthey Racing's road-tuning arm, Manthey Motors, offer dynamic dyno and Nürburgring-developed products for the 997 Turbo – including engine, suspension, brakes, wheels and aerodynamics. They also developed two tuning packages for the 997 Turbo – K525 and K570.

K525 offers a hike of 55bhp and 80lb ft with better acceleration. The engine block remains untouched, with a bolt-on kit of (5.2kg lighter than OE) stainless steel, plus a sports exhaust system and ECU re-program.

The K570 offers 70bhp and 88lb ft over standard via a Titanium sports exhaust system (saving 10kg), sports air filter, sports clutch (for the torque bump) and an ECU remap. Manthey also recommend fitting a Cup car LSD to control wheelspin.

Performance figures were never quoted, but we've driven one at the Nürburgring, and it's a lot faster than standard. Add to this their KW-developed suspension package, GT3 rear roll cage, minor weight strip out and PCCB brake package, and the 997 Turbo can be a menacing trackday tool.

Ruf



Alois Ruf's 997 Turbo base package takes the 500bhp of the Turbo and 530bhp of the Turbo S to a claimed 620-650bhp respectively – with a remapped ECU following fitment of air filters, sports cats and a larger bore exhaust system. The conversion claimed 656lb ft of torque and 0-62mph in 2.9 seconds, with 0-124mph in 9.1 seconds and 202mph. It was available for both manual and Tiptronic/PDK transmissions.

However, their flagship Ruf RT-12 (Ruf Turbo 12) went a stage further. Unveiled at the 2004 Essen Motor Show with a bored-out, heavily tuned (Mahle pistons, Titanium rods, KKK K24 turbos, uprated intercoolers) 3.8-litre engine, it offered 685-730bhp (boost & ECU map depending) and just shy of 220mph top speed. The car featured Ruf aerodynamics, a return to mechanical Bilstein suspension (or Ohlins with hydraulic lift), PCCB carbon brakes and 19-inch alloys with Pirelli P-Zero rubber to help keep the rocket ship on the road. Not for the faint-hearted, just like most Ruf stuff.





may be hard to come by: "It's difficult to get this sort of power from a 997 Turbo – mainly due to heat soak with the standard intercoolers. You may be able to generate that sort of power (with the right parts) once, but next time you put your foot down it'll be 550bhp, then 530bhp, 510bhp and so on. The intercooler heat levels and charge air temperatures get too high, even on a very cold day.

"What we advise to get over 600bhp is an intercooler upgrade to cope with the increased intake temperatures, a 100-200 cell exhaust to



reduce back pressure, an 820Nm clutch, an inlet manifold pressure sensor upgrade and our Manthey dyno-developed ECU remap. Do it properly or it's not worth doing – you end up chasing your tail and spending a lot for little bhp.

"The engine and transmission are bomb-proof and there's tolerance left from the factory, so the 997 can respond to tuning. But it's got to be right."

The net result of a tuned 997 like this black one is impressive. The surge of torque created by the boost coming in quicker and with more pressure is immediately apparent – making the already quick 997 Turbo seem ballistic. The modified 997 Turbo feels faster but sounds no different, with no wastegate to flutter and hiss with the hiked boost levels, though the variable vane technology Borg Warner Turbo does sound a little more 'whooshy'.

But there are immediate noticeable running differences with this tuned Turbo: the idle is a little rougher, the GT2 RS single mass flywheel is a lot noisier and the engine always wants to go, such is the tidal wave of torque on tap. It's a lot less smooth than the silver factory 997T (especially with Tiptronic), making progress more jerky.

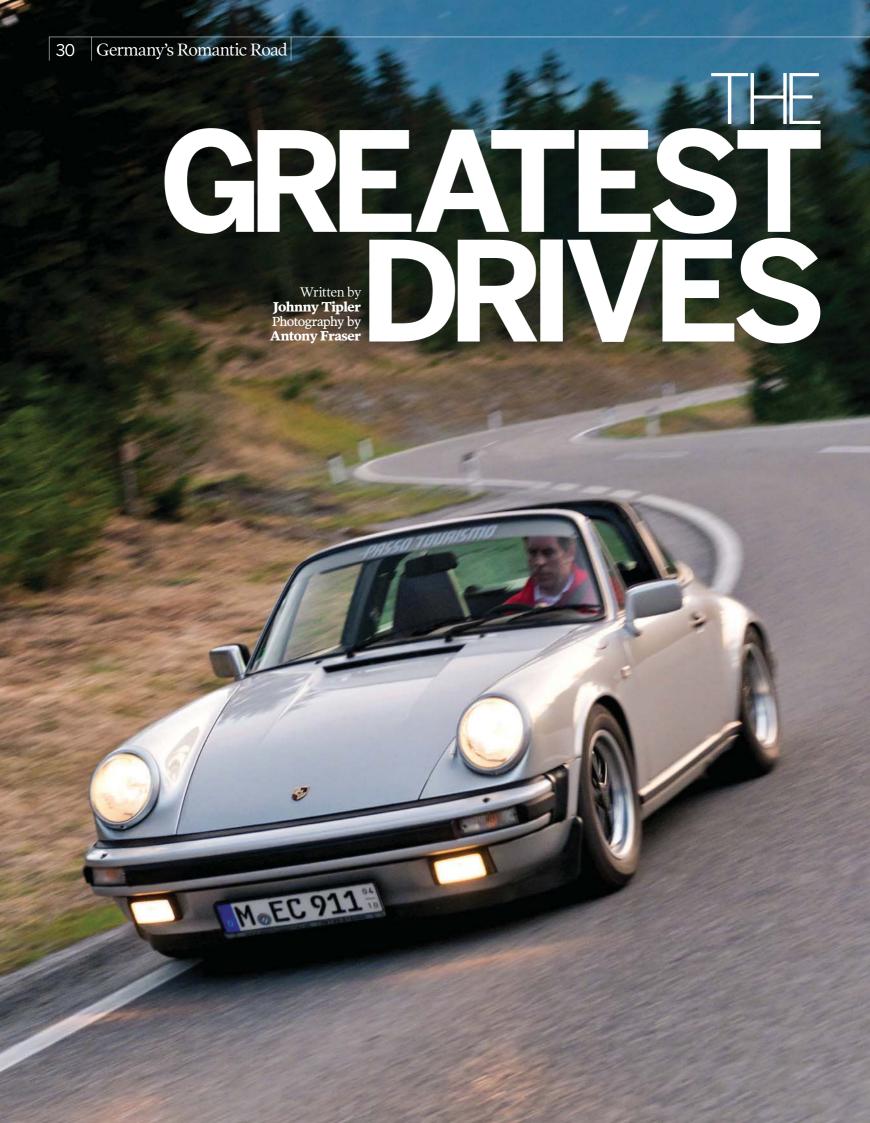
There's also a practical element to consider: add another 150bhp to a 997 Turbo and where is there to go? It takes about three seconds to reach the UK's 70mph legal limit on a motorway from a standing start, and with a 200mph V-max potential, the temptation is far too great. Take it on track

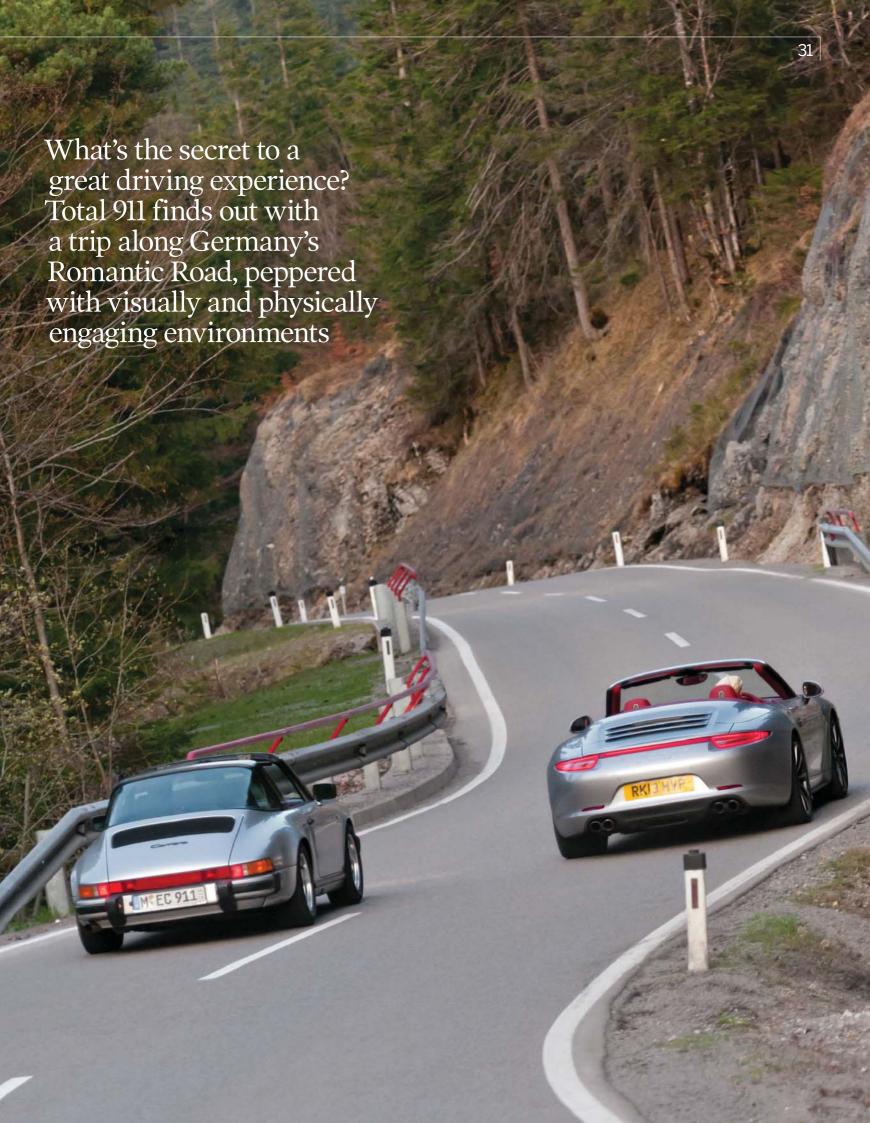
then? Sure, but it'll get very hot and not produce anything like its claimed 630bhp after the first bootfull. Besides, the Turbo is no pure track car not without a comprehensive strip out, advanced suspension setup and skilled driver, anyhow.

The bottom line is the factory 997 Turbo makes an awesome touring car. It's comfortable, fast, has great equipment and is great fun cross-country.

Yes, the extra boost from a tuned example such as this Basalt black 911 may be worth having at times while the considerably speedier spool-up and extra grunt means you don't need to drop gears to go fast. However, JZM's Jonas Zambakides sums our investigation up rather aptly: "I can't really see the point in having a 600bhp-plus 997 Turbo. Where the hell will you ever use that extra power? They are such quick cars as standard, and such a good all-rounder. Why change that? I personally think they're a bit too much when tuned up like this. The factory 997 Turbo works a treat, and you'll have a 195mph car you can use with pleasure every day."

If you must tune the 997T, stick to a basic exhaust and ECU remap package, or just enjoy the 3.6 Genl for what it is: an affordable and highly desirable used GT car in its own right. The 520hp and active aerodynamics may hail an altogther new era of Turbo with the 991 variant, but the Genl 997 Turbo is a worthy stalwart of its own time. Therefore, it shouldn't need to keep up.









ot a week off? Take a trip to southern Germany and immerse yourself in a multicultural motoring treat! The German National Tourist Board has designated a route specifically for this purpose: the Romantic Road - der Romantische Strasse - meanders down the spine of southern Germany, 256 miles from Würzburg to Füssen, and it's a beautifully entertaining drive.

But what is a great driving route? Before getting into the nitty-gritty of the Romantic Road, let's just analyse the desirable features that any heroic journey needs to offer: it should be more than just an A-to-B highway; it ought to have designated start and finish points, with alluring hotspots along the way, and it should twist and turn and present sufficient changes of geography to entertain the driver, allowing him or her to exploit the prowess of the car and delight the senses.

The Romantic Road ticks all these boxes, and the distractions come thick and fast - therein lies the romance. Sure, you can complete the route in

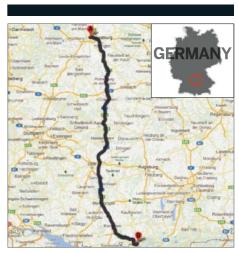


a couple of days, but that would be to miss out on a wealth of architectural, epicurean and bucolic treats. The countryside changes subtly from rolling hills, rivers and pastureland, crossing an arable plateau and concluding in the Alpine lakes and foothills just short of the Austrian border.

Although it's bookmarked by a number of picturesque town centres and villages, the Romantic Road is a relatively recent concoction, with a nod to the old Roman road system - which is fair enough, because many of the towns are over 2,000 years old - and invented in the Fifties to get Germany's tourist industry up and running after World War 2. A recent poll placed the Romantic Road at number 50 in a list of popular German holiday destinations, while several landmark castles, churches and towns along the way came much higher in the standings - including the fairy tale Schloss Neuschwanstein in Bavaria, which placed second overall.

But does that make it a great driving route? Absolutely; there are plenty of sections where you





Location: Wurzburg -Füssen, Germany Drive Length: 256 miles Average speed: 60mph Level of traffic: Minimal Points of interest:

Schloss Neuschwanstein

Wieskirche

· Marienberg Fortress

The autobahn

River Tauber

Food/accommodation:

Bad Mergentheim

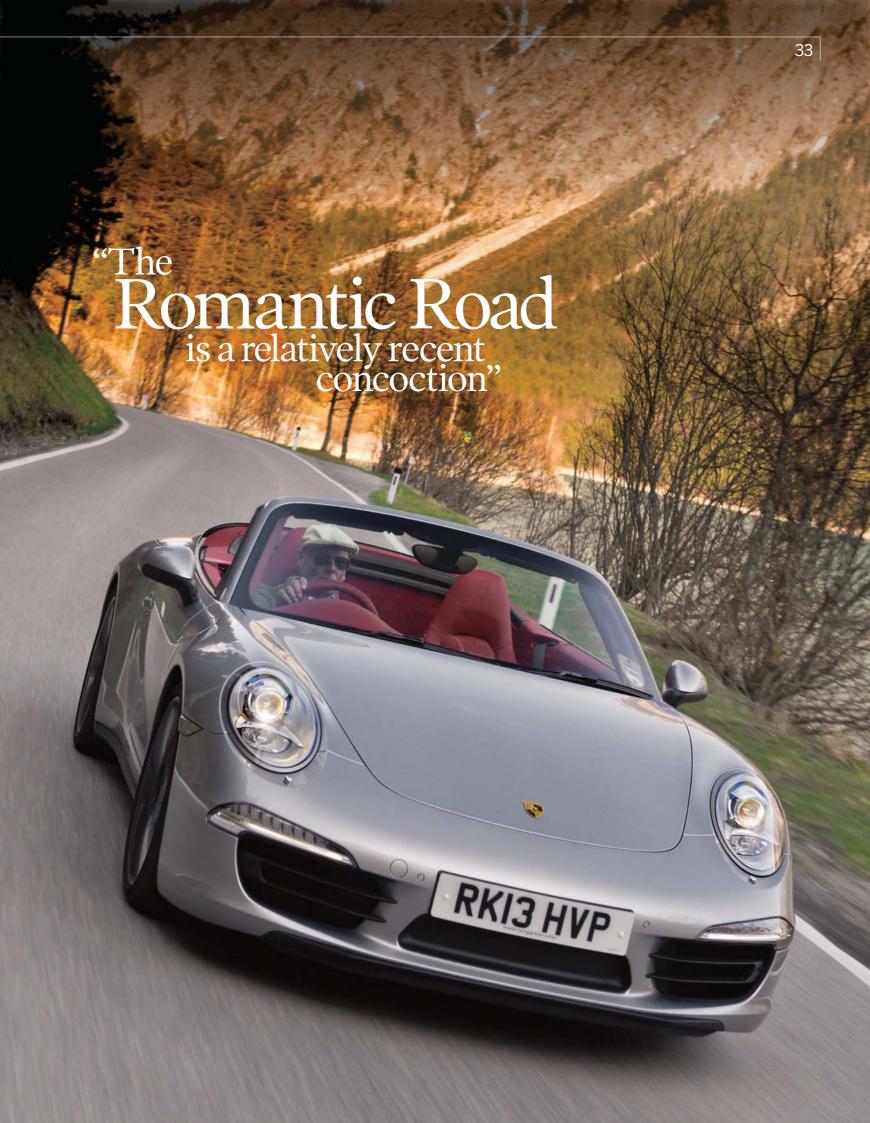
· Luna Mia, Schwangau



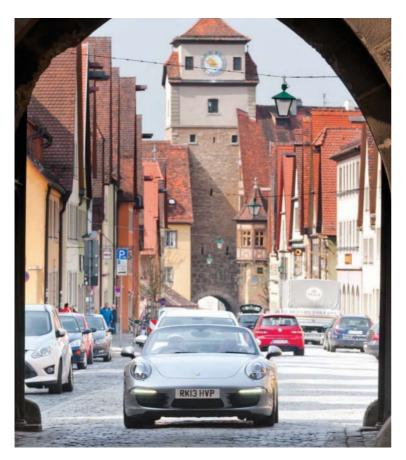
can indulge yourself behind the wheel, from the sinuous blacktop in the northern sections to the alpine hairpins in the south, with the opportunity to max-out on the unrestricted autobahn should you fancy a high-revs blast. But enough of the validations: let's take a ride!

My camera-toting colleague Antony and I, after being lent a brand new 991 Carrera 4S Cabriolet by Porsche GB, Eurotunnel our way out of the UK, heading through Belgium and Germany down to Würzburg, 450 miles to the south. First stop is the tourist office, where most of the literature focuses on the Romantic Road. Culture vultures are pointed towards the Marienburg Fortress and florid classical statuary of the Baroque Prince-Bishop's Palace. Having checked them out, we pose the car quayside next to the broad River Main, and then hit the Holiday Highway. Our trip coincides with the first hit of summer sun, and all the blossoms are out, the woodlands myriad shades of green. We stay overnight at Bad Mergentheim on the River Tauber – a mélange of late-medieval buildings. We ⊃













snap the Porsche alongside the town hall where, by coincidence, one of the wall paintings is the Porsche crest, albeit without the prancing horse and 'Porsche' moniker.

