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**Porsche Centre Wilmslow** 0845 5202197 /wilmslow

<sup>\*</sup>Subject to availability.





ew side profiles of an iconic sports or supercar evoke such glorious automotive connotations as the original Carrera RS. As our cover demonstrates, that world-renowned smooth shape of a classic 9l1 enhanced by the contrasting angle of that beautiful ducktail – the first spoiler of its kind to be fitted to a road-going car – does justice to command strong emotions of Porschethemed nostalgia in all of us.

Sure, the later 9l1 Turbo may have won the poster war as the most idolised Porsche on the bedroom wall, but money certainly talks and the contemporary Porsche market backs a 2.7 RS wholeheartedly. Now 40 years old (although the Carrera RS was announced in 1972, most cars were delivered in spring 1973), it's incredible to see that a select few are still charming a very privileged group in the automotive world, decades after they were originally built for homologation. This, as you can see, is the root cause of our Rennsport celebration in this issue.

Breaking news as we go to print is the revelation of the 50th anniversary special edition 911. Combining retro 911 styling with modern day Porsche technological and mechanical engineering, we think the rear-driven, wide-bodied Carrera S looks stunning. Most of the 1,963 models to be built will disappear into collections, but the exclusive spec shouldn't be overlooked as yet another fantastic 911 addition to the range.

"The smooth shape of a 911 enhanced by the contrasting angle of that ducktail commands nostalgia in all of us"

There's plenty more going on in this issue to whet your appetite for all things Porsche, including our 911 Data File. Now also available online, the Data File has been updated to provide you with facts and specs on every 911 from 1963-2013.



#### Join the community





www.total911.com
Visit us for up-to-date news and debate





So rarely is the eye treated to such a feast of automotive history in the form of a genuine 1973 Carrera RS. Even rarer is the sight of a mass gathering of those 40-year-old Rennsport models, as seen in France last month.

Photograph by **Laurens Parsons** 

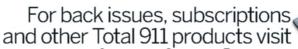


## Contents



### **32** 964 RS America

"The 1993 RS America captures the spirit of the original RS with its emphasis on performance"







- 08 **Update**News and product reviews
- 12 **Views** Your letters, emails and tweets
- 40 **UK subscriptions**Latest offers for UK fans of T911
- 76 Living the Legend Another month in the life of those living the dream of Porsche ownership
- 81 **USA subscriptions**Our special offer for US Readers
- 88 Data file Essential info on every Porsche 911
- 113 Coming soon A sneak peek at the next issue
- 114 Great roads
  Basque in the best of Spain

#### **Features**

- 16 40 years of the RS A celebration of the early Rennsport
- 26 3.0 RS The story behind this rare RS model
- 32 **964 RS America** The RSA that's got extra grunt
- 42 Luxury 911 garages
  The perfect home for a 997 GT2 RS
- 46 Interview: Reinhold Joest Up close with the conqueror of Le Mans
- 52 Ultimate Guide: 991 Carrera S Everything you need to know about the latest 911 Carrera
- 60 **911 dampers**Bilstein's guide to refurbs
- 62 2013 Nürburgring 24 Hours We follow Falken on the Green Hell
- 66 Porsche 935 JLP-3
  The story of one prolific racecar
- 72 British GP with Oman Air Motorbase Updates from Rockingham

and Silverstone

84 Blackboots
Centre-locking wheel specialists

















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

#### In brief

## OuickSilver

QuickSilver Exhausts have redeveloped their Titan exhaust systems especially for three of Porsche's most powerful and aggressive Type 997 911 models: the Gen 2 Turbo, the GT2 and the GT2 RS. Weighing in at less than half of the OEM unit, the new exhaust enjoys amplified sound levels, in the process giv ing an extra 10DB of that classic Porsche growl at high RPMs only. The QuickSilver exhaust fits to the original Porsche tips to remain discreet. www.quicksilverexhausts.com



#### 997 Turbo head to head

Total 911 would like to clarify that quotes used to discuss modified Turbos in Issue 101 were not attributed to the modified 997 Turbo in our photographs. It should also be noted that the GT2 RS single mass flywheel and clutch as tested on the modified 997 in the pictures was not supplied or fitted by DMS Automotive.