On our way to our first honeypot alert, Rothenburg ob der Tauber, we cross the eponymous River Tauber on a B-road curving gently along a valley, flanked by hillside vineyards. The road is edged with a grassy strip, a cycle track and a railway line along one section, while virtually every forested ridge is topped with a pinnacleturreted castle or an onion-domed church. We could go faster, but we'd soon be in another village

WHAT MAKES A GREAT DRIVING ROAD?

- ✔ Plenty of twists and turns that require a reasonable level of concentration from the driver
- ✔ A commendable speed limit. Breakneck speeds aren't necessary, but there's plenty of tarmac around the world hampered by 30mph speed limits
- ✓ Amazing views and a breathtaking backdrop. The environment adds to the occasion
- ✓ A notable landmark or place to stop. A great route gives the driver time to take in the environment.
- ✔ Room to overtake. For every great road there's sure to be tourists - some fast moving, some not. Getting stuck behind a caravan isn't a dream; it's a nightmare!

and have missed something on the way. They are serious about religion, and crucifixes abound, but roadside statuary generally consists of animals, and occasionally there is a golden horse or a concrete cow with a multi-coloured coat on, and even a bunch of dressed-up rabbits.

Brown tourist signs identifying the Romantische Strasse stand sentinel at most road junctions, but it is possible to miss them and go the wrong way - especially since a lot of streets and town centres were being resurfaced as cobbles give way to slabs, so you really do need a map of the road unless you're not that fussed about following it accurately and are happy just to go from place to place on the back roads. The satnav will pick up the towns, but is just as likely to overlook the designated route to reach them. We're dealing essentially with a motley collection of B-roads, so although they're curvaceous there is nothing particularly demanding or sudden enough to catch out the unwary; in fact, most of the curves flow nicely into each other, so it's a relaxing and pleasant cruise.

It's easy to go very quickly in the 991, but on these roads we don't do much more than 60mph; the Germans stick rigidly to the speed limits, so we're similarly compliant. Mostly it's smooth asphalt - a sign of a good road - but the surfaces on some of the more rural sections aren't as charming, particularly where there are no white lines. In fact, these laid-back lanes suit the nature of our nice, civilised Cabriolet. The roof (made of fabricclad magnesium) can be lowered in a matter of moments, and is doable under 30mph by holding the console switch until the lid is unlatched and parked in its compartment between the cockpit and engine.

Several times we hit 170mph on the unrestricted autobahns, where we exploit stupendous grip levels on the long, fast curves, the front and rear of the chassis pitching as it quests the surface. Ride, handling and stability are of the highest order. It's as docile as a lamb in urban mode when it emits a deep nasal hum, and powerful as a lion when called upon. It's possibly the most competent Porsche I've ever driven, notwithstanding the 'hairdresser' soft top.

After Rothenburg, we climb out of the Tauber Valley and head south for Dinkelsbühl. The antiquity of some of the towns is highlighted by huge medieval walls, especially at Rothenburg, Dinkelsbühl, Nördlingen and Landsberg an der Lech. In each case we enter via pointed arched gothic gateways and pick our way through the narrow cobbled streets, parking as close to the centre as possible for a spot of sightseeing: ice cream cafés, opticians, boutiques and book shops are a constant lure. After Dinkelsbühl, the route crosses an arable plateau as a three-lane highway clogged with trucks. It's no fun, so from Nördlingen to Landsberg we leapfrog the city of Augsburg via the autobahn. At Landsberg, where the River Lech is bisected by a weir, there's a fascinating monument and museum devoted to Royal Academy painter and motoring enthusiast Hubert von Herkomer at his Disneyesque 'Mother's Tower'.

After Landsberg, we are on a three-lane road. Having left Baden-Württemberg, we're now in Bavaria, where every meadow contains a wooden field barn. It's like a country lane with meadows on either side, followed by more wooded hills. We are now seeing Alpine-style houses with low-pitch roofs and pastoral scenery with fast sweeping bends: at last, here come the best driving roads. The Bavarian byways are the most enjoyable on the Holiday Trail, sweeping up and down and curving through the woods.

The next tourist alert is the Wieskirche – the 'Church in the Meadow' – which is an absolute Rococo riot, with every surface florid with paintings and the most elaborate altar and pulpit.

Meanwhile, the mountains in the background are getting ever steeper as we motor south. Then we spot it: Schloss Neuschwanstein, jewel of the Romantic Road. King Ludwig II's fantasy Gothic castle is perched on a crag with the jagged Ammer mountains soaring behind it. Built over 30 years from 1869 on the site of previous castles, its theatrical turrets and pinnacles provided the inspiration for Disney's *Sleeping Beauty* and

several other movies, including *Chitty Chitty Bang Bang*.

As we draw nearer, another castle emerges from the forest: Hohenschwangau, a more sombre-looking bastion finished in 1837, though it is magnificent when floodlit. We're at Schwangau, surrounded by four lakes and the biggest tourist trap on the whole route. There's a selection of highend hotels and restaurants here, but fortuitously there are so many tourists that we can pass them by, which is a good job as they are way out of our league pricewise. Nearby, Füssen is more down to earth – it's Bavaria's highest town – and we enjoy a bit of R&R: that's 'Rotwein and Retail', of course!

The Romantic Road is a real treat: it's one of the more obscure European routes, and because the tourists buzzing around the honeypots have travelled by coach rather than car, many of the roads are largely traffic-free. On the principle of saving the best till last, north to south is the preferred direction of travel, because the real driving roads are at the bottom end in the foothills leading into the Austrian Alps. Here's where your 9ll really comes alive, and we are fortunate enough to have Lars Eise of Munich-based Passo Tourismo meet up with us with one of the nine immaculate 3.2 Carrera Targas he rents out for his holiday drives programme, and we whizz that up and down the Alpine passes and lakeside margins. The 99l is a scorcher here too, delivering faultless turn-in on the hairpins as I floor the throttle at the apex and it eagerly lunges off down the road. I can't resist the sport/loud button which hardens everything up, including that gorgeous flat-six soundtrack, echoing off the canyon walls. We are indeed in 9ll nirvana.

Only recently championed by the tourist board, the Romantic Road is unique for being fresh for petrolheads to explore, and a great driving road needs opportunities like these for putting your 9ll through its paces. Some great drives are over in a matter of minutes, but I'd definitely recommend the Romantic Road as a touring holiday.









Written and Photographed by Maurice van den Tillaard

Sometimes, a dream must be realised regardless of cost. Craig Trask's rebuilt and backdated '75 Carrera is a fine case in point...

riving from the west side of Los
Angeles to the east can be quite a task
at the best of times. However, on this
occasion the wait was worth it. Santa
Rosa Valley-based Craig Trask was
on his way to a small town named Anza in the Palm
Springs area of the Californian low desert. Why?
Because Craig had seen a 911 for sale which, for him,
represented the deal of a lifetime.

Between scattered houses and trailer homes, Craig found the shed where the original owner's rust-free 1975 Euro 911 3.0 Carrera was hiding. To cut a long story short, the young man who welcomed Craig explained why the car had to go. It used to be his uncle's car, who gave it to his dad over 20 years previously when the engine had blown up. The boy's father had unfortunately passed away, and now the car had to be sold because of financial problems. The young man and his mother really wanted to sell the car to someone who was going to restore it, and Craig seemed to be that type of guy as after two racing accidents in Porsche Club Racing he had decided to sell his race equipment and build a backdated hot rod. He had been planning to do this for over two decades, and now felt like the time. Without pausing even to give the car a once over, Craig loaded it up and took it home to the Santa Monica Mountains.

Craig's friends had advised him to buy a low-mileage GT3 instead. One even told him that the Carrera had the '2x-3x' rule written all over it: expect the planned costs to double and the time you'll need to build it to triple. Others advised to buy a pristine 911T or a 911S. For Craig, though, the feel of an early car can never be compared to a modern 911. Going down the mountain twists in a classic 911 is already fun at 70mph, and Craig argues that in a GT3 you'd have to go double that speed to get the same thrill.

ABOUT THE OWNER: CRAIG TRASK

Craig's thirst for the track is not to be underestimated. Starting at Willow Springs in 1995, a little maths surmises that he has done around 10,000 laps of the track there. He was POC member of the year in 2009, and in 2010 became the competition points champion. As chairman of the Performance Driving Series, he knows his stuff, with multiple track records at places like Laguna Seca and Button Willow.

Craig has previously owned a 993 Turbo and 996 GT3, but claims to have developed a bond with neither, selling both within a year after purchase. He currently owns a 997 Carrera, but say it's mainly his wife who uses it. "When not a full-blown track car, the newer cars feel heavy and over-insulated," he says, with a clear passion for nimble and lightweight classic 911s.

Craig chose to backdate this 1975 Carrera because he did not want to chop up a rare 911S or a good 911T. He did search for early hot rod 911s, but came to the conclusion that he needed to build one by himself, because most cars he found either didn't fulfil his needs or were overpriced. That's when he saw the '75 in the classifieds – of course, the rest is history. "A 1975 does not need smog certification in California," says Craig, "and it's still a pretty light car, thus a perfect candidate for a backdate project."

The first place Craig took his car was AASE motors in Fullerton. Owner Jeff Erickson was a good friend, having worked on his cars for around 20 years. When Craig presented his newly acquired project, the first thing Jeff said was that it was going to need more attention than initially expected. It was then he took note of the later 915 transmission, SC engine and replica Fuchs









rims – the only remaining characteristic similar to a 1975 Euro Carrera 3.0 was the reproduction Carrera 3.0 emblem on the rough-looking decklid! Unfortunately, the car turned out to be a normal 911S from 1975 with an SC engine with, believe it or not, a lot of rust issues. Craig even found a mummified mouse inside the body!

Typical Eighties modifications were found on the car, like power windows and an alarm system with more wiring than a Boeing 747. Worst of all was the rust, which had spread all over. The front fenders and doors were duly scrapped, and several more parts followed. All that was left was a bare tub, which was surprisingly in pretty good shape. The project quickly became a complete rebuild and although the start was disappointing for Craig, he still liked the car and was ready to move on with it, going on to dismantle the rest of it himself.

Via the Early 911S Registry and Jeff Moore, Craig found out about John Esposito. He's located in North Hollywood, and many Porsche enthusiasts will tell you that he's the go-to guy for quality bodywork and restorations in the area.

With the tub at the bodyshop, Craig started his hunt for parts. Dave Bouzaglou from TRE

Motorsports helped him out with several parts, including the polished seven and eight-inch Fuchs, early doors, ST seats, lexan windows, RS roll bar, H4 headlights, window trim, mirrors, Momo Prototipo steering wheel, NOS dashpad, carbon fibre longhood and much more.

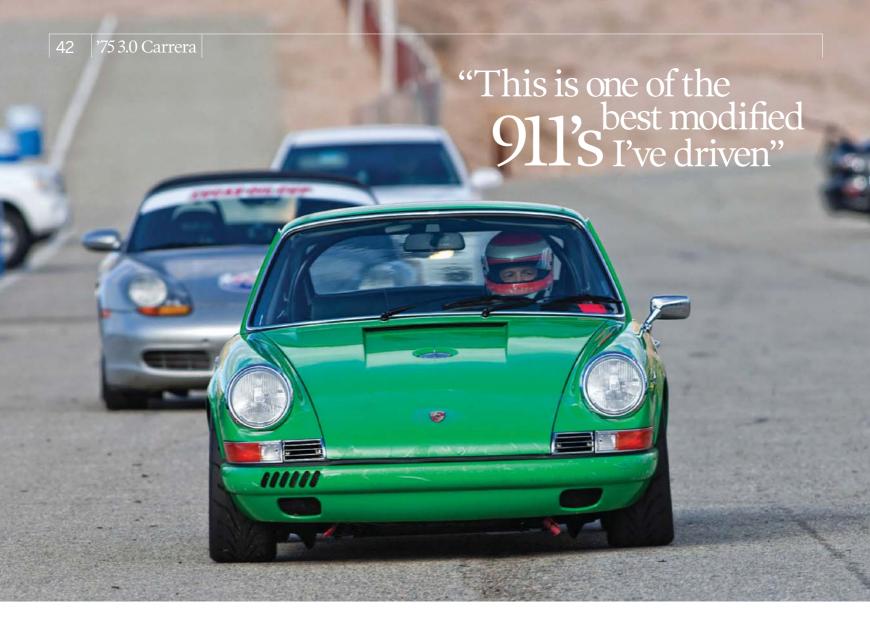
Craig then made a decision regarding what kind of engine he was going to use, so put his guy Allan Faragallah to work. Allan has a reputation for being one of the best engine builders on the west coast, and you'll always find a few factory race engines in his shop. Craig decided to build a twin-plug 3.4-litre engine running on 46mm PMO carbs.

The motor was built with a 10.3:1 compression ratio, based on a 3.2 case with a cross-drilled factory crank and using 98mm Mahle pistons and cylinders. The case was, of course, media tumbled, and the oil tank cleaned in an ultrasonic bath.

Moreover, this goliath of an engine sports an array of race-ready goodies. The twin-plug heads are ported and polished, and equipped with bronze valve guides, TRW exhaust valves and AASCO titanium valve springs. A JB twin plug distributor delivers the sparks, together with an MSD digital ignition. These work in collaboration with the GE-

60 cams and 'no stretch' racing timing chains and chain rails. The parts list doesn't end here, either. The 3.4's power is delivered to the gearbox through an aluminium sports clutch package, which is connected to an AASCO RSR flywheel. Everything was bolted together with quality ARP bolts and a Viton gasket set, and the engine adorned with Wevo semi solid motor mounts. Last but not least, the exhaust gasses leave through equal length 1.75inch diameter stainless headers and a Flowmaster muffler. To keep the engine temperature at working level, a factory in-fender oil cooler was installed with a fan that kicks in when the oil temperature reaches 210 degrees. Additional air slots were cut in the bumper for extra fresh air, and the fan also has a manual switch.

When the finished body left John's shop, TLG's Tony Gerace came to have a look from across the street. He asked Craig if he had a plan on how to finish the final build of the car, having already encouraged him to have John paint the engine and trunk compartments in the same colour as the rest of the body. It required removing the dash, gauges, wiring and fresh air vents, but after seeing some finished products at TLG, Craig decided to go for it.



He then made a deal with Tony and his son Marco to do a proper backdate – and not just fenders, bumpers and a longhood. So a plan was established, and the guys also backdated the interior, including air controls, pedal cluster, E-brake lever, hand throttle, light switch, dash trim and cigarette lighter. Craig even had the gauges rebuilt and backdated at North Hollywood Speedometer. One modern touch was the LED backlighting, but apart from brighter light it's safe to say you probably wouldn't notice.

TLG also took care of the wiring and had a new headliner installed by Levons Mobile Upholstery. When the guys were ready, the '75 at last looked like an authentic longhood inside and out. To save weight, Craig installed minimal Dynamat insulation material, though to keep the heat and noise from the engine out of the cabin he only installed the material from the rear window tray down to the floor. The floor panels and doors were left without insulation.

The suspension was set up by Steve Alarcon from Suspension Specialties and Johnson Alignment. Steve has been setting up Craig's race car suspension for a long time, making him the obvious choice. Craig told him he wanted the car to handle perfectly both on the road *and* track. It was pricey, but he wanted it done right. Bilstein HD shocks were used with Bilstein strut housings up front. Carrera aluminium trailing arms with monoballs and Sway-A-Way adjustable spring plates and covers were installed with Elephant spring plate bushings.

Tarett RSR-style adjustable sway bars and drop link kit were used front and rear, and the front was given some more attention with front lower ball joints, 930 Turbo tie rod ends and bumpsteer spacers. The spindles were raised and de-cambered, and the steering arms modified to avoid bump steer. Modified torsion bar levers and Wevo sway bar consoles can also be found, and Steve installed 21 and 29mm Sanders hollow torsion bars front and rear. The tyres are Toyo R888s; 225/50/15 up front and 235/50/15 at the rear.

At last, the car was ready to be mated with its 915 transmission and 3.4-litre powerhouse. The transmission was built up with all-new internals, including a Guards limited-slip differential. Craig operates it with a Wevo short shifter.

An early test spin soon amazed Craig. Although he couldn't go above 5,000rpm, even at 3,500rpm he was reminded of the rush similar to when the turbos kicked in for the first time in his 993.

Jeff also replaced the entire brake system with rebuilt SC calipers, stainless brake lines and new rotors. TRE Motorsports took care of the finishing touch and installed the last of the interior, with Dave designing the custom door panels and delivering the RS carpet kit. The seats are ST replicas and come from GTS Classics, while the sides are upholstered with perforated leather, and the centres with Porsche 'Pasha' material. Sure, it won't be to everybody's taste, but Craig

wanted something different, and he's certainly got that. At the time of writing he's busy acquiring a reproduction lollipop seat, so he has a bit more side support in the corners. After corner balancing, the car weighed in at 2,141.8lbs, with five gallons of gas on board

In the end, Craig's friend was right about the cost. However, Craig was jovial about his spend, and accepts that a rebuild rarely falls within the allotted budget. "There's always a to-do list, and it never really ends," he says. "Then there's the might-aswells – it's those that really kill you in the pocket."

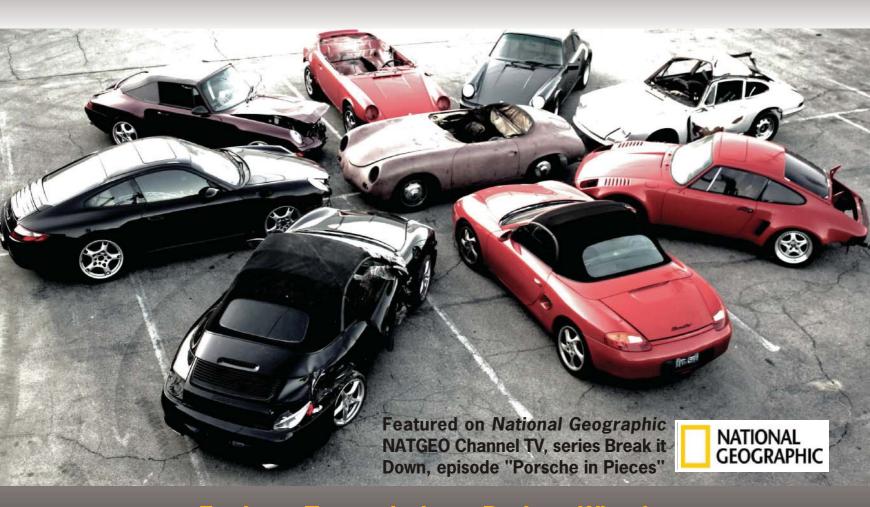
Less than a year after acquiring the car, Craig drove it home through the hills. The young gentleman who sold the car had emailed him several times during the build process, and was as blown away by the finished product as Craig was.