### Porsche reveal new 50th anniversary special edition 911



orsche have revealed their Type 991 anniversary model to celebrate 50 years of the iconic 911 sportscar. The special edition features the rear-driven, 400hp 3.8-litre power plant from the current Carrera S, while also utilising the wider body as found on the Carrera 4.

As expected, the 50th anniversary special edition features some key styling characteristics. Most notably, retro chrome strips on the fins of the rear deck lid provide a reminder of 911 styling in the Sixties, with more chrome slats between the rear lights and chrome front air inlets.

The special edition also utilises a modern take of the classic Fuchs wheel, perhaps the most iconic wheel ever to be associated with the Porsche 911 and first fitted in 1966. The 2013 version sees an increase in diameter to 20 inches, finished in a hue of matte black with machine-polished centres. Three colours are available for the body of the special edition: Graphite grey or Greyser grey are options if black is not to your taste.

The 911:50 emblem adorns the rear of the special edition 911, while inside the same emblem can be found on the door sills, on the front seat headrests and on

the digital display pod in the dashboard. Further styling aspects inside include the centres of the leather seats, which are trimmed in a NOS (new old stock) Pepita tartan pattern used 50 years ago.

The special edition's retro styling is complemented by modern technology: Porsche Active Suspension Management, Porsche Torque Vectoring, Sports Exhaust and Porsche Communication Management all come as standard.

1,963 examples are to be built in recognition of the year of manufacture. Read more on this special 911 next issue.



#### New iOS app from the makers of Total 911

Like style? Like great visuals? As a reader of Total 911 you certainly do - and Imagine Publishing has unveiled a digital-only science magazine that boasts just those qualities.

Brain Dump is the first of its kind to tailor stellar knowledge and learning that is perfectly suited for the Twitter generation.

Brain Dump is an extension of the universally popular **How It Works** magazine, a knowledge publication which itself is the sixth highest selling digital magazine in the UK according to official Digital ABC figures.

Brain Dump's commitment to accessible learning isn't just through their inspiring and easy-to-grasp editorial; a year's subscription costs just \$4.99 (approximately £3.27), providing exceptional value for money.

Take a look today: **Brain Dump** is available to download on Apple Newsstand now, featuring a free sample issue pre-installed in the app.

#### What's on in 2013

June



September



November



December

Porsche Museum 4 June - 29 September Celebratory'50 years of the Porsche 911' display at the

Porsche Museum, Stuttgart

Le Mans 24 hours 22 - 23 June Porsche AG Team Manthey  $competing\,with\,991\,RSR\,in$ 

Le Mans 24 Hours

Goodwood FOS

11 - 14 July 911 to take centre stage as the Central Feature in the Festival's 20th year

Frankfurt Motor Show 14-22 September  $Official\,50 th\,birth day\,of\,the$  $Por sche\,911 \hbox{'s unveiling at the}$ 65th Frankfurt Motor Show

991 Turbo September The first deliveries of the new models of the 991 Turbo

are expected

991GT3 November First customer deliveries of the 991GT3 are expected by

1 November

#### **Luxury lifestyle clothing**

Summer's here, so there's no better time to invest in some lavish lifestyle accessories to ensure you look your best. With this in mind, here's a fine selection of products from renowned designer retailers John Anthony. To see their full range, visit the website. www.john-anthony.com.



#### Wolsey Danny white collar £99

This blue shirt from Wolsey is available in a slim fit style with a darted back, and can be purchased in sizes M-XL.

#### Paul Smith assorted pattern £145

From the Paul Smith London collection, this is accompanied by button cuffs and a contrast button stitch.

#### J Lindeberg Corkz **Square** pattern

This mild red shirt has an all-over square pattern. In regular fit, it features a darted back and single button cuffs.

#### Vivienne Westwood polka dot £249

This navy shirt features an all-over polka dot pattern with the Vivienne Westwood logo on the chest. Available in slim fit with long sleeves.

Vivienne Westwood leather bag

From £445

Carry your possessions in style this summer with a luxury leather holdall from fashion designer Vivienne Westwood. Measuring 21x13 inches, it features holdallstyle handles and a shoulder strap. Brown leather adorns the outside of the bag, while a trendy logo lining makes up the inside of this must-have travel accessory.



#### Paul Smith belt From £99

This Paul Smith Contrast Keeper belt is as stylish as it is standout. The strap is made from luxury leather, with a metallic buckle engraved with the Paul Smith logo. The slim belt is available in sizes 32-38, with a choice of different hues.