I had the privilege of making several laps on the Willow Springs long course with Craig's car during our photoshoot, and first impressions are that this is one of the best modified 911s I've driven. The solid, planted feel of the suspension and power of the high-revving 3.4 make you feel right at home in this early model. We had been on the road all day, but the car's performance and handling meant the smile never left our faces. Three weeks later, I met with Craig again during a POC trackday, where he really showed what this car could do and was evidently having as much fun as he used to do in his GT3 track cars – regardless of the cost.



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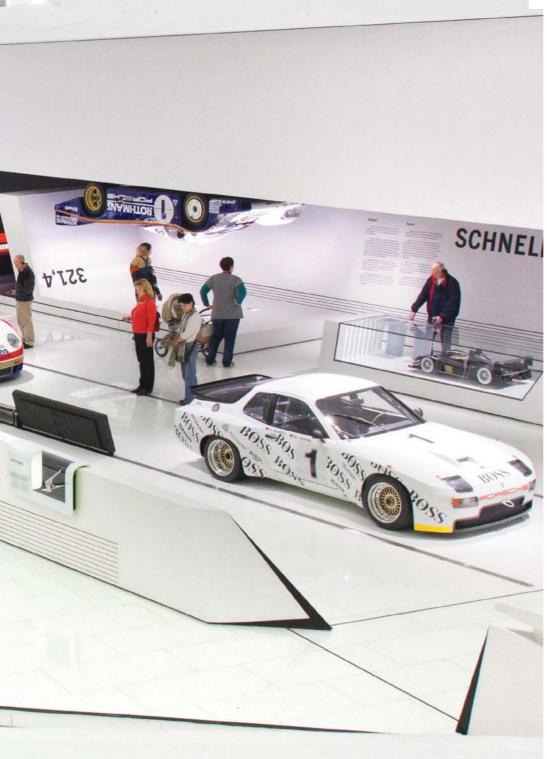
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DAS PORSCHE MUSEUM



Porsche's museum has been open for five years, already attracting 2 million visitors. Total 911 looks at its background and discusses why it's a must-see

Written by **Kieron Fennelly** Photography by **Maurice Tillaard**

he original Porsche museum at Zuffenhausen was opened in 1976 in what had previously been an engine workshop. Its free entry, 620 metre squared showroom allowed 20 cars to be displayed at any one time, but even four decades ago this space was less than adequate for the numerous prototype racing cars, not to mention the standard production models that the company had kept. Porsche became an exponent of the rolling museum, constantly changing exhibits while up to 80,000 fans still came every year to this cramped but fascinating exhibition.

Plans to create a bigger museum surfaced from time to time, but during the late Eighties Porsche simply did not have the budget to pursue the project. By 2001, however, with the 986 Boxster and 996 selling strongly and the Cayenne waiting in the wings, Porsche was solidly profitable, and began to think again about a new museum. Talks were held with Stuttgart neighbour Mercedes Benz about a joint museum in the town, but agreement proved impossible to reach and the two manufacturers went their separate ways.

Mercedes would beat Porsche to the draw by opening its own museum in 2006: reminiscent of New York's Guggenheim, the visitor at Mercedes starts at the top and passes through a series of galleries in a circular descent. So, naturally the architecture at Zuffenhausen had to be different,





and it certainly is. From a distance looking rather like a vast flying saucer, the Porsche museum, which dominates Porscheplatz at the southern end of Porschestrasse, can be entered via an impressive 30-metre long escalator. Logically enough, the visitor is greeted by a model of the first ever Porsche-bodied vehicle, the Typ 64 Berlin-Rome racing car. It sets the tone of the visit: that this is going to be a journey through Porsche, though not entirely respecting its chronology. The architecture is part of the process, the galleried interior cleverly allowing the visitor to view exhibits both close up

and from a variety of perspectives and elevations, and with considerable use of natural light. The effect is absorbing, and few exhibitions can make visitors linger quite like Zuffenhausen.

The curators have constructed the show around ten themes, each with a flagship model that encapsulates the particular philosophy. For example, the first theme, 'Lightness', is exemplified by the open 356 America and a superb picture illustrating Porsche's successes in the Targa Florio; a second theme is 'Intelligence', showcased by the Porsche concept cars, the Panamericana and the

prototype Boxster; the next theme is 'Speed', and is epitomised by the Carrera 2.7 RS and a flotilla of Le Mans winners from 917 to GT1. 'Power' is represented by the Turbo 3.0, followed by a string of 917s and a sectioned 917/30 Turbo engine. Under the title 'Laboratory of Ideas', the visitor is shown some of the concepts developed at Weissach; not just 911s, but the Tag McLaren Formula 1 motor and other engineering carried out for third parties, Porsche's original raison d'être before becoming an auto maker in 1948. This is probably the first time most enthusiasts have seen the PFM, the Porscheflugmotor, ostensibly the 3.2 Carrera engine, but in reality a completely (and expensively) re-engineered unit - a technical triumph which failed to find customers only because of product liability concerns. 'Intensity' is demonstrated by a captivating slideshow which illustrates Porsche's amazing number of victories - a barely imaginable 28,000 - in motorsport. The clips are tantalisingly short, but still serve as a reminder of the huge amount of archive film that Porsche must possess.

The 35-year evolution of the Turbo is classed under 'Rigour', and the museum gives pride of place to all the Turbo models from 1974 to date. It is apparent that some parts of its heritage are more important to Porsche than others: the transaxle 924, 944 and 928 are represented, as is the 914, but only by single examples. On the other hand, some of the graphic displays are brilliant, such as the screen showing outlines of all the Coupes

PORSCHE MUSEUM STATISTICS & ARCHIVE



The museum building measures 140 by 70 metres, requiring 21,000 cubic metres of concrete and 6,000 tons of steel to build at a cost of over €100 million. Besides the 80 cars, there are over 200 specific exhibits on display, though the museum actually has over 500. Porsche also took the opportunity to create a library for its archives in the museum block, which represents a real pleasure for researchers. Interest in the new archive surprised everybody: previously, it was buried in the old Reutter building in a setting which oozed tradition, but had become completely inefficient in a digital world.

The restoration workshop is open until 4pm. Social and club events take place regularly, and summer events take place on the museum's roof terrace.

Porsche Museum, Porscheplatz, 70345 Stuttgart

- Telephone: +49 1805 356 911
- Opening times: Tuesday-Sunday 9am-6pm; entry: €8







from 356 to 991, illuminating each one in turn – a simple but compelling reminder of the incredible timelessness of that famous silhouette.

Throughout the exhibition, along the side of the galleries and in window alcoves are various components, often accompanied by such classic parts as brake calipers or cylinder heads. Entire engines are mounted on pods, but frustratingly it is not possible to get up close or walk around them, so as exhibits these are less successful. On the other hand, access to the cars is mostly total, though of course nobody expects to open doors or climb into them, and there is a refreshing absence of 'Do Not Touch' signs. Other alcoves contain film sequences from sport, manufacturing and, most charmingly of all, slightly faded shots of end users in early 91ls or 356s on dreamily empty roads, but again, the extracts are too short.

All the complete cars on display are in working order, meticulously restored in the dedicated museum workshop. Chief curator Klaus Bischof has only to come with the keys to a particular exhibit to be able to drive it away (via the workshop to check fluid levels and tyres) and on to the highway – something, by all accounts, he is inclined to do whenever the opportunity arises! Exhibits are changed regularly; in viewing one of the very first 3.0-litre Turbo models, for instance, the visitor is curious to know more about the actual car than the generic plaque beside it tells him. But if the car is to be swapped – the museum might have three or four of the same car – it would mean changing the explanatory detail each time a car is wheeled

"All the complete cars on display are in working order, meticulously restored in the dedicated museum workshop downstairs"

out. There are several unique exhibits, though, and these are fascinating. The red, stretched wheelbase 911 of 1969 shows a Porsche deliberating over whether the 911 should be an altogether bigger, four-seater car; from a decade earlier, the Typ 754, a styling study which Ferry Porsche drove for some months, clearly anticipates the 911 as far as the 'A' pillar. The museum also represents a chance to see the remarkable Porsche 'beach buggy', the 1989 Panamericana which, based on C4 running gear, offers intriguing styling clues to not just the 993, but also the 986/996. Down on the entrance floor and visible through the glass partition is the workshop where the current display is the first five Speedsters to come off the production line, arranged to look as if they are on a car transporter.

The Porsche museum is an extraordinary achievement, even by Porsche's standards of ingenuity, and there is almost too much to admire: you soon realise that there would not be enough hours in a day – or even a week – to view all 500 cars in the collection. Neither would you want to; it's arguably better to return another day in

the knowledge that Porsche changes or replaces exhibits regularly. From the enthusiast's point of view there is perhaps not enough technical detail, but on the other hand you have to accept that it is intended to have mass appeal and present the history and heritage of Porsche, which it does effectively. The trip to Zuffenhausen has always been an event, and this exhibition has surely become the focal point of such a pilgrimage.

When it opened, the company estimated the new building might get 200,000 visits in a year. As with power outputs often quoted by Porsche, this figure also proved to be something of an underestimate; in the first eight weeks alone, 80,000 visitors were counted, forcing Porsche to extend its opening hours to include public holidays. A measure of Porsche's renown is that a third of visitors come from outside Germany – and certainly, with an exclusive '50 Jahre' display in place from June 4 to September 29 celebrating this special year of Porsche's most decorated sports car, **Total 911** encourages a visit to Porsche's Zuffenhausen museum, and soon.

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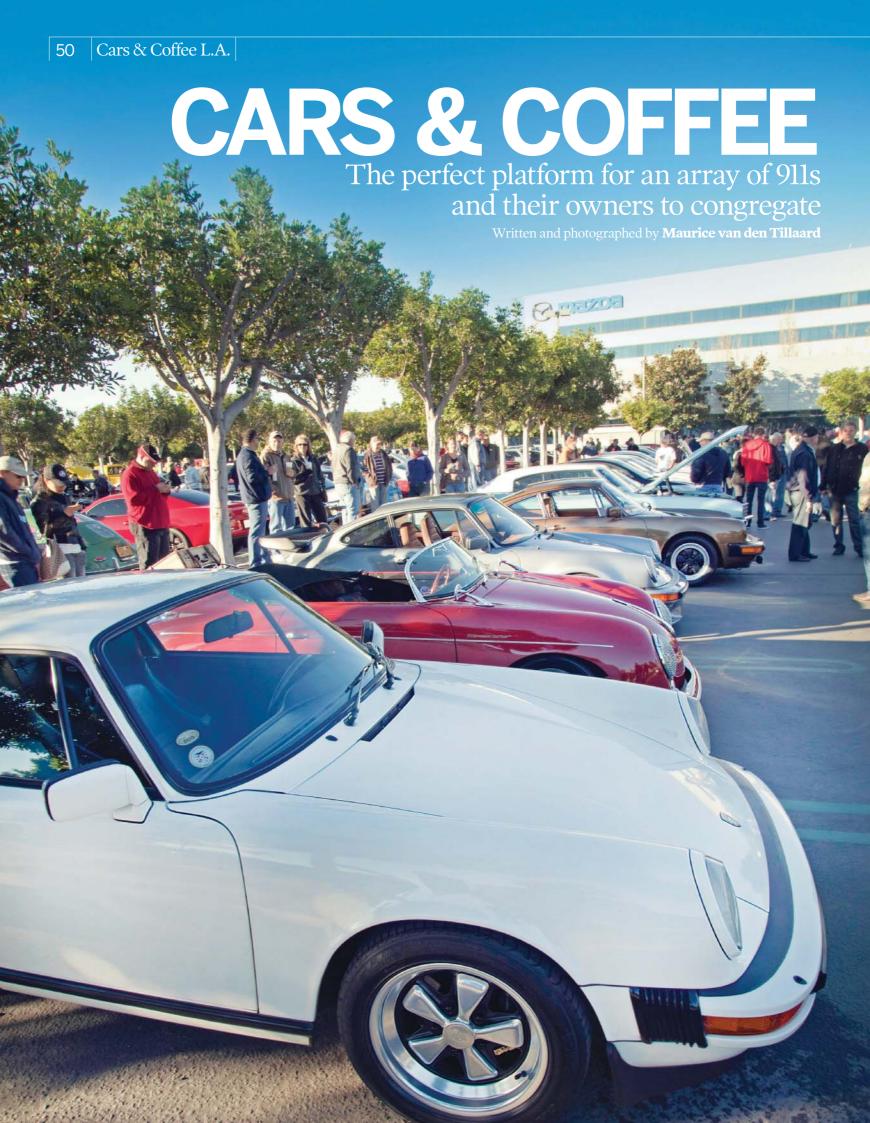




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hile many a car enthusiast is ready to go to bed in other parts of the world, in Orange County California, several so-called 'car nuts' are getting up early to go to the Cars & Coffee meeting at the Mazda Campus in Irvine, Los Angeles.

I've been to see this early morning car show several times with my buddy Scott from Huntington Beach, and this time we were able to go there with my freshly acquired 1972 911 so we could roll into the parking lot in style. The California sun was already peaking over the mountains in the distance while we were getting gas at the Mobil station in Huntington Beach, before a 20-minute drive down an empty 405 freeway brought us to the Mazda headquarters on Gateway Boulevard in Irvine.

The Cars & Coffee meet is now a worldwide phenomenon. In the past I used to visit other early morning meets such as the Donut Derelicts in Huntington Beach, but that concentrates more on the hot rod and custom scene and Porsches are scarce there. However, I did once run into the late Barry Williams with his ultra-rare '68 911T with Sport Kit 2 a few years ago – only 20 of these 1968 911Ts were built by the Porsche factory for use in

FIA's new GT Group 3 category. Out of these 20 'Sport Purposes' vehicles, only nine were equipped with the Sport Kit 2 or Rennversion options. This is the kind of rare stuff you'll find at these early morning Cars & Coffee meets.

It's not for nothing that LA is called the car capital of the world. I often think of the calibre of rare cars I drive by in all these garages you see out here. The great thing is many of these guys take their cars out for a drive on these particular Saturday mornings. Take a seat on the boardwalk next the Pacific Coast Highway near Huntington Beach's Main Street and you'll see more interesting cars drive by than you'll find in the average automotive museum. It's the same elsewhere.

The Cars & Coffee phenomenon has been going for several years now, and offers an enormous diversity of automobiles that differs from week to week. You'll find everything from brand new German and Italian supercars to classic hot rods and muscle cars, as well as vintage stockers and hopped-up European or Japanese import racers. Some people even bring out their new or classic race cars to the meet. You name it, Cars & Coffee has it. Of course, there's naturally a large amount of Porsches on show too. Moreover, Porsche is the











'featured marque' during some meetings, which is when you'll find a host of our beloved Stuttgart-built beauties in attendence.

Back here, when Mazda opens up their parking to welcome everybody who has an interest in the four-wheeled hobby, the gathering starts as early as 6am, and a quick glance on arrival will tell you that it's heaven for car fanatics. For us Europeans, a car show this early in the morning is a rare sight, though it's a startling fact that there are cooler cars here in three hours than at shows organised in Europe over a whole weekend!

By the time the clock hits 7am, Cars & Coffee easily counts over 100 vehicles among its number. Throughout the course of the meeting, cars come and go, while you you might even see some of the big names in the industry – think of Jay Leno or Magnus Walker, for example. The last time I visited I ran into Jeff Zwart, who brought the rare

Perramond/Larrousse 914-6 once raced in the Monte Carlo rally in France.

A quick internet search later told me that the week after my last visit to Cars & Coffee, a TruSpeed GT3 cup car was brought out by Terry Brewer and Dennis Aase, which had competed in the Daytona 24 hours the week before. This was displayed at the early morning car show, complete with battle scars. Seriously, how good can it get?

Walking around the parking lot among tons of other interesting cars, you'll find everything from original and hot rodded longhoods to impact bumper 911s. 996s and 997s are also popular here in California, especially the GT3s and GT3 RSs. 356s are present every week, and if you're lucky you might find an original 550 Spyder in between all the other good Porsche metal.

Several cars slowly roll in the direction of the entrance, where you hear wild revving V8s, V10s,

straight sixes, four bangers and, of course, the much-loved flat sixes. Many people like to show off how many horses they have under the bonnet when they leave the parking lot, but the US is the land of law and order after all and an officer takes presence on his motorcycle to keep an eye on proceedings. Certainly, there are plenty of cars with enough power to bring a smile to all the onlookers' faces, but that belongs on the track, as we all know.

The Irvine Cars & Coffee is the original gathering, but the rest of the USA has caught on and several meets also take place in Europe. If you're ever in the Los Angeles area, don't miss a Cars & Coffee. You'll have to get up early but the reward is a fine opportunity to rub shoulders with some spectacular 91Is at this great auto event. And, with Porsche-only meets becoming a regular occurrence in the 50th year of the model's existence, there's never been a better time to visit.

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The paintwork is truly superb as is the interior.



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993 Turbo – New front Calipers, discs, pads and sensors fitted by JZM. This 993 Turbo really has been treated with care and attention over the years, the cabin still looks incredibly fresh and in better condition than many vehicles with half the mileage.











996 CARRERA



Arguably the best looking 996, the C4S is highly sought after but remains an affordable 911

Written by **Kieron Fennelly** Photography by **Phil Steinhardt**

Specification

996 C4S

(2003)

Engine

Capacity: 3,536cc

Compression ratio: 11.3:1 Maximum power: 320bhp

@ 6,800rpm

Maximum torque: 370Nm

@ 4,250rpm

Transmission: Six-speed

manual or five-speed Tiptronic gearbox driving on all four wheels



n 1974. Porsche created the first 911 Turbo. Defined as much by its aggressive appearance as its explosive performance, the Turbo's flared rear wings started a fashion that would never go away. Indeed, such was the popularity of the flared arches in the Eighties that independent specialists like Autofarm found a thriving market for grafting Turbo wings onto so-called narrow-body 911s. Porsche itself got in on the act with some special low-volume, non-Turbo, wide-arch editions of the 3.2 Cabrio and Speedster and the 1993 'celebration' 964. However, it was the 993 4S in 1995 that established the variant in standard production. Two-wheel (C2S) and four-wheel-drive (C4S) versions were offered featuring the much-admired 993 Turbo body. These proved to be successful, and production overlapped the start of 996 production by several months so demand could be met. Zuffenhausen duly noted this, and when the 996

facelift came in 2001, a Turbo-bodied, naturally aspirated 911 model made its appearance.

If the previous wide-bodied, non-Turbo 91ls were generally one-offs or limited editions, the acclaim received for the 'Turbo-look' 993S, the first series production variant, alerted Porsche's marketing department to its lucrative possibilities. So when the widened body 996 eventually emerged, it was a thoroughly conceived and carefully targeted specification that would be a hit from the outset.

First, though, Porsche needed to establish the new 996, launched in 1997. The most radically new 911 ever seen, it upset purists, who lamented the demise of air cooling and the smooth, minimalist style largely attributed to Porsche's former chief of exterior styling, Hong Kong-born Pinky Lai. Having worked with Porsche Design chief Harm Lagaaij at Ford on the Sierra and Scorpio and later BMW, he followed his mentor to Stuttgart in 1989. The pair would spearhead the style revolution at Weissach,

which would successfully bring Porsche into the 21st Century and gain both men renown and Lai several international awards. The 986 Boxster and 996 911 would propel the sports car maker into a much wider market, but without affecting its uncompromisingly sporting image. Porsche was not a Morgan, making 13 cars per week; the purist view would never make or break the 911.

The all-wheel-drive 996 followed in 1998, and by 2000 Porsche had filled out the range with the specialist GT3 and range-crowning Turbo, though both used a different engine from the base 996. The new 911 was faster, more spacious, comfortable and economical than its air-cooled predecessor – all critics could find to complain about was a cabin which although as ergonomic as the 993's, was not finished to the same standard. Porsche would address this with the facelifted version of the 996 and 996 C4, launched in 2001. Bored out to 3.6 litres and with eight per cent more power and torque, the

WIDEBODY TIMELINE

1974

The 911 Turbo stuns everyone with its performance and wild looks, accentuated by its flared arches

1976

The Porsche 911/935 begins a six-year, all-conquering track career, making an icon of the bodykitted racing 911.

1988

Limited run of 3.2 Speedsters with Turbo widebody; they are now worth four to five times the value of a stock 3.2

• 1996

The 993S and 4S use a Turbo body with standard running gear, achieving success. It became a mass-production 993.

P 2001

The 996 C4S is launched. The Turbo body and running gear with top-spec cabin leads to it being hailed a future classic.

2005

The 997 C4S is officially revealed, the S now having a 3.8-litre engine and 355bhp to go with its Turbo body.





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"THE NEW 911 C4S
PROVED TO BE SPACIOUS,
COMFORTABLE, FASTER
AND MORE ECONOMICAL
THAN ITS AIR-COOLED
PREDECESSOR"

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second 996, distinguished by its revised headlights, offered detail improvements and saw the return of the wide-bodied 911: the C4S.

Porsche would position the C4S as the 911 to aspire to. As with the 993S and 4S, the C4S used the Turbo's curvaceous wings and deeper front and rear valances, but went further upmarket than its 993S predecessor with a more generous specification. On 18-inch Turbo alloys and sitting 10mm lower than the standard car, to the uninitiated the C4S appeared indistinguishable from the Turbo. It took the cognoscenti to spot the subtly different front lip, absence of air intakes in the wings and retractable rear spoiler of the 996 rather than the Turbo's fixed wing. Beneath the spoiler was a welcome Porsche trademark: a full-width reflective panel. The C4S shared the Turbo's 330mm brake discs and four-piston 'big red' calipers, as well as its four-wheel-drive transmission and most of its suspension, except for the rear springs, which

were softer, reflecting the lighter payload of the naturally aspirated flat six. Tiptronic, not previously compatible with all-wheel drive, was also an option.

The cabin was beautifully appointed in the Turbo tradition. The 996's plastic surfaces were trimmed in stitched leather and frequently matched by a leather three-spoke steering wheel. Standard equipment included automatic climate control, fully electric seats and an upgraded Bose sound system. The options list included Porsche's new carbon ceramic brakes (at almost £6,000, few buyers chose these), and you could further customise the interior with red seat belts and the Porsche crest embossed in the seat backs, a commonly found and tasteful option. PCM satellite navigation, still slightly exotic a decade ago, was another option, but as on the Turbo, stability control in the shape of PSM was standard, as was the suede roof.

In the past, 'S' versions often indicated a tuned Porsche – witness the original 911S. As with the 993,





X51 KIT

Even in the days of the 356, Porsche offered engine upgrades which since the 997 it has referred to as a 'Powerkit'. The X51 was the factory power upgrade for the 996, listed as M96/03S, and represented proper oldschool tuning as opposed to mere 'chipping'. It involved a higher specification oil cooler and water pump, cast alloy intake plenums, ported inlet valves and specific pistons









BUYING TIPS

There are plenty of C4Ss to choose from, so be in no hurry. Often, these cars have covered fewer miles, being deemed more special than plainer 996s, so expect to find cared-for examples. If you aren't certain of what to look for, invest in a specialist to examine the car for you.

- IMS: Independents like RPM Technik will sell you a 996 with an upgraded shaft/bearing.
- **Negotiating points:** Consider making a new clutch and geometry check part of the deal.
- Warranty: If taking the car 'as is', consider getting a warranty, especially if buying privately.
- Equipment: Check that everything works correctly.
- Radiators: Front-mounted radiators are prone to damage. If they're original, ask if the seller will replace them.

"SIX YEARS ON AND THE CARRERA 4S IS WORTH APPRECIABLY MORE THAN THE BASE 996 OR C4"

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however, the S nomenclature of the C4S denoted a model with visual rather than performance enhancement. Under the C4S's bonnet, the 3.6 was the stock water-cooled six that would endure until 2008. Porsche's X51 kit offered more power, but in reality Porsche had judged it right. C4S customers were more than ready to pay the significant price premium over the standard

996 for a model with fractionally (but not noticeably) slower take off due to its extra 65kg weight, because what counted was the C4S's

incomparable 'Turbo look'. 320bhp, after all, was generous horsepower in 2001, and a 170mph+ top speed was entirely appropriate for the ultimate expression of the naturally aspirated 911 (barring the GT3, of course). Even if the C4S was, as

Paul Frère observes in his book,

Porsche 911 Story, "More for show
than go," the entire exercise was
a casebook example of adding
value and reaping the profits.
Building the Turbo-based C4S
also helped amortise the cost of
the blown 996's specific chassis.

The 996 widebody also came in Cabriolet form, and accounted for 33 per cent of 996 C4S sales. Critics remarked that the soft-top version lacked the style of the Coupe, but so it has always been with any significant modifications to the 9ll's silhouette. The critics admired the job Porsche had made of integrating the hood, though with the roof down the rear could still appear bulky, an observation later levelled at the convertible 997.

You could always rely on Porsche for engineering integrity, though, and road testers reported minimal scuttle shake or shimmy – the bane of roofless cars – on uneven surfaces. The Tiptronic gearbox was particularly well suited to the laid back C4S Cabrio.

The wide-body 996 was not destined for a long career: the next 911, the 997, was announced in 2004, and this time barely a year passed before the launch of the wide-body versions - a clear sign of the importance of this model. Even as early as 2007, Total 911 commented that the 996 C4S was already a "classic in the making." The combination of wide Turbo body and standard C4 drive train was irresistible, and we were then as particularly taken with the return of the full-width rear reflector as we are now. Sitting low on its peerless 18-inch Turbo alloy wheels, the C4S is undoubtedly one of the best-looking 996s, overcoming all the early criticism of the first water-cooled model's supposedly anodyne looks and uninspiring interior to look both potent and discreetly menacing.



Time has proved us right. Six years on, the C4S is worth appreciably more than the base 996 or C4. The gap still has some way to go before reaching the proportions of the 993, where a low-mileage '4S' can be worth half as much again as the narrow-bodied car, but as the value of average 3.6-litre 996 sinks towards or even below £15,000, the C4S is mostly to be found in the £18-£23,000 bracket, with sub-20,000-mile cars priced up to £5,000 more. Given the lavish equipment as standard and the fact that most C4Ss were delivered with factory options like switchable exhaust, the wide-body car represents potentially the best-value naturally aspirated 996, and will always turn heads.

"I'VE GOT ONE"

"I've had my C4S for two years now. It feels stable and secure, and inspires confidence when I drive it. The C4S proved invaluable in winter with its four-wheel drive as it ploughed through the snow confidently. As with any car, keeping on top of maintenance schedules is key – I also remedy any 'potential' items that may need doing as soon as possible. Apart from wear and tear, the items the C4S comes with have been very reliable. The PSE sounds amazing, and I hardly ever want to listen to the Bose sound system!

to listen to the Bose sound system!
The Tiptronic does take some getting used to, but once you do it's very rewarding. I tend to use the manual option and change gears from the steering wheel for a more spirited drive, and the car behaves much more responsively.

For the perfect 911 blend of good looks, performance and value, I say there's nothing like a 996 C4S." Azz Shah







The car that marks Porsche's official return to endurance racing made its bow at the Six Hours of Silverstone. Total 911 inspected the new 911 RSR

Written and photographed by **Glen Smale**





t last, the wait is over: after a plethora of spy shots the world over of the much heralded 991 RSR in testing throughout early 2013, the curtains are up and the covers are off. And not only do we now know what it looks like, but after its race debut at Silverstone in the first round of the 2013 World Endurance Championship, we also know how the new competition-ready 911 drives. Porsche AG Team Manthey's new 991 RSRs finished in fourth and sixth places in class in their debut race, doing so reliably and without any mechanical trouble.

Porsche have been tight-lipped in the lead up to the car's racing introduction. Playing things close to your chest helps to keep the opposition guessing, but this has also allowed the engineers to get on with the job of testing the RSR at several international circuits in an effort to build up a storehouse of data with which to set the car up for different circuits and conditions in the WEC.

As we take in the car for the first time, Porsche's Head of Motorsport, Hartmut Kristen, offered some information on the early formalities of the latest racer: "The starting point for the new RSR was mid-2011, but because the GT3 is not yet in production, we couldn't use it as a platform for homologation. Instead, we used the Carrera 4 body, which is why it is not called the 911 GT3 RSR."

The RSR's engine is a carry over from the 997 GT3 RSR, using the same four-valve, 4.0-litre power plant generating 460bhp. Porsche did not consider a direct injection system for the RSR, as Kristen

"Porsche AG Team Manthey's two RSRs finished in fourth and sixth places in their class, doing so reliably and without any mechanical trouble"

explains, "It all depends on when decisions will be made with regard to future GT regulations, and this is why we are still using the previous generation engine; we didn't want to spend millions as a short-term investment. When these new regulations are made, we will then make our own decision on what engine concept to use for this car in the future."

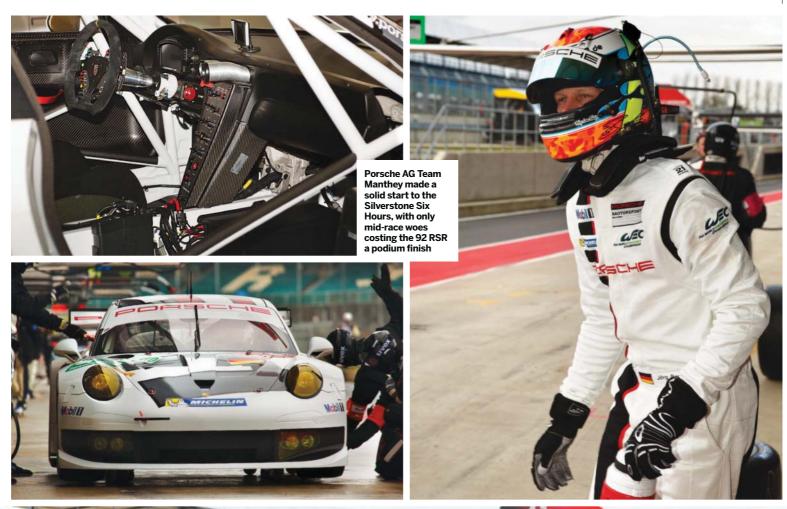
With the GTE Pro class minimum weight set at 1,245kg, the RSR is light in nature, with an optimum distribution of weight as per the very character of the 991. Wolfgang Hatz, Head of Research & Development at Porsche, clarifies, "Starting with the chassis, we have a very high ratio of aluminium, which gives us a weight advantage, and with the longer 991's wheelbase we have the opportunity to optimise the car's balance. This gives it more stability at high speed."

Weight had to be saved wherever possible due to the larger surface area of the new 991 bodyshell. The 997 GT3 RSR was already 48mm wider than the 2011 car, and this RSR is now 100mm longer than its predecessor. Taking weight away from the upper body was essential in lowering the car's

centre of gravity, which was achieved through the use of carbon fibre for the front and rear lids, doors, underbody, wheel arches, rear wing, dashboard and centre console, while all windows are made of particularly thin polycarbonate. The gearbox was also put on a strict diet, and thanks to the use of some exotic materials around 4kg was saved, with further weight being shed through the use of a lithium-ion battery.

Aerodynamically, the RSR is more efficient than its predecessor. By placing the single radiator lower and further back in the body, the engineers were able to dispense with the twin radiators below the headlights. This area now features a cutaway allowing a more efficient flow of air, while housing a pair of driving lights on either side.

The engineers were somewhat limited in the areas where downforce can be created, and therefore had to be as effective as possible in those areas where it is possible to be creative. One such area was the front end, where additional downforce had to be found due to the different weight balance of the RSR. For the Le Mans 24 Hours, a different







aero package giving less downforce with greater efficiency has been homologated. "We're not allowed to change the rear wing, so we mainly change the front and rear diffusers because these elements create downforce," explains Kristen.

With the 99l RSR, Porsche's approach to homologation has followed a slightly different course. Where previously Porsche took a homologated street car as the basis for their race car and then modified those elements that were permitted within regulations, they have instead approached the RSR from the opposite direction. In recent years, Porsche focused on constructing more affordable vehicles with the privateer race team in mind, but the company has now taken a more hardline approach to competition. This change in philosophy clearly signals the factory's intent, so enthusiasts can once again look forward to seeing works Porsches on the podium.

Up until 11.25am on Friday 12 April, access to the Porsche garages was strictly 'verboten', but as the roller-shutter doors slowly opened, the world got a look at the new 911 RSR. And, as the cars filed on to the track for the first WEC free practice session of the year, they were met with Northampton's typical April weather: intermittent rain.

The first of the Porsches to appear was the #91 Porsche of Bergmeister/Pilet/Bernhard, followed shortly afterwards by the #92 car of Lieb/Lietz/Dumas. The whole purpose of the free practice sessions is to fine-tune the car's setup and, as expected, they were both back in the pits before long to adjust suspension settings. The times

set during the Friday practice sessions were understandably pedestrian at 2:13.732 (morning) and 2:02.464 (afternoon), both being set by the #92 car. Saturday morning's best practice time of 2:05.995 was recorded by the #91 car, but momentum was soon upped for the midday qualifying session.

It's worth pointing out that the method of qualifying for grid positions in this year's WEC races has changed, requiring each team to nominate their fastest two drivers per car to set an 'average best' qualifying time for that car within a 20-minute window.

The two Porsches set times within a whisker of each other, with #91 (2:01.308) being slightly quicker than #92 (2:01.452). Although a world away from the first practice times, they were still almost a full second off the pace of the lead Aston Martin. The Porsche team pointed out that they were not able to get sufficient heat into the tyres in the short qualifying stints, as it takes around five or six laps to get the tyres up to the optimum operating temperature – but as each driver only had two laps in which to set his best lap times it proved a difficult situation. However, excuses aside, the #91 Porsche was third in class on the grid, with the #92 car right alongside in fourth – an excellent showing given this was the 991 RSR's debut race.

At 12pm, the cars duly crossed the start line for the first time. The two Porsches came through in formation and soon settled into a routine. After the first hour it was #91 that held station in third place, while #92 had dropped back a lap and was

"The competitive debut of the 991 RSR was a great success ahead of Porsche's big return to Le Mans"

lying in sixth. However, in the second hour #9l was forced to pit to have a faulty suspension component replaced, dropping them to sixth place and two laps down. In the meantime, #92 moved up into fourth, and by the three-hour mark was lying in third.

A podium place would elude Porsche in their first race, the cars ultimately finishing fourth and sixth in the GTE Pro class. Both cars ran well and didn't suffer any mechanical breakdowns, and although the pit stops weren't perfect, this was a positive result for such a widely anticipated race debut.

With one full race behind them and plenty of real-time data to work with, Porsche AG Team Manthey are well placed to deliver the goods for the rest of the 2013 WEC campaign. The competitive debut of the 991 RSR, then, can be considered a great success – particularly in preparation for Porsche's return to the famous 24 hours of Le Mans on 22-23 June.

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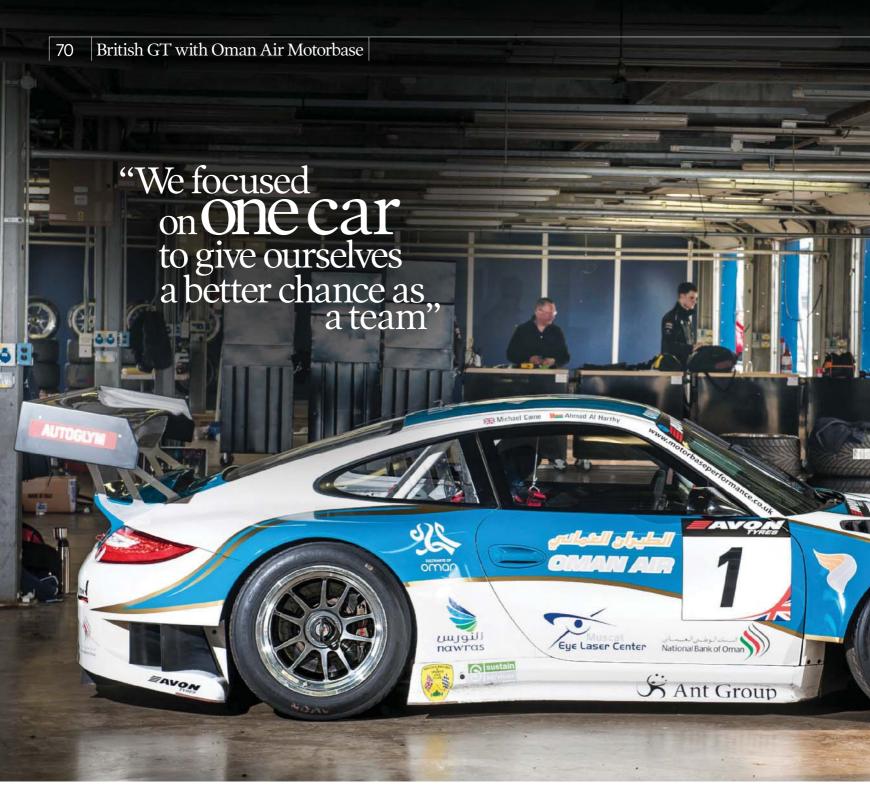












ighting your way to the top is one thing; ensuring you stay there is quite another.