#### Jabra Freeway speakerphone

#### From £60

Making hands-free calls may be easy in your new 911, but those with older models need not miss out thanks to this speakerphone from Jabra. It can be clipped to your interior and provides clear conversation and surround

sound music, allowing you to make and answer calls with your voice. It also turns itself on and off automatically, letting you focus on driving.

www.jabra.com



#### Must-have app

#### Porsche -Good to know

Free

Get to know your 911 with this hive of digital information from Porsche AG. Featuring video clips, pictures and text, it will help you take advantage of every feature on your model.



## **Motorsport**



ritain's Sean Edwards has enjoyed a fantastic start to the Mobil 1 Supercup season after recording two lights-to-flag wins at both Catalunya and Monte Carlo, while Ben Barker twice recorded a credible top ten finish.

The season opener in Spain represented only Barker's second outing in his Type 911 GT3 Cup, but **Total 911**'s one to watch defied his similar inexperience of the Barcelona circuit to start at a respectable 11th. Although guest driver Sebastian Loeb initially got the better of him, Barker wasted little time in returning the compliment, taking the place back from the Frenchman on the opening lap.

Barker was then able to establish a cushion that ensured he crossed the line in tenth. "The scrap with Sebastian was great!" Barker enthused. "It may not have been for the podium, but it was good to come out on top and make sure I finished in the top ten on my Supercup debut."

At the top of the grid, Edwards got his season off to the perfect start, leading the race from pole and finishing seven seconds ahead of Nicki Thiim.

On the streets of Monte Carlo, Edwards again led from start to finish to maintain his 100 per cent record, while Barker improved with a ninth place finish to place eighth in the drivers' standings.

Results - Gran Premio de España (Round 1) and Grand Prix de Monaco (Round 2)					
Pos	Entry no	Drivers	Total	España 12.05	Monaco 26.05
1	14	Sean Edwards	40	20	20
2	12	Kuba Giermaziak	32	14	18
3	3	Michael Ammermüller	32	16	16
4	2	Nicki Thiim	26	18	8
5	22	Richie Stanaway	16	7	9
6	6	Klaus Bachler	15	9	6
7	4	Jeroen Bleekemolen	14	-	14
8	10	Ben Barker	13	6	7
9	21	Michael Christensen	12	12	0
10	25	Chrsitian Engelhart	12	-	12
11	5	Robert Lukas	12	10	2
12	1	Kévin Estre	10	0 *	10
13	9	Jean-Karl Vernay	10	5	5
14	18	Jeroen Mul	8	8	0
15	19	Clemens Schmid	8	4	4
16	11	Patryk Szczerbinski	6	3	3
17	23	Alessandro Zampedri	2	2	0
18	20	Markus Pommer	1	0	1
19	15	Sean Johnston	1	1	0
20	17	Sebastiaan Bleekemolen	0	0	0
21	24	Jochen Habets	0	0	0 **
22	26	Alain Menu	0	0 **	0
23	7	Esteban Gini	0	0 **	0
24	8	Roar Lindland	0	0 **	0

\* = Did not start \*\* = Did not finish

#### Porsche Supercup: key dates

• 10-12 Ma

Formula 1 Gran Premio de España 2013: Catalunya, (Round 1)

• 23–26 May

Formula 1 Grand Prix de Monaco 2013: Monte Carlo, (Round 2)

28-30 June
 Formula 1 British Grand Prix 2013:

Silverstone, (Round 3)

5-7 July

Formula 1 Grosser Preis Santander von

Deutschland 2013: Nürburgring, (Round 4)

26-28 July

Formula 1 Magyar Nagydíj 2013: Budapest, (Round 5)

• 23-25 August

2013 Formula 1 Belgian Grand Prix: Spa-Francorchamps, (Round 6)

• 6-8 September

Formula 1 Gran Premio d'Italia 2013: Monza, (Round 7)

• 1-3 November

2013 Formula 1 Abu Dhabi Grand Prix: Yas Marina Circuit, (Rounds 8 & 9)

#### Fourth for Tuthill Porsche in Morocco



Paolo Faldini brought home his Tuthill-prepared 911 RSR fourth in class and seventh overall at the Rallye du Maroc Historique in Morocco. The event is considered one of Africa's toughest rallies, with crews tackling 21 stages totalling 2,200km over six days.