Total 911 documented Motorbase Performance's emphatic last-ditch title win last season under the driving partnership of Michael Caine and Danielle Perfetti in the GT3R. The championship crown beared the fruits of much hard work in Motorbase's maiden season in the British GT after stepping up from the Carrera Cup GB, and now they head into the 2013 GT campaign buoyed by such dramatic success.

The aim this year is to defend that overall crown, though there have been a few changes since Motorbase last graced our pages back in Issue 94. The team have entered the competition this year under a new name of Oman Air Motorbase, thanks in no small part to the acquisition of Ahmad al Harthy (see interview) to partner Caine in the

997 GT3R. Team boss David Bartrum explained the move to **Total 911** at the team's testing day at Rockingham Raceway earlier this month: "We're delighted to have Ahmad in place for 2013 – it's a good move for him and for us. It gives a chance for him to further his career, and his sponsorship obviously helps us with our global appeal. What's also good about Ahmad is that he wants to learn."

In another change, Motorbase have opted to run just one car for this year, a move David says was an important one for the new campaign. "We're running just the one car this year so there's no conflict within the team and we can all concentrate on the same tasks, especially with the extra weight we must now carry in the car each race."

The GT3R being retained is the same winning car from last year's championship, enjoying new livery in line with its Omani sponsors, plus a few

tweaks courtesy of the new 2013 package from Porsche. The upgrade offers no extra power from the 4.0-litre engine's 500bhp flat six, but does promise a plethora of aero tweaks for greater downforce on track. Noticeable changes include widened fender flares at the front and rear, while the repositioned rear wing has now enlarged to the entire width of the vehicle. Further modifications include 50mm wider front and rear axles, while the front wheels now measure a herculean 12 inches wide, up from 10.9 inches. The wheelbase of the 2013 GT3R has also grown by 10mm, and should aid the drivers in their push to continue excelling in a field of ever-increasing competitiveness.

It's clear to see though that despite the numerous cosmetic changes, that familiar appetite for success remains among the Motorbase garage.

Bartrum, for one, is in an optimistic mood ahead







of the campaign: "It was a fantastic way to win the championship last season – it can't get more nailbiting than that! But we're confident we can mount a good challenge again this year. Both our drivers are winners and the rest of the team have tasted success from last year, so we have the mentality to go out and do it all again. The grid is very strong again as British GT is currently more exciting than ever, but we're ready."

And ready they certainly are. A series of positive tests at Rockingham means that Michael, Ahmad and the team are in good shape to get out on track and attack that championship table – and attack is the best form of defence, after all.

*You can follow Oman Air Motorbase every step of the way this year as the team seek to defend their British GT title. A full race report can be found exclusively in **Total 911** each issue.

A QUICK GUIDE TO THE BRITISH GT

The British GT showcases some of the best supercars in racing, with one round abroad (this year sees the championship travel to Zandvoort in the Netherlands). The British GT is divided into four classes:

CT3

Supercars such as the Ferrari 458, Audi R8 LMS, McLaren MP4-12C and Aston Martin V12 Vantage closely reflect their road-going equivalents, and are allowed limited alterations to suspension, engine and bodywork.

GT3 B

The GT3 B class was introduced

in 2011 to allow slightly older spec GT3 machinery to compete, such as the Ferrari 430 and Aston DBRS9.

GT4

The GT4 category amalgamates GT4-homologated cars. The former category provides the cars which form the mainstay of the GT4 European Cup, such as the Lotus Evora GT4, Nissan 370Z, BMW M3 and Ginetta G50.

GTC

Exclusively for one-make championship cars like the Porsche Cup and Ferrari Challenge.

Rounds are divided into twin-race events that feature two separate one-hour races, with three or four endurance events each hosting a two-hour race. A three-hour endurance race is also held. Each race has a compulsory driver change pit stop, with each driver adhering to a limited amount of minutes on track. British GT is a Pro-Am form of racing, with one pro and one amateur driver per car. Drivers carry gradings according to age and experience, and must be matched accordingly to avoid a penalty of extra weight.

All cars must use the same fuel and use slick Avon tyres.



DEFENDING THE TITLE

ROUND ONE OULTON PARK

Oman Air Motorbase start the season well among the strongest field in the history of the Avon Tyres British GT Championship

Written by Paul Lawrence Photography by Oman Air Motorbase

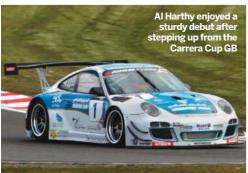
ichael Caine and Ahmad Al Harthy got off to a solid start in the opening round of what will be a highly competitive 2013 British GT. Before the race, Motorbase boss David Bartrum was full of praise for his new-look team: "The championship-winning car from 2012 had the full Porsche update over the winter to take it to 2013 specification," he said. "It's got much wider bodywork, so it's gone from being called Max to Maximus, because all our cars have names. It's a much stronger car than it was last year, but it has had restrictions imposed by the championship's 'balance of performance' process.

"The ideal pairing for British GT is bronze and gold. Ahmad is rated as a silver driver, and we suffer because Michael, as reigning champion, is a gold driver, so we have to carry 75kg of ballast," said Bartrum. "We went to Oulton Park with that in mind and we knew it would be difficult." Ahmad put the car third on the grid and held that position as the race developed, despite having to contend with a capacity field of 30 GT cars on the notoriously narrow dash to the first corner at the Cheshire track. A slick pit stop put Caine back on the track in tenth place, and he soon fought his way back up to fourth – less than a second behind the third-placed Mercedes AMG SLS of Fortec.

"In the first race Ahmad did a superb job, and then Michael got into an epic battle with Richard Westbrook and managed to keep him behind for the second half of the race," said Bartrum. "He finished fourth with Richard two inches off us bumper. That was a pretty good job because Richard knows what he is doing in a GT car."

For the second hour-long race, Porsche started down in 19th place, but a tactically smart early pit stop allied to an attacking run from both drivers got them up to ninth at the finish. "Unfortunately, there was then an incident when a Ginetta caught fire. It was a difficult fire, and the car burned for quite a while," said Bartrum. "We spent 13 or 14 minutes







behind the safety car and it gave us a one-lap dash to the flag. I think if Ahmad had got the full race time he could have caught the four cars in front of him quite easily. I think he would have picked them off and got a fourth or fifth place."

"It was a very positive weekend for us", said Al Harthy. "It was extremely challenging, of course, but I was delighted to start my GT career so well with two good results. We knew we had a strong race car, fourth was a good result from the first race, and the team did a good job with the pit stop. Michael worked his way back through very well."

"Ahmad was very good in the car and Michael was his usual self," reflected Bartrum. "He is very conscious of what his co-driver needs, and they got a car setup that suited them both. I don't think Michael's qualifying position reflected where the car was; I think he had a difficult time finding space with over 30 cars on the track.

"I'm really pleased with the job the team did: I'd have liked to get a podium. We had a very good first race in difficult conditions, and there was no damage to the car. We had no issues with the car at all, and for a first weekend – carrying the extra weight – I think we did a pretty good job. The ambient temperature was so low that you had to work hard to get temperature into the car, and that was probably a factor in qualifying."

2013 British GT Championship Calendar							
Event	Circuit	Start date	End date	Round			
1	Oulton Park	01/04/2013	01/04/2013	Race 1, Race 2			
2	Rockingham	05/05/2013	06/05/2013	Race 1			
3	Silverstone	25/05/2013	26/05/2013	Race 1			
4	Snetterton	15/06/2013	16/06/2013	Race 1, Race 2			
5	Brands Hatch	10/08/2013	11/08/2013	Race 1			
6	Zandvoort	06/09/2013	08/09/2013	Race 1, Race 2			
7	Donington Park	05/10/2013	06/10/2013	Race 1			

Race 1 results – Oulton Park								
Pos	Car	Class	Drivers	Car	Time	Laps	Gap	Avg speed
1	33	BGT	Trackspeed	Porsche 997 GT3 R	1:00:34.559	33		100.10
2	31	BGT	Trackspeed	Porsche 997 GT3 R	1:00:35.749	33	1.190	100.71
3	15	BGT	Fortec	Mercedes AMG SLS GT3	1:00:58.987	33	24.428	99.55
4	1	BGT	Oman Air - Motorbase	Porsche 997 GT3 R	1:00:59.823	33	25.264	99.04
5	3	BGT	Rosso Verde	Ferrari 458 Italia GT3	1:01:00.166	33	25.607	100.80
6	79	BGT	Ecurie Ecosse	BMW Z4 GT3	1:01:00.703	33	26.144	99.52
7	13	BGT	AF Corse	Ferrari 458 Italia GT3	1:01:06.388	33	31.829	99.55
8	21	BGT	Mtech	Ferrari 458 Italia GT3	1:01:07.101	33	32.542	99.86
9	25	BGT	United Autosports	McLaren MP412C	1:01:07.588	33	33.029	100.17
10	6	BGT	PGF - Kinfaun AMR	Aston Martin Vantage GT3	1:01:19.435	33	44.876	99.54
11	18	BGT	FF Corse	Ferrari 458 Italia GT3	1:01:20.512	33	45.953	99.91
12	230	BGT	JRM	Nissan GT-R	1:01:25.523	33	50.964	98.96
13	22	BGT	Preci Spark	Mercedes AMG SLS GT3	1:01:26.166	33	51.607	99.10
14	8	BGT	8880ptimum	BMW Z4 GT3	1:01:29.789	33	55.230	98.96
15	40	BGT	CWS 4X4 Spares	G55 Ginetta GT3	1:01:32.828	33	58.269	98.67
16	78	BGT	Barwell Motorsport	BMW Z4 GT3	1:01:55.643	33	1:21.084	98.09
17	10	BGT	M-Sport Racing	Audi R8 LMS Ultra	1:02:03.721	33	1:29.162	99.24
18	11	BGT	PE Group Blendini Moto	Audi R8 LMS	1:00:38.299	32	1Lap	98.20
19	43	BGT	Century Motorsport	Ginette G50	1:02:11.668	31	2 Laps	91.11
20	888	BGT	8880ptimum	BMW Z4 GT3	57:14.577	30	3 Laps	100.05
21	44	BGT	Optimum Motorsport	Ginette G50	1:00:45.269	30	3 Laps	90.41
22	69	BGT	APO Sport	Ginetta G50	1:01:00.053	30	3 Laps	90.60
23	27	BGT	Vita4one Team Italy	Ferrari 458 Italia GT3	54:34.817	29	4 Laps	99.81
24	23	BGT	United Autosports	Audi R8 LMS Ultra	47:45.250	25	8 Laps	99.30
				Not Classified				
	16	BGT	LNT		21:59.694	10	23 Laps	97.72
	320	BGT	JRM	Nissan GT-R	22:00.844	10	23 Laps	97.69
	53	BGT	Complete Racing	Aston Martin GT4	19:31.586	8		
	007	BGT	Beechdean AMR	Aston Martin Vantage GT3		4	29 Laps	
	41	BGT	Mtech	Ferrari 458 Italia GT3	5:04.638	1	32 Laps	31.80
	14	BGT	Fortec	Mercedes AMG SLS GT3				
	32	BGT	Trackspeed	Porsche 997 GT3 R				

Race 2 results – Oulton Park								
Pos	Car	Class	Drivers	Car	Time	Laps	Gap	Avg speed
1	31	BGT	Trackspeed	Porsche 997 GT3 R	1:01:24.750	34		101.08
2	25	BGT	United Autosports	Audi R8 LMS ULtra	1:01:25.031	34	0.28	100.13
3	79	BGT	Ecurie Ecosse	BMW Z4 GT3	1:01:28.355	34	3.604	99.58
4	3	BGT	Rosso Verde	Ferrari 458 Italia GT3	1:01:28.906	34	4.155	101.08
5	888	BGT	8880ptimum	BMW Z4 GT3	1:01:33.031	34	8.28	99.61
6	14	BGT	Fortec	Mercedes AMG SLS GT3	1:01:34.093	34	9.342	99.17
7	18	BGT	FF Corse	Ferrari 458 Italia GT3	1:01:34.492	34	9.741	99.5
8	22	BGT	Preci Spark	Mercedes AMG SLS GT3	1:01:35.167	34	10.416	98.79
9	1	BGT	Oman Air - Motorbase	Porsche 997 GT3 R	1:01:35.407	34	10.656	98.84
10	23	BGT	United Autosports	McLaren MP412C	1:01:36.301	34	11.55	98.81
11	230	BGT	JRM	Nissan GT-R	1:01:37.041	34	12.29	98.45
12	32	BGT	Trackspeed	Porsche 997 GT3 R	1:01:37.451	34	12.7	100.33
13	13	BGT	AF Corse	Ferrari 458 Italia GT3	1:01:39.557	34	14.806	99.41
14	10	BGT	M-Sport Racing	Audi R8 LMS Ultra	1:01:40.388	34	15.637	99.21
15	27	BGT	Vita4one Team Italy	Ferrari 458 Italia GT3	1:01:43.521	34	18.77	100.26
16	320	BGT	JRM	Nissan GT-R	1:01:25.500	33	1 Lap	98.33
17	78	BGT	Barewell Motorsport	BMW Z4 GT3	1:01:30.980	33	1 Lap	98
18	11	BGT	PE Group Blendini Moto	Audi R8 LMS	1:01:42.310	33	1 Lap	97.71
19	8	BGT	8880ptimum	BMW Z4 GT3	0:55:48.751	31	3 Laps	99.86
20	43	BGT	Century Motorsport	Ginette G50	1:01:52.622	31	3 Laps	90.81
21	44	BGT	Optimum Motorsport	Ginette G50	1:01:52.914	31	3 Laps	89.63
22	7	BGT	Beechdean AMR	Aston Martin Vantage GT3	0:45:58.905	27	7 Laps	100.9
23	15	BGT	Fortec	Mercedes AMG SLS GT3	0:44:37.119	26	8 Laps	98.49
24	40	BGT	CWS 4X4 Spares	G55 Ginetta GT3	0:44:52.913	26	8 Laps	98.15
25	69	BGT	APO Sport	Ginetta G50	0:56:07.968	26	8 Laps	89.76
26	41	BGT	Mtech	Ferrari 458 Italia GT3	0:41:52.031	24	10 Laps	98.26
Not Classified								
	21	BGT	Mtech	Ferrari 458 Italia GT3	0:17:57.381	11	23 Laps	100.21
	6	BGT	PGF - Kinfaun AMR	Aston Martin Vantage GT3	0:18:22.117	11	23 Laps	100.26
	53	BGT	Complete Racing	Aston Martin GT4				
	33	BGT	Trackspeed	Porsche 997 GT3 R				



DEFENDING THE TITLE

AHMAD AL HARTHY

Total 911's 'one to watch' in the British GT talks on his move from Carerra Cup GB and his targets for season 2013

Written by Lee Sibley Photography by Laurens Parsons

n just six years, Ahmad Al Harthy has firmly established himself as one of the Middle East's most talented sportsmen and Oman's premier figure in global motor racing. Following a fruitful stint in Formula Renault single seaters, Ahmad switched to the world of closed cockpit racing in 2010 and entered the Porsche Carrera Cup GB. His title win in the Pro-Am 1 Championship class last year has provided the perfect platform for a step up to endurance racing to partner Michael Caine in the #1 Oman Air Motorbase Porsche 997 GT3R for 2013. **Total 911** catches up with him to ask how different racing is in the British GT.

2012 was a successful season for you, Ahmad...

It was by far the best season I've had in motor racing: 17 podiums from 20 races showed great consistency, and it was important to remain as close as possible to the pro drivers. I felt I achieved that,

ESSENTIAL FACTS

- Born: August 31 1981.
- 2006, Thunder Arabia Middle East Vice-Champion: debut season of car racing action, becoming first Omani driver to compete in single-seaters.
- 2007, Formula Renault UK Winter Championship: 3rd overall in the BARC Class with three podiums, and Formula Renault BARC Championship: 15th overall in the FR2000 Class
- 2008, Formula Renault BARC Championship: 5th overall with three podiums.
- 2009, Formula Renault BARC Championship: Vice-Champion with six podiums.
- 2010, Porsche Carrera Cup GB Championship: 4th overall in the Pro-Am 1 Class with five podiums.
- 2011, Porsche Carrera Cup GB Championship: 3rd overall in Pro-Am 1 Class with two wins & 12 podiums.
- 2012, Porsche Carrera Cup GB: Pro-Am 1 Champion.

and it gave me a huge boost for momentum. Back home, circuit racing is a new sport. I'm the first and only circuit racer at the moment, so with these positive results I'm proud to fly the Omani flag.

You dominated your Pro-Am class in the Carrera Cup GB last year. Why move?

After winning the championship, we decided to move to British GT. There was only ever one option, which was to continue with a Porsche for consistency and my development process. Learning to really drive the 911 is very important too, so going into endurance was the obvious next step for me.

When did you decide to try something new?

Last year we focused on the Carrera Cup until we clinched the title at Silverstone. That's when we asked "what's next?" It gave me time to go through my options. In the end it was easy for me, as I feel









at home in the British championships. I needed a new challenge, but I also wanted some consistency in my surroundings.

How did the move to Motorbase materialise?

I competed against them in 2010 and 2011 in the Carrera Cup GB. David Bartrum was very straight up and transparent when we had talks, and that's what I like about Motorbase. I'm delighted to be a part of this winning team, and they've put their faith in me as a developing driver.

Is the move long term?

The move is definitely part of the long-term plan. I want to keep going in endurance racing and even do a few races in Europe in the Blancpain campaign, which is also in a 911. It's a separate programme from the British GT, but both will benefit from the other.

Do you have any particular favourite track here?

I usually say whatever track I did best at! But last year was such a good season... let's just say I like them all! Seriously, there's no venue I don't enjoy going to. Every track has its own challenges – there's no hard or easy circuit in Britain.

What's your goal for the 2013 season?

We want to be on the podiums this year, and once we get the podiums we want to think about wins. With Michael winning this championship last year it definitely helps with our chances for the season ahead. The team's desire is to go out there and win, and it's mine too, but I don't want to put extra pressure on myself. The team already have a superb winning mentality and since myself and Michael are respective champions from last year we both want to go out and win again. Everything is in place to keep the success here going.

ONES TO WATCH

Here's a quick guide to **Total 911**'s ones to watch for the 2013 season across a host of racing championships...



Porsche Supercup: Ben Barker

Young Brit Ben Barker is a **Total 911** favourite and will be stepping up to the global Supercup series after his second place finish in the Carrera Cup GB last season. The 21-year-old, billed as a future star by **Total**

911 only last season, has made the jump to Porsche's premier competition after a dramatic rise up the motorsporting ladder. Barker will race for Dutch outfit Team Bleekemolen for 2013 and will look to challenge for immediate honours as he takes his 991 Cup car racing around the globe.



Carrera Cup GB: Dean Stoneman

Youngster Stoneman has faced a bigger battle than most before even climbing into his 997 Cup this year after successfully beating cancer. The 22-year old was rising rapidly up the single-seater racing pyramid,

but has now re-grouped following his illness and is on course to make a successful career as a sports and GT racer. Despite being a newcomer to the Carrera cup this year, Dean got off to the best possible start by winning both races for Redline Racing in the opening round at Brands Hatch. Expect to see Stoneman competing for the championship title in the Carrera Cup GB this season.



GT3 Cup GB: Kelvin Fletcher

Kelvin may be familiar to some for his role as Andy Sugden in UK TV soap *Emmerdale*, but his considerable talent in closed cockpit racing has brought reasonable success resulting in his admission to

the GT3 Cup GB this year. After competing last year in the Mighty Minis Cup, spectators can expect Kelvin to make noticeable strides in his first year in competitive Porsche 911 action.

How do you see your partnership with Michael?

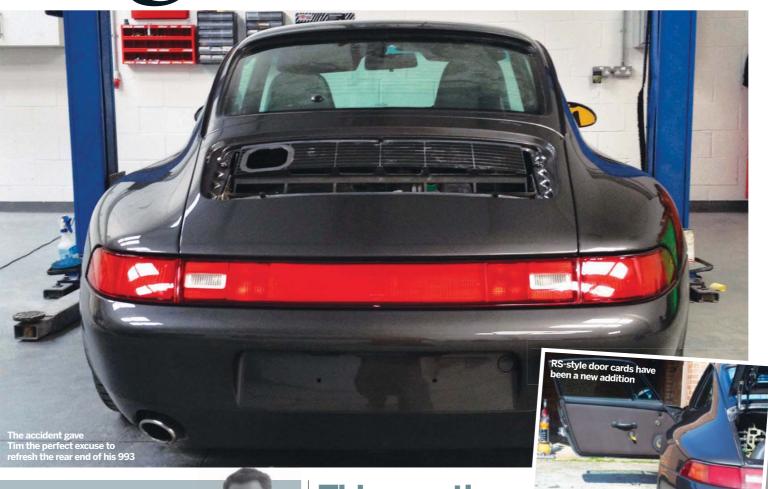
We've interacted very well together so far, and that's important. We both want to push each other, though he's going to be pushing me much more! It's good that we're learning from each other as well and he's a great guy to work with. It's important to have someone like that in endurance racing.

How have you fared stepping from the Cup 997 to the GT3R?

The R is noticeably different in terms of power, speed and aggression, but competing in the Carrera Cup has made me a stronger driver for sure. Working with the Omanian Motorbase team for 2013 is all part of my development, and I have to keep developing. The pressure on me is to make sure I go to the next weekend and perform better than the previous one. That's my target, and if I continue that then we'll get good results.

Legend

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



Tim Hughes • Salisbury, UK

1995 993 Carrera

Date acquired: May 2011 Last report: Issue 87 Total miles: 105,388 Costs:

t has been some time since my last update, and things have been eventful to say the least. In my last entry I mentioned having been hit and needing a new front bumper. A similar event has required a new rear bumper – more on this later.

Not too long after the major service I spoke about in my last report, a fault prevented the old girl from starting up. All symptoms pointed towards the DME relay, but a replacement failed to cure the problem, as did a replacement ECU very kindly lent to me by the chaps at Northway Porsche. Watching my 993 disappear on the back of a flatbed to Jonny at Precision Porsche

This month:

Servicing, seeing the sights and yet another accident

was painful, accompanied by dire fears and nightmares of rebuilds. Happily, an earth fault was found and a suitably cheap repair completed. However, in typical 'while you're there' fashion, I took the opportunity for an alternator refurb and a paint of the fan in speed yellow to match the callipers. In more expensive news, a leaking oil rad was diagnosed, so this was booked in and fixed a few weeks later.

The interior retrim inspired by the 997 Sport Classic continues, with Southbound producing stunning RS-style door cards, complete with Focal speakers and yellow pulls, centre console and handbrake lever

with espresso brown leather. Seat recovering, door tops and lower B-pillar covers have also been commissioned, and I am looking forward to fitting those in the near future.

I have also been fortunate enough to cross the Grossglockner and Stelvio Pass since my last report. Less fortunate was the fact that this was not in my 993, but in a £200 Volvo 850 competing in the Ramshackle Rally in support of the Felix Fund. The same age as my 993, the Volvo had not aged so gracefully, but despite requiring power steering fluid and oil on a daily basis it managed to take us 2,200 miles around Europe in comfort, if not speed and style. I very much look forward to



completing a similar route, Calais-Annecy-Bormio-Innsbruck-Munich-Ghent-home, in a sports car as opposed to a Volvo with a hole the size of a dinner plate in the exhaust.

Following a long period of near abstinence due to the Baltic weather conditions down here on the coast, I spent an enjoyable early April morning washing, claying, polishing and waxing the 993. With early spring sun gleaming off her haunches, I decided on a jaunt. However, at a junction less than two miles from my house, a driver in a Rover 800 ploughed into the back of me. After quite a lot of swearing and phone calls to insurance types and garages, Precision Porsche – with Sam leading this time – got the nod for the repair. A new rear bumper,

"The back end of my 18-year-old 993 should now be good for another couple of decades"

all fixings, reflector and lights were required along with paint. As with any repair, there were quite a few 'might as well' jobs added to the wallet-punishing list.

A weakness of these beautiful old cars is the rear chassis legs' steel plates supporting the bumper. Attached before painting, they are now corroding to the point that most 993s will need work doing. Bubbling around the rear screen aperture was

addressed, and the engine lid and spoiler were painted too. In all, fresh paint went on everywhere rear of the door shuts, including the roof. A new reflector and rear lights freshen the car up no end.

Now, my 18-year-old German beauty looks fresh and clean from the rear. Two areas prone to rust have been addressed, and the back end should be good for another couple of decades. I have an enforced abstinence coming up, and hopefully on my return I can have the front repainted, light washers deleted and windscreen aperture checked for rust. A suspension refresh is also on the cards. As a minor project, I'm also adding some lightweight sound damping so that my wife no longer feels the need for ear defenders in the car!



Tony McGuiness

• San Diego, California

Model:

Costs: £1,462.36

997 GT3RS & Turbo

997 Gen2 GT3RS Date acquired: February 2011 Last report: Issue 99 **Total miles:** 15,241

Model: 997 Gen2 Turbo Date acquired:

Total miles: 22.246 Costs:

Fuel

January 2010 Last report: Issue 99

n January, I received an invite from the Porsche Club of America to include my Gen2 997 GT3RS 911 in a historical display marking 50 years of the 911. The California Festival of Speed, held at the Auto Club Speedway in Fontana, California, was to play host. This once in a lifetime event would include a 911 on display from every year since 1964 through 2013.

I accepted the invitation without hesitation, as this was a chance to truly be part of history and allow me not only to show off the beauty of my 2011 GT3RS, but to see a 911 from every year lined up together.

The question was, could the event be pulled off with a model from every year? Even if they got 50 owners stating they would come, would they all turn up? If one didn't, the event would lose all meaning. Leading up to the day it was nervous times indeed.

As the day of the event drew closer, there became quite the buzz in Southern California

This month: **Celebrating**

50 years of the 911

and the south-west USA in general as word began to spread of this amazing meeting.

The night before the event I spent several hours meticulously cleaning the GT3RS for the display, ready for the 50-mile drive to the California Speedway. The car was looking superb, and with all the buzz in the air, I had been receiving calls from my fellow members of the San Diego Porsche club asking me if I was attending and if we could drive down together. Agreement was reached on a meeting point off Interstate 15 Freeway in Temecula, California, where five 911s would depart together for the drive to the California Speedway. The setting was perfect, and the sunny Southern California weather befitted the occasion superbly.

Upon arrival, we entered through the front gate, the flat six on my GT3RS with its distinct, menacing growl echoing off the nearby building. I was directed with my codriver and girlfriend Vicki to a building where we received special instructions on where to join the other 911s on display.

We were directed to a point by the garages just outside the race track, and organised into one long row, with crowds having long already gathered. Behind each car, the organisers had placed large placards with the owner's name and the details of their 911.

After we had parked under the 2011 placard, we exited the GT3RS and glanced down the line. It was a sight to behold. The way the cars had been arranged allowed everyone to see the evolution of the 911.

It was intriguing to speak to the owners, too: each person had a unique story about their car and when and how they obtained it, including what options it had. It took quite a bit of time to make our way from the 1964 911 to the 2013 911. It was clear we could be there for days speaking with each owner.

At 11am, we headed back to our cars. The 911s would drive out for a group photo, and

updates

This month's updates from our Living the Legend contributors



Martin Dalziel

2001 996 Carrera 4

Date acquired: October 2009 Total miles: 70,000

Costs this month: 0

Lowlights: I have just agreed to sell the car. Accordingly, I will have to withdraw from Living the Legend.

Highlights: It has been fun having such a great car and reporting on it over the last three and a half years, but it's time to move on.



Maxie Islam

2006 997 Carrera 4S

Date acquired: August 2010 Total miles: 37,300

Costs this month: £200

Lowlights: Having to get the tracking done in order to avoid excessive tyre wear. Expensive, but necessary!

Highlights: Getting used to the new alloys I have recently had fitted on the car. It looks so much better!



Ben Przekop

2007 911 GT3

Date acquired: July 2012 **Total miles:** 12,750

Costs this month: Fuel only

Lowlights: Atlanta is currently in the 'pine pollen' season, which means *very* frequent washing or a *very* yellow car!

Highlights: Driving through verdant Atlanta spring countryside exploding with azalea and cherry blossoms is automotive ecstasy!



Gina Purcell

1989 964 Carrera 4

Date acquired: December 2012 Total miles: 119,100

Costs this month: Fuel

Lowlights: Getting the central locking to work is like Russian Roulette; which of the six attempts is going to trigger the mechanism?

Highlights: Close examination during quotes by various car painters reveals Wolfi is in better condition than I had presumed.



Joel Newman

Data acquired: December 2011 Total miles: 95.77

Costs this month: £1,200

Lowlights: Having the car looked over pre-suspension swap and discovering that I need new parts, which are not cheap!

Highlights: Getting the car back after the knock, all fixed and running well. Also, my new Bilstein suspension has arrived.



Maurice Tillaard

1972 911T RS Hot Rod

Date acquired: February 2012 **Total miles:** 54,379

Cost this month: £207

Lowlights: I made a logbook for my car in which I documented every mile, and I can't find it. Somehow lost it over the winter. **Highlights:** The car is back on the road. Clocked over 600km within a week and drove it to Techno Classica in Essen, Germany.



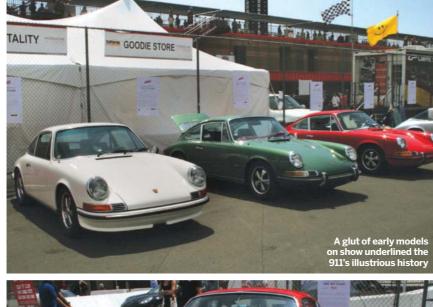
Ben James

996 GT3

Date acquired: March 2012 Total miles: 48,250

Costs this month: £157.50

Lowlights: The trackday at Silverstone, which was booked for the end of March, was cancelled due to snow. Highlights: The cage and harnesses arrived from Carnewal, all booked up to be fitted by Nine Excellence this month.





then follow each other for two laps around the track. As we made our way to the line-up, it made me think that this is what movie stars must experience at the Oscars, except this time the 911s were the stars – and what stars they were. We made our way through the tunnel, with photographers and videographers of all types jostling with each other for positions to take shots and videos. We were even held up several times so the photographers could get their shots. Part of me wished I could take some photos too, but being a driver was much more exciting.

We were then guided to our positions for the group photo, which allowed the cars to be shown facing uphill towards the embankment of the race track. After several 'money' shots were taken of the unique array of Porsches, we headed back to our cars where, in order, we would drive two laps of the race track commemorating the 50 years of the 911, led by the '64 901.

The sound of 50 911s starting their engines was something I will never forget. Being one of the last 911s in the line, I could make out the beautiful shapes as they had evolved through the years. One more time the parade of 911s drove past the official photographers, who were perfectly placed to capture the once in a lifetime event.

As we returned to our original starting positions, it occurred to me that I had been a part of history. I was left with mixed emotions: while I was extremely pleased to have been part of the event in the first place, it was sad to see it come to a close. Certainly, no other car creates such excitement and emotion.

The day had been a massive success. I have no doubt that when 75 years of the 911 is celebrated, the 2011 GT3RS will be as recognisable as a 911 in 2038 as the 1964 911 is now.



Ross Kirkman Oxfordshire, UK

Carrera 3.2 Cabriolet

Date acquired: October 2009 Last report: Issue 97 **Total miles:** 95.800 Costs: £100

ome of you may remember me buying the 3.2 four years ago. New to Porsche, I was looking for a pre-1973 car. However, prices had started to rocket, so I ended up looking at impact bumper cars.

I never planned on buying a Cabriolet, but after looking at dozens of hard tops, of which some had obviously been track cars, I came across this Cab Sport. To cut a long story short, it was a two-owner car, its condition and mileage was right for the price, and a deal was struck.

Other than some immediate work to a small spot of rust beneath one of the headlights, the car was in great order. Since then it has never missed a beat and all it has required in my ownership, other than its yearly spring service, is a new brake caliper, which I replaced with a recon item and, more recently, the fuel line. It had a minor weep above the main fan, and although a repair is sometimes possible, I went for the complete replacement, which worked out at around £400 in parts over four years – not bad for a 25-year-old car. For servicing, I usually

This month:

Four years on, Ross assesses his 3.2 ownership so far

expect to pay in the region of £300 at an independent specialist, which I suppose reflects the simplicity of the car - especially in comparison to the 964 and 993.

I try to use it as regularly as possible, but it has taken a bit of a back seat since I got the 996 as a regular driver. Unfortunately, the highway agencies spread salt on the roads at the first hint of ice, which isn't really conducive to the bodywork of any car, let alone the 3.2. so it doesn't see much of the snow - Heave that for the Carrera 4.

Differences or comparisons between the 3.2 and 996 have been documented before, especially as they are pretty much entry level models to 911 ownership, but what each car lacks is compensated for in other ways. It may not have the comforts and serenity of more modern 911s, but the 3.2 is a different driving experience, working the engine and 'rowing' the gear shift, in the process keeping revs high. My car is nicely set up, cornering exceptionally on Bilsteins and Contisports, with Turbo tie rod ends giving firmer and more responsive steering. Other than that, the car is pretty much stock, although I have

considered a few other 'light' modifications. It will need a new exhaust before long, followed by an improved air intake, and finally the ubiquitous Steve Wong performance chip. This will ramp up the timing and move the power band up the rpm range, but would I lose low end torque and so reduce the mpg? As is often said, if it's more speed you want, the best thing is to learn how to drive it.

There are however a few minor niggles: the heater still needs some attention and the driver's electrically adjustable seat needs a replacement relay. Cosmetically, the beading around the whaletail needs replacing, as some of it seems to have disappeared beneath the lid. I've also always wanted to refurbish the Fuchs, but have never got to it.

Commitments with other cars - plus the 996 engine rebuild earlier this year - has put much of this on the back burner. However, I'm back on track, so the first thing is a decent underseal. Why, I hear you say, when it spends most of its life indoors hibernating through the winter? Well, if I gave it a decent underseal I'd use it more throughout the winter - plus I'd get the heater fixed!

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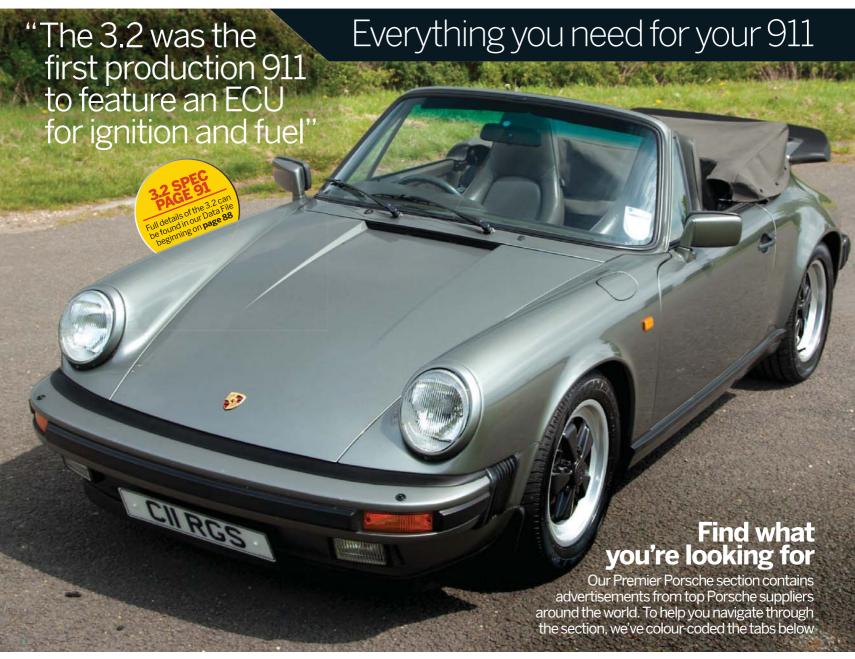


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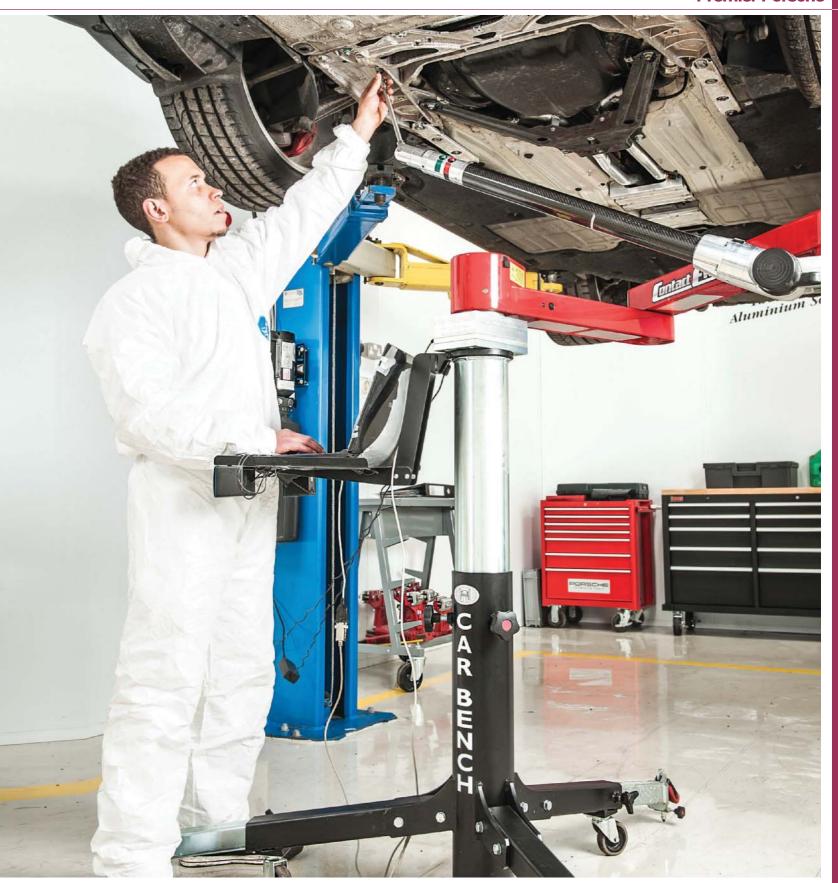


he use of aluminium in cars is not new. The first Gmünd Coupes were aluminium bodied, but greater availability and the lower cost of steel means that ferrous metal has dominated auto manufacture. But after 100 years, this is beginning to change: in the late Nineties, the Gen2 Audi A8 featured an aluminium monocoque, as did the 2003 Jaguar XJ, both tipping the scales at around 200kg less than their steel equivalents.