Faldini – who was joined by Michele Mouton's former co-driver Fabrizia Pons – put in a sterling performance to finish as the leading Porsche from the rally.

#### Racing updates All the latest news and results from racing series around the globe

Tour Britannia

Tech9 completed a hat-trick of wins for their Mechanical Injection 300bhp, 3.0-litre FIA-homologated 1979 Porsche 911 SCR.

Carrera Cup Deutschland
Jaap van Lagen won round three, with the race marking the second win in the Carrera Cup career of the racing stalwart.

#### Blancpain endurance series The second round at Silverstone on 2 June

fielded an enormous 60-car, multi-class grid, with Ahmad Al Harthy behind the wheel of a 997 GT3R.



#### Porsche Parts 911, Boxster, Cayman, Cayenne

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#### Trending topics currently on Total911.com

#### What's your favourite 911?

"Some great cars picked out by the editorial team. But like many Porsche enthusiasts and owners, I would say *my* 911 is my favourite :D I have a 1974 911 with a 3.5-litre engine, Motec engine management, G50 gearbox and RSR coilover suspension!" Peter Bell http://bit.ly/193wUnN

hot topic

Our hot topic this month focused on a 993 Turbo v 997 C4 GTS headto-head. Here are some of the best responses:



Power to weight ratios are both dynamite! I still like the C4 GTS as my multi-purpose and year-round daily driver

Mstr Wzzrd, via Facebook

I'll take the 997. It's a superior car I'll take the yy/. It s a superior on every level in my opinion. Aj Salerno, via Facebook

The 993 Turbo is more vintage 911. As great as the GTS is, it doesn't carry half the charm of the air-cooled cars. The 993 is still blisteringly quick 15 years on, too.

@Anoop\_Chana, via Twitter

The only 997s worth getting are the GT2, GT3 and Turbo. Why? Because they have the superior dry-sump engine, like the 993

Leon Valverde, via Facebook

Far too easy to answer: of course the 993 Turbo!

Patrick Zimmerman, via Facebook

Step from this into a 997 and it's like moving from LP to CD as lovely as the  $\bar{\text{GTS}}$  is, I still prefer

Paul McAleer, via Facebook

Different 911s for totally different periods of time. The 997 is bigger with far more driving aids, but Porsche are only moving with the times. People who say they have spoiled the car aren't looking at the bigger picture. Jason Scott, via email

Silver water-cooled 911, original! David Connoly, via Twitter

#### Letter of the month

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



100 issues of Total 911



Just a couple of years before Total 911 was launched, I retired and considered what my motoring future held in store. We always had a mixture of cars in the family, so I sat back to consider what I should do, as all the kids had long since fled the nest. We needed a good-sized saloon, which was satisfied by buying a five seater powered by a 1.8 Turbo engine to keep me interested in performance. The last of the old original Minis was purchased new, and we kept an original Cooper for nipping about town.

Never having had a two-seater sports car, I began to wonder if I should take the plunge while I could still bend enough to get into one! To cut a long story short, I was persuaded not to get the 'hairdresser' variety, and instead to consider buying a 911 SC with a 204bhp engine. I started buying all the magazines then in print, and finally took the plunge and bought my present car ten years ago. Naturally, as soon as your magazine was launched, I added it to my monthly scheduled 'indoctrination programme'.



When your 100th anniversary edition arrived, I checked to see if I had saved every copy. Please see the enclosed photographs of issues 1 and 100 on top of the other 98! Keep up the good work. I hope I live to collect the next 100 and still enjoy my 911. It turns heads! Everybody should have a 911 at some point in their life. Regards,

Mike, Pontypridd



#### Which fuel?

Dear Sir,

At last I have ascended to 911 ownership with the recent purchase of a 2001 black Carrera 4 Cabriolet.

Being new to the 911, I have a question: would you advise me on the best fuel? I've been using high-octane 4 star. Regards

Mike (Dino) MacLennan Coleraine, Northern Ireland

It should be run on super unleaded, Mike. As well as losing performance, your economy may be affected by unleaded too.