Despite the higher production costs, the pressure on car companies to achieve mpg and CO2 targets meant that other top end manufacturers would eventually follow. In the last few years, they have: the 991S achieves its 1,395kg and 35+ mpg thanks to aluminium chassis members and body panels, and the 981 Boxster and Cayman have followed suit.

But repairing aluminium is a specialism few bodyshops can claim to have. Aluminium requires different handling from steel, and has to be welded in laboratory conditions of supreme cleanliness, which means it can't share a workshop with other dust-generating activity. It also can't be reheated, so is only useful in non-stress roles. This is where repairers Fastlane Paint and Body excel.

Run by partners Alex Andrea and Peter Weil, Fastlane started in 2006 and has three sites at St Albans, Ascot and Guildford. With substantial combined repair industry experience, the two decided there was an opportunity in aluminium.















Away from 911s, this Boxster S is masked up for spraying



911s have a detailed final check before leaving Fastlane

"We took the view that if we could find appropriate premises at the right price, we would invest in the technology," says Alex. A site in St Albans became available and Fastlane moved in, where they now specialise in Porsche and come approved by Porsche Centre Hatfield and Porsche Centre West London. The Ascot site, which is of a similar size, duly followed in 2010, with chief customers including Land Rovers, Jaguars, Audis and Bentleys. "We haven't sought expansion," explains Alex, referring to the company's extra branch. "Rather, we've grown by default." However, it shows that the partners' basic philosophy was right: "Customers these days rightly demand more. Particularly with top brands they expect total service - that's what Fastlane does," confirms Alex.

Alex makes it clear that Fastlane isn't a restorer. The company does work on classic Porsches, but is set up to work with recent models: "We purchase only Porsche parts and the water-based Glasurit paint that Porsche uses," he says. As a Porscheapproved repairer, Fastlane are also permitted to handle Tequipment (Porsche aftermarket accessories) though body add-ons are less common.

Says Alex: "The clean, smooth look is in now for Europeans; it's Middle East customers who are the biggest consumers of wings and body kits."

The company has around 80 employees, and besides the skilled craftsmen, other members of the team include Fastlane's 15 estimators. "If you have the misfortune of an accident, the last thing you want is your pride and joy sitting outside reminding you of the experience, so when we get the phone call we generally get the truck over within the hour," Alex says. "We then assign one estimator, and he takes charge of the whole operation so the customer has a point of contact he can rely on." A premium car deserves a premium service, and Fastlane has found that working closely with customers pays dividends for repeat business.

One reason the aluminium A8 and Jaguar XJ did not sell in the anticipated numbers was in part related to high repair costs. But nothing stands still, and Alex and Peter could see that the new wave of models with aluminium chassis components would need repair back up, and the pair point proudly to their dedicated two-bay aluminium body shop. The jig and contact evo equipment alone costs

£50,000, and the shop itself three times that, but the lighter metal demands far greater precision and part of that is complete absence of contaminants. "Though steel will remain important, the ability to work with aluminium is a large part of the future in our business," Alex points out. The impromptu arrival of the local Jaguar Land Rover dealer during our visit underlines the managing director's point. Until now, few could offer this facility, and Fastlane remains a pioneer. So important has liaison with dealers become that Fastlane employ a coordinator based at the Hatfield and West London OPCs.

Strong corporate branding, as exemplified by the smart business suits worn by all staff members not involved in the workshop, and a careful understanding of both its market and customers' expectations, make Fastlane Paint and Body stand out for quality 911 aluminium repairs.

Contact

- Website: www.fastlanepab.co.uk
- Telephone: 01727 852 147





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911 Carrera 4 Cabriolet (997 GEN II) 10.000 miles • 2009 (59)



911 Carrera 2 S (997 GEN II, 6-Speed) Touchscreen Satellite Navigation • 19" Carrera 'S' II Wheels • 29,000 miles • 2008 (08)



911 Carrera 2 S (997 GEN II, 6-Speed) Touchscreen Satellite Navigation • 19" Carrera 'S' Il Wheels • 36,000 miles • 2009 (09)



911 Carrera 2 (997 GEN II, 6-Speed) 19" Carrera Classic Wheels • Touchscreen Satellite Navigation • 29,000 miles • 2009 (59)



911 Turbo (996, 6-Speed, X50) 450 BHP X50 Power Upgrade • Seal Grey • Black Leather Sports Seats • Satellite Navigation • BOSE Sound System • 52,000 miles • 2003 (53)



Boxster S (987 GEN II, 7-Speed PDK) Basalt Black • Black Leather Seats Touchscreen Satellite Navigation • 19" Carrera 'S' II Wheels • 7,000 miles • 2010 (10)



Boxster S (987 GEN II, 6-Speed) Meteor Grey • Black Leather Seats 19" Carrera Sport Wheels • Touchscreen Satellite Navigation • 16,000 miles • 2010 (10)



Boxster S (987, Tiptronic S) Basalt Black • Black Leather Seats • 18" Boxster S II Wheels • Satellite Navigation • 14,000 miles

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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.



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Sales debate: Has '50 Jahre' affected used 911 prices?



It's undeniable that the halfcentury milestone of the revered 911 this year has put Porsche on the crest of a wave. But has the widely publicised '50 Jahre' celebrations had any effect on used 911 prices?

The answer must be split twofold between air-cooled and water-cooled 911s. Well looked after air-cooled models have been appreciating for some time now regardless of the 911's half century, while water-cooled models who still cannot be attached to

the classic tag are depreciating like any other used car. Can the anniversary help prices of 996 and 997 models hold fort and push run-of-the-mill classic, 964 and 993 variants on even more?

Darren Anderson, sales director at RPM Technik, thinks the 50 Jahre celebrations are still building in momentum: "The effect of the anniversary is likely to be felt more later in the year and probably more on the values of the classic air-cooled variants. However, I think the Porsche marque as a whole will get a lift from this special event."

There is scope, though, that the appreciating prices of classics, 964s and 993s has little to do with 50 Jahre, and is moreover a testament to Porsche's build quality and timeless aesthetics. It seems, then, that we'll only know the answer to this conundrum one year from now!

Car of the month

2006 **997 Turbo 3.6**

£43,000

Location: Berkshire, UK Contact: 01753 553 969

With the release of the 991 Turbo, you can be forgiven for wanting a slice of forced induction action for yourself. If a used Turbo is what you're looking for, RSJ's beautiful Cobalt blue example is a good bet. Coming with six-speed manual transmission, this Turbo has a host of upgrades inside and out. It's not short on miles, coming with 45,000 on the clock, but as the ultimate car for your money 996T models show, a good Turbo has plenty of life in its locker with the aid of good servicing. Call for details.







911 2.0-litre 🌃



(<mark>O series)</mark> 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.

Wheels & tyres: Front: 15x6J, 185HR; Rear: 15x6J,

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

Length: 4,163mm Width: 1,610mm Weight: 995kg 0-60mph: 6.6 sec Top speed: 155mph



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 TIN

triple-choke carburettors 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 midrange 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

Length: 4,291mm Width: 1,610mm Weight: 1,075kg 0-60mph: n/a Top speed: n/a



911S

(O and A serie 1966-68



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 carburettors

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

RATING:

911L



Capacity: 1,991cc

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

1967-68

high-performance 911S and the entry-level 911T

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 5 J 185HR Length: 4,163mm Width: 1 610mm Weight: 1,075kg 0-60mph: 8.4 sec Top speed: 132mph

RATING:

911T





The entry-level 911T had a 110bhp engine that, to save money, used cast-iron cylinde heads (as opposed to the Biral aluminium/iron items which gave more efficient cooling)

(A & B seri

and carburettors 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 **RATING:** 0-60mph: n/a Top speed: n/a

911E

1968-69



Capacity: 1,991cc Compression ratio: 9.1:1

n 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

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

0-60mph: 7.9 sec

Top speed: 152mph

(C&D serie 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



911S

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, Length: 4.163mm

Width 1,610mm Weight: 1 020kg 0-60mph: 6.6 sec Top speed: 155mph

RATING:

1973

911T

(C & D serie 1969-71



When the 911F 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 5 L 165HR **Length**: 4,163mm

Width: 1.610mm Weight: 1,020kg 0-60mph: n/a Top speed: n/a

RATING:

1973

911E

(E seri 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,

Length: 4,163mm Width: 1,610mm Weight: 1.050kg 0-60mph: 7.5 sec Top speed: 137mph

RATING:

911E

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 911F

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

Width: 1,610mm



911S



For the Fiseries, the 190bhp 911S followed the sam upgrades as the 911E, the nost significant being the deletion of the external oilfiller 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



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 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 @ 5.800 from 1.976) 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

Weight: 975kg (Sport) 0-60mph: 5.6 sec Top speed: 153mph **RATING:**



911 Carrera

(G&H seri 1974-75



rom 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 **RATING:** 0-60mph: n/a Top speed: n/a

911 Carrera 3.0





Top speed: 145mph

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-1610mm Weight: 1,093kg 0-62mph: 6.3 see





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24 College Street, Kempston, Bedford. MK42 8LU

930 3.0 1975-77



Capacity: 2,994cc

Fitted with a KKK turbocharger, this was the world's first production car to be turbocharged. Flared arches and a whaletail spoiler created a look that would

become legendary. Brakes weren't good on early Turbos, and the four-speed gearbox was standard.

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-

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**

pop-up headlamps. The front spoiler was made deeper in order to accommodate the extra oil cooler, whil intakes in the rear wings fed air to the brakes. The larger turbocharger and four-outlet exhaust gave 30bhp o extra powe

Capacity: 3,299cc Compression ratio: 7.0:1 Maximum power: 330bhp @ 5,500rpm Maximum torque: 432Nm @ 4,000rpm Brakes: Front: 304mm discs; Re Wheels & tyres: Front: 16x7J, 205/55VR: Rear:

16x9.J. 245/45VR Length: 4,491mm Width: 1,775mm Weight: 1.335kg 0-62mph: 4.6 sec Top speed: 173mph



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:

1993

964 RS

1991-92



Around 120kg was lost by deleting 'luxuries' and fitting nagnesium Cup wheel Power was boosted by 10bhp and fed through a flywheel and uprated clutch. Suspension

was lowered by 40mm and uprated, as were the brakes. Sport and Touring versions were also offered. Capacity: 3,600cc

Compression ratio: 10.3:1 Maximum power: 260bhp @ 6,100rpm Maximum torque: 310Nm @ 4,800rpm Brakes: Front: 322mm discs; Rear: 299mm discs Wheels & tyres: Front: 17x7.5J, 205/50ZR17: Rear: 17x9 | 255/407R17 Length: 4,250mm Width: 1.650mm Weight: 1,230kg (Sport) 0-62mph: 5.2 sec Top speed: 162mph



964 3.8 RS



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

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



993 Carrera

1993-97



Capacity: 3,746cc

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) **RATING:** 0-62mph: 5.6 sec Top speed: 168mph



911 SC WW



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, 16inch 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



930 3.3



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

1984-89

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

RATING:

1989

Carrera 3.2 NR



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:**



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: 16x9.J. 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 ive a higher rev limit of 6.840rpm, but Porsche never

claimed there was any increase in power. Suspension uprated 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 **RATING:** 0-60mph: 5.1 sec Top speed: 151mph

Speedster

Weight: 1,335kg

0-62mph: 4.8 sec

Top speed: 173mph



Essentially a Carrera 3.2 with a chopped, more steeply acked 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: 15x8 | 215/60VR Length: 4,291mm Width: 1,650mm Weight: 1,210kg (Coupe) **RATING:** 0-60mph: n/a

964 Carrera 4

1989-93



coil-spring suspension and four-wheel-drive marked this adical 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)

O-62mph: 5.7 sec (Coupe) Top speed: 162mph (Coupe) **RATING:**

964 Carrera 2

1990-93



Not everyone wanted fourwheel drive. Reflecting this attitude, the rear-drive Carrera 2 offered an emphatically more raditional 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 **RATING:** 0-62mph: 5.5 sec Top speed: 164mph

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 vellow 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: 16x6.J. 205/55ZR16: Rear: 16x8J, 225/50ZR16 (17-inch rims optional) Length: 4.250mm Width: 1,650mm Weight: 1.340kg



Top speed: n/a



1992-93 **964 Turbo S**

Essentially a 911 Turbo, but with 180kg of weight saved. Intakes in the rear arches funnelled air to the brakes, while the engine power was boosted by 61bhp thanks to the larger turbocharger, bigger valves and revised engine management, with the suspension uprated 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: 4250mm Width: 1,775mm Weight: 1,290kg 0-62mph: Top speed:





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)

RATING:

993 Carrera 4

Top speed: 166mph

0-62mph:

Top speed

1994-97



drive-esque feel. Automatic Brake Differential (ABD)

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) **RATING:** 0-62mph: 5.8 sec

993 Carrera RS

1995-96



0-62mph: 5.0 sec

Top speed: 172mph

Had a lightweight body as per RS tradition, but teamed with a 3.8-litre engine, VarioRam ntake system and remapped ECU to create 200bhp, fed

to the rear wheels only, with suspension and brakes all uprated. It is recognisable by the fixed rear whaletail 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

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



993 Turbo

0-62mph: n/a

Top speed: n/a

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: 18x10 | 285/307R18 Length: 4,245mm Width: 1795mm Weight: 1,575kg 0-62mph: 4.3 sec Top speed: 180mph







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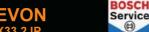




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993 GT2

1995-96



Basically a 911 Turbo, but with reduced equipment. It also included rear-wheel-drive. naking it a better track car The massive front and rear spoilers and bolt-on wheel-

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



993 Carrera S

1997-98



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

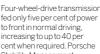
distinctive looks, the split engine cover lid and wide body give this a superb and distinct appearance.

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:

RATING:

996 Carrera 4

1998-2001



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) **RATING:** 0-62mph: 5.2 sec Top speed: 174mph



996 GT3

Top speed:

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 uprated

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 **RATING:** 0-62mph: 4.8 sec

Top speed: 188mph

Gen2 996 C2

2001-04



ace-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 undates

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: 17x7.J. 205/50ZR17: Rear: 17x9J, 255/40ZR17 (18-inch rims optional) Length: 4,430mm Width: 1,765mm Weight: 1.345kg

RATING:

996 GT2

2001-03



hodied 996 with unrated turbocharged engine that produced 460bhp and drove the rear wheels. The suspension was uprated

while brakes had ceramic discs. Revised ECU later gave extra 21bhp and came with PCCB as standard.

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

RATING:

996 GT3 RS

0-62mph: 5.0 sec

Top speed: 178mph

2004-05



GT3. Moreover, it also came with PCCB included as standard. White with side inscriptions in blue or red.

Capacity: 3,600cc Compression ratio: 11.7:1 Maximum power: 381bhp@7,400rpm Maximum torque: 385Nm@3,500 to 5,000rpm Brakes: Six piston calipers front, four piston rear Wheels & tyres: Front: 18x8.5J, 235/40ZR18; Rear 18x11 | 295/307R18 Length: 4,435mm Width: 1.770mm

RATING:

996 Turbo S

Top speed: 195mph

2004-05



Weight: 1,360kg

0-62mph: 4.4 sec Top speed: 190mph

Same 3.600cc engine as



A 911 Turbo with the previously optional 30bhp power upgrade, consisting of larger turbochargers, uprated 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: 18x11 | 295/307R18

Length: 4,435mm Width: 1.830mm Weight: 1,590kg 0-62mph: 4.1 sec Top speed: 191mph



INTRO 911 NTP

1997-2001 **996 Carrera**

 $An \, all\text{-}new \, 911 \, with \, larger, \, restyled \, bodywork \, and \,$ 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

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)





996 Turbo

0-62mph: 5.2 s Top speed: 174mph

2000-05



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 @ 6,000rpn 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



996 Carrera 4S

2001-05



Basically a Carrera 4 with the Turbo bodyshell without rear air intakes, and with a ull-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 ompression 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: 18x11.J. 295/30ZR18 Length: 4,435mm Width: 1.830mm Weight: 1,495kg **RATING:** 0-62mph: n/a Top speed: n/a

Gen2 996 C4

2001-04



0-62mph: 4.2 sec Top speed: 189mph

ace-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



Gen2 996 GT3

2003-05



lso 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

uprated, 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



997 Carrera

Top speed: 175mph



Top speed: 177mph

Fully revised 911 with 993 influenced bodywork and new interior. The 3.6-litre engine vas 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 1808mm Weight: 1,395kg 0-62mph: 5.0 sec



997 Carrera S



As per the 997 Carrera. but with the more powerful 3.8-litre engine and PASM. 19inch 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





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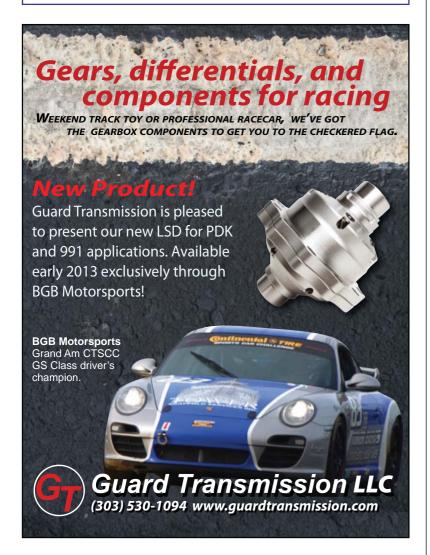








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997 Carrera 4

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 **RATING:** 0-62mph: 5.1 sec Top speed: 174mph

997 Carrera 4S

The same 3.8-litre, 355bhp engine as the Carrera S, but coupled with the four-wheeldrive system on the Carrera 4. Also had 44mm wider rear arches to allow for the 11-inch

2005-08

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: 19x8J, 235/35ZR19; Rear: 19x11J. 295/30ZR19 Length: 4,427mm Width: 1.808mm Weight: 1,475kg 0-62mph: 4.8 sec RATING: Top speed: 179mph



Gen2 997 C2

2008-12

Gen2 997 C2 S

2008-12



Revised with restyled LFD 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 5 L 265/407R18 Length: 4,435mm Width: 1.808mm

Weight: 1,490kg (Coupe) 0-62mph: 4.9 sec Top speed: 180mph



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: 19x11 | 295/307R19 Length: 4,435mm Width: 1.808mm Weight: 1,500kg (Coupe) **RATING:** 0-62mph: 4.7 sec Top speed: 188mph

Gen2 997 GT3 RS

2009-



Capacity: 3,800cc

Compression ratio: 12.2:1

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.

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



2011-

997 Turbo S





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:**

2011-

991 Carrera

Top speed: 192mph



Capacity: 3,436cc

The first 911 of the newest and atest seventh generation, the Carrera features a 350bhp 3.4-litre engine and tak styling hues from the 993. Completely redesigned

chassis, with lengthened wheelbase reducing overhang of engine weight. Panamera-esque interior.

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



991 Carrera S



Top speed: 188.9mph

Same as Carrera, including even-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



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: 3.9 sec RATING: Top speed: 193mph

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

RATING:

2008-12

997 GT3 RS

2006-07



The RS was similar to GT3, but with the inclusion of the vider rear bodyshell of the Carrera S. 20kg of weight was aved 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: 4.2 sec

RATING:

997 GT2

2007-08



Essentially the 997 Turbo, but with rear-wheel-drive only. Also enjoyed a more trackorientated 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: 3.7 sec Top speed: 204mph

RATING:

Gen2 997 C4

2008-12



0-62mph: 5.0 sec

Top speed: 176mph

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 5 L 265/407R18 Length: 4,435mm Width: 1.852mm Weight: 1,545kg **RATING:**

Gen2 997 C4S



Top speed: 185mph

Weight: 1,395kg

0-62mph: 4.3sec

Top speed: 192mph

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: 4.7 sec

RATING:

Gen2 997 GT3

Top speed: 187mph

2009-2012



Jpdated as per the Carrera but with unique front spoiler and rear wing, revised PASM, entre-lock wheels and better brakes. An already great car made better. Problems with

ear 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



2010-

Gen2 997 Turbo

2009-



As original 997 Turbo, but with new LED taillights and driver lights up front. Features arger 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: 3.4 sec **RATING:** Top speed: 194mph

2010-

ULTRA RARE MODEL



2010 997 SPORT CLASSIC

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





997 GT2 RS

he GT2 went back to its roots with an RS-style lightweight body and interior, plus extra power (620bhp). Instantly ecognisable 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: 12 lx19 325/307R19 Length: 4,460mm Width: 1.852mm Weight: 1,370kg 0-62mph: 3.5sec Top speed: 205mph

RATING:

997 GT3 RS 4.0



he pinnacle of 997 ownership. ust 600 units were produced The engine was upgraded 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 at 8,250rpm Maximum torque: 460Nm at 5,750rpm Brakes: Front: 380mm discs: Rear: 380mm discs. Wheels & tyres: Front: 9Jx19,245/35ZR19; Rear: 12 lx19 325/307R19 Length: 4,460mm Width: 1.852mm Unladen weight (DIN): 1,360kg 0-62mph: 3.5sec Top speed: 193mph **RATING:**

991 Carrera 4

Top speed: 177mph





Eniovs a wider body, with rear fenders pulled out by 22mm on each side. Major telltale sign over Carrera 2 is the connecting rear tale 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: 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



991 Carrera 4S

2012-



Top speed: 185mph

ame wider body styling as Carrera 4 with rear connecting ail light, coupled to 3.8-litre 400bhp flat six engine. Also features six-piston brake allipers 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



991 GT3



Top speed: 196mph

Electric power steering and ide body shell from 991 Carrera 4 used for the first time. PDK transmission only, o manual option. Mezger

2013-

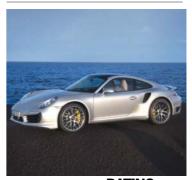
ngine from previous GT3s enlaced with revamped version of direct injection 991 Carrera S engine. First deliveries November 2013.

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

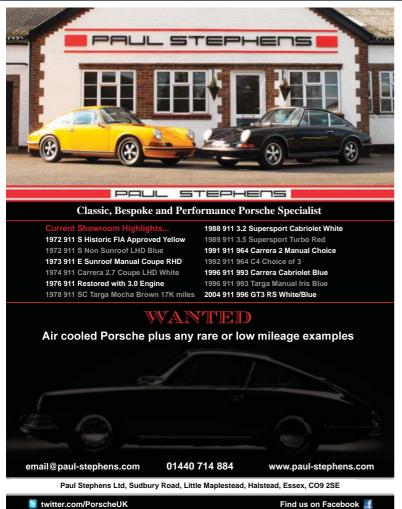
RATING:

991 Turbo

2013-



RATING:









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GT Silver with Black Leather, Sat Na



997 Turbo 3.6 (2006 - 06) Cobalt Blue with Black Leather, Sat Nav.



45k miles

997 "2S" Cab 3.8 Tip (2007 - 07) Silver with Black Leather, Sat Nav, 23k .£35,000



59k miles



Cobalt Blue with Ocean Blue Leather, Sat ...£38,000 Nav. 19k miles .



997 "45" 3.8 (2007 - 07) Basalt Black with Black Leather, Sat Nav £35,000

Silver with Black Leather, Sat Nav, 37k mile

996 Turbo 3.6 (2003 - 03



Olive with Black/Stone Leather, Sat Nav,

997 "2\$" 3.8 (2008 - 57)

45k miles.

997 "2S" 3.8 Gen 2 PDK (2008 - 58)

Basalt Black with Black Leather, Sat Nav.

997 "25" 3.8 (2007 - 07) Basalt Black with Black/Stone Leather, Sat £34,000



..£37,000



Silver with Black Leather, Sat Nav, 16k



Midnight Blue with Ocean Blue Le Nav. 23k miles .£44.000



Atlas Grey with Black Leather, Sat Nav, 25k



996 Turbo Cab "X50" Tip (2003 - 53) Silver with Ocean Blue Leather, Sat Nav, 40



996 Turbo 3.6 (2004 - 04) Basalt Black with Black Leather, Sat Nav.

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PORSCHE PANAMERA TURBO

2009 - PANAMERA TURBO TIPTRONIC (CARBON GREY) 12,000 Miles Luxor Beige Full Leather Interior, Brass Aluminium Interior Look, PDK 7 Speed Automatic Gearbox, PS6M, PSM, Burmester Upgraded Soundsystem, Porsche Crested Headrests, Sat Nav, PCM Module, 19" Turbo Porsche Alloys.

PORSCHE 997 - TURBO, C4S, C2S, C2

2008 - 997 TURBO COUPE TIP (MACADAMIA BRONZE) 28,000 Miles Full Savannah Beige Leather Interior, Black Leather Dashboard, TPC, PASM, PSM, PCM, Sat Nay, BOSE, White Dals, 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, PASM, BOSE, DVD, CD Player, Carbon Ceramic Brakes, White Dials, Xenon Headlights, Sport Chrono 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.

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 N 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 C2S CABRIOLET TIP (MIDNIGHT BLUE) 41,000 Miles
Savannah Beige Leather Interior, Original Wind Deflector Present, Hardtop
Available, PASM, PSM, PCM, Sat Nav, Sports Chrono Plus, Fully Electric Heated
Memory Seats, BOSE Upgraded Soundsystem, White Dials, 19" Porsche Turbo
Alloy Wheels (Diamond Cut), One Owner From New, Full Porsche Service History.

2007 - 997 C2 COUPE MANUAL (SEAL GREY) 37,000 Miles Full Black Leather Interior, PSM, PCM, Sat Nav, White Dials, Tracke 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, Xen

PORSCHE 996 - GT2, GT3, TURBO, C4S, TARGA

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 Spitter, Only Two Owers 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 Nome

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, BOSL, CD Changer, Cruise Control, Heated Sports Seats, Alcantara Headilining, 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 Histor

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"397 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, Comp 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 Service History.

2002 - 996 TARGA TIP (ARCTIC SILVER) 52,000 Miles
Full Black Leather Interior, PSM, PCM, Sat Nav, Telephone, Fully Electric Memory
Seats, BOSE Soundsystem, Climate Control, Full 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 Cl 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, Uprated Becker CD Player, Bluetooth, Speakers, Sat Nav Compatibility, Climate Control, 18" Turbo Alloys, Official Porsche Centre 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, Uprated 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 (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.

PORSCHE CAYMAN S

2007 - CAYMAN S MANUAL (BASALT BLACK) 8,000 Miles Full Black Leather Interior, PSM, PCM, Heated Seats, BOSE Soundsystem, CD Changer, White Dials, Chrono Pack, Sat Nav, Sport Exhaust, 19" Turbo Alloy Wheels, One Previous Owner, Full Porsche Service History.

2007 - CAYMAN S MANUAL (ARCTIC SILVER) 32,000 Miles Full Black Leather Interior, PSM, PCM, Heated Seats, BOSE Soundsystem, Changer, White Dials, Chrono Pack, Sat Ray, Sport Exhaust, 19" Turbo Alloy Wheels, One Previous Owner, Full Porsche Service History.

PORSCHE BOXSTER S

2010 - 987 GEN II 24V 3.4 S PDK (CARRERA WHITE) 2010 - 987 GEN II 24V 3.4 S PDR (CARKERA WHITE)
Full Black Leather Interior, Matching Black Hood, PDK 7 Speed Automated
Gearbox, 3.4 L "S" Specification, Porsche Stereo with Colour Display, CD Changer,
PSM, PCM, Sat Nav, Sports Heated Seats, White Dials, Cruise Control, Xenon
Headlights, LED Daylights, 18" Carrera Alloy Wheels with Porsche Crests, Recently
Replaced Set of Tyres, Full Porsche Service History.

FERRARI - MODELS FROM 1967 +

2005 - FERRARI 360 SPIDER F1 (GRIGIO TITANIO) 22,000 Miles Creme Leather Interior, F1 Semi-Automatic Gearbox, Scuderia Shields, 18" Modena Alloys With Ferrari Crests, Challenge Stradale Grill, iPod Connector, Ferrari Crested Seats, Original Tool Kit and Manuals, Full Detailed Service History.

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 Mor
Ferrari Crested Seats, 19" Ferrari Alloy Wheels With Yellow Ferrari Crests, Full
Ferrari Service History, Recently Serviced.

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 Full Black Leather Interior, Detailed Restoration History, Original Build Sheets, Sales Invoice, Tool Kit, Wallet, Hand Books, Numerous Concourse and Awards Winner, Engine Rebuilt By Ferrari 26,000 KMS Ago, Comprehensive Photos Showing The Repaint and Work Done By Ferrari.

CLASSICS - AC, PORSCHE, JAGUAR, BENTLEY

1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles 1 of 26 RHD Lightweights, Black Metallic Coachwork with White Stripes. Full 1 of 26 RHD Lightweights, Black Metallic Coachwork with White Stripes, Full Black Leather Interior, Full Weather Equipment, Absolutely Stunning Condition.

1978 - PORSCHE 911 TURBO 3.3L (GUARDS RED) Approx. 50,000 Miles Full Black Leather Interior, Original Blaupunkt Stereo, Original 16" Fuchs Alloys and Toolkit, Original Turbo Spoiler, Comprehensive Service History.

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) Gurney Nutting Coachwork, 40 Years Extensive History, A True Classic, Orig Throughout, Exhibited At Louis Vuitton Concours D'Elegance in Paris 2003. Full Mid-Grey Leather Interior, Sunroof.

1935 - BENTLEY DERBY 3.8L SALOON

A true classic. Completely original throughout and with a very well documented history. 3792cc, Petrol, 2-Axle Rigid Body, Chassis Frame no: B51EJ, Engine no: P3BP, Date of First Registration: 30.08.1935.

1964 - PORSCHE 356 SUPER 90 COUPE LHD (SIGNAL RED) 1600cc Signal Red Coachwork, Soft Beige Leather Interior, 4 Speed Manual, Recent Restoration To Concours Standard, Eligible For Many European Events

2010 - PGO BUGGY BR - 500 RCN PGO BUGRACER (WHITE) 700 Miles Original PGO Buggy, Powered by a 500cc Motorbike Engine, Steel Tube Frame, Right Hand Drive, Road Legal, Locking Differential, Hand Brake Reverse.



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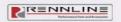


















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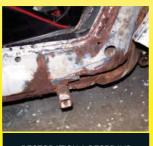
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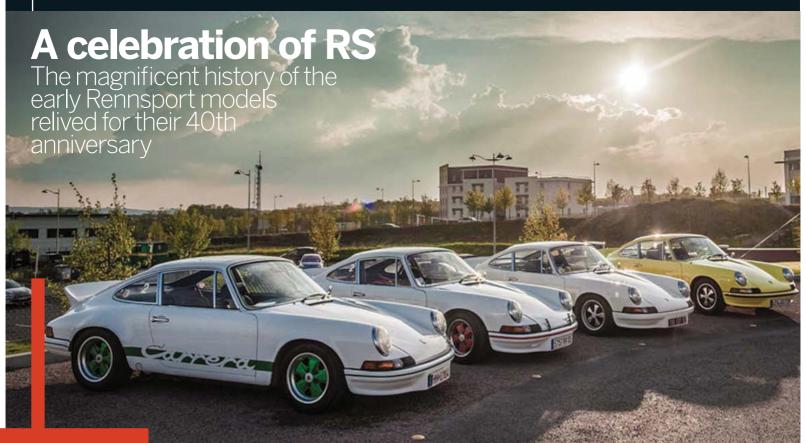






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The fun starts from Hotel de l'Ecrevisse

D996, Côte-D'Or

France's very own golden coast is this month's destination in our quest to find the world's most memorable routes

hink 'France', then 'Great Driving Roads', and your thoughts will probably turn to the south of the country, more specifically the Côte D'Azur. This is with good reason, too, littered as it is with stunning views and roads fit for a tarmac WRC stage.

But France is blessed with numerous great roads, and you needn't venture to the south of the country to find them. Take the D996, for example. This little gem sits in an area rich in road names which resonate for Porschephiles: the D928, D959, D965, D396 and D901 are all within a short radius of the D996.

Its beginning at the northern tip of the Côte D'Or just south east of Troyes – a four-hour trip from Calais locates it perfectly to break up the monotony of the autoroute and is an absolute must for anyone heading south-east across France.

Cruising the A5 autoroute eastbound from Troyes, we jump off at J23, which leads to the D396 – the 'Route de Dijon'. After 13 southbound kilometres, the road becomes the D996, and you'll wonder what the fuss is about, with the northern section being pretty dull for another 20km or so. Shortly before Leuglay, though, the tarmac starts to twist and turn, with often well-sighted curves whetting the appetite. Hors d'oeuvres consists of more virtually traffic-free curves south of Leuglay before we reach the main course north of Moloy.

With the trees closing in and the road surface less than perfect, your

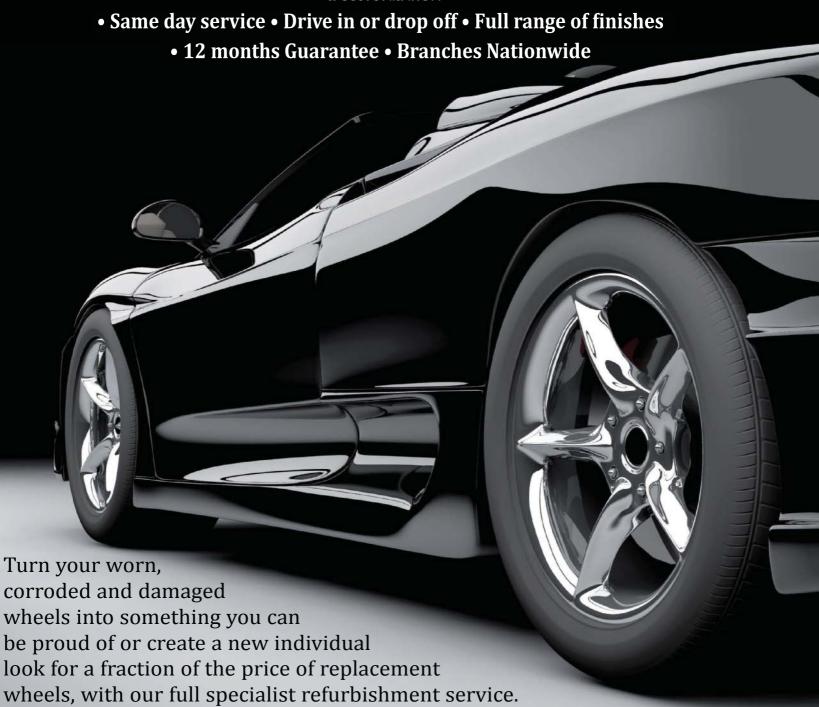
full attention is required and then rewarded in equal measure as the road starts to follow gradient and throw 180-degree switchbacks into the mix. This drive is so much more enjoyable than cruising the autoroute, with typical mid-French vistas and cute towns serving the visual cues otherwise missed on the Peage.

Stopping for a coffee at the Hotel de l'Ecrevisse in Moloy provides a perfect pause before the final, stunning section of the 996. Serving up a dessert of deeply cambered corners and complex combinations, this is a truly immersive driving experience, delivering you all the way to Dijon. This being mid France, there's virtually no traffic, so while there may be no WRC stage here, you might just feel like you're on one!





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