#### Urban Outlaw - the trailer

"I enjoy watching the video, please make some more! There's a highway by the Pacific Ocean coast called 'Devil's Slide'... I remember driving my 1978 911 SC there... just be careful in fog, especially when the road is wet – it's not called 'Devil's Slide' for nothing." Sun http://bit.ly/KQy2jv

#### The 911 legacy

"In the last 40 years I have owned eight different 911s - I'm not an expert by any means, but I do know a few things about them. I was hoping to buy another one for my only son. I figured if he wants to reminisce he needs a couple of 911 Turbos to help him." Tony Juncaj http://bit.ly/2qIhi



#### **New 911 Turbo reaction**

Dear Editor,

I think Porsche have lost the plot with the new Turbo. What was needed was a homage to the early 911s and a more authentic driving experience. I also worry that the steering will lack 'feel'; this is why prices of early cars are going up. Six years ago,

a 911T couldn't be sold, now one might fetch £60,000! I say ditch some of the wizardry, make the cars smaller and more nimble, and lose that excessive weight. I'm sure that's what most Porsche drivers want!

Henry boxer, via Total911.com



#### Returning to the 911 fold

Dear sir.

My first exposure to the 911 was in early 2007 via a 2003 996 Manual Carrera 2 in Speed Yellow.

In November 2010 I replaced it with a Cayman S in Speed Yellow.



This made my experience more pleasant as a daily driver, ignoring the need to avoid speed humps.

I was tempted to replace it with a Guards Red model. However, a regular OPC Sutton Coldfield customer put his 997 Gen 2 PDK Turbo in Carrera White into the dealer stock, so the Yellow Cayman is going back against the Turbo, and I'm looking forward to driving the perfect all-round 911!

Bob Bax, via email



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



A random tweet but please enjoy this 930 vinyl-wrapped in Martini style. @Patrick McCue

Honoured to have my baby GT3RS & GT3Cup in your 100th issue.

@ProfXmom

Checking the Porsche over ready for the trip to France for Rallye Prive with @Total911 magazine.

@chris\_pointon

Fantastic 100th issue of @Total911, a great read... Hurley Haywood had some charming anecdotes! @itsguylittle

Why have 991 Turbo and Turbo S models been released at the same time? Makes me wonder if a 991 facelift is on the cards already. @nickprf1



#### Mutual ownership

I was wondering if you would be kind enough to pass my email on to John Hutchinson, whose rare 1982 911 SSE SC Targa you featured in Issue 100. I also own a 911 SSE Targa, except that mine is a 1983 Carrera. I bought the car a year ago, by which time it had only done about 400 miles in the previous six years. The previous owner had the car for ten years before selling it in his 80s, and the owner before that was an accountant in Brighton who aptly had the number plate 'TAX 999' on his car.

Gary Silver, Brighton



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PPA



# Get close to the 2013 911 GT3R



Total 911 has teamed up with Oman Air Motorbase to offer VIP hospitality packages to two winners for the Brands Hatch round of the 2013 British GT championship

s the official media partner of the Oman Air Motorbase team for the 2013 Avon Tyres British GT season, **Total 911** has teamed up with both the Kent-based squad and the championship organisers to offer two lucky readers a chance to win a pair of VIP tickets to round five at Brands Hatch on 10/11 August.

2012 saw Motorbase Performance reign triumphant, with Daniele Perfetti and Michael Caine clinching the title in their Porsche 911 GT3R at Donington in the best and most competitive season in the history of the British GT.

This season, Motorbase stalwart Caine returns to the championship to defend his title, partnered by Porsche Carrera Cup GB Champion Ahmad Al Harthy. Competing under the new sponsor name of Oman Air Motorbase, **Total 911** will be following the team every step of the way.

The Avon Tyres British GT championship showcases the most prestigious and stylish sports car grid of any national motorsport championship, and 2013 sees the contenders visit six UK venues plus one international event held at the world-famous Zandvoort circuit in the Netherlands.

Winners will get to experience a once-in-alifetime glimpse behind the scenes with the team, including a garage tour, chance to meet the crew and drivers, signed memorabilia and full hospitality provided by the British GT organisers.

To be in with a chance of winning this fantastic prize, just answer the following question:

Which two drivers are competing for the Oman Air Motorbase team this year?

Send your answer with your name and address to competitions@total9ll.com with 'British GT' in the subject line before the closing date of 16 July 2013. You can follow the Oman Air Motorbase team during its 2013 campaign on Facebook at www.facebook.com/motorbaseperformance, on Twitter @Motorbase and YouTube at www. youtube.com/user/MotorbasePerformance, as well as via full race reports in **Total 911.53** 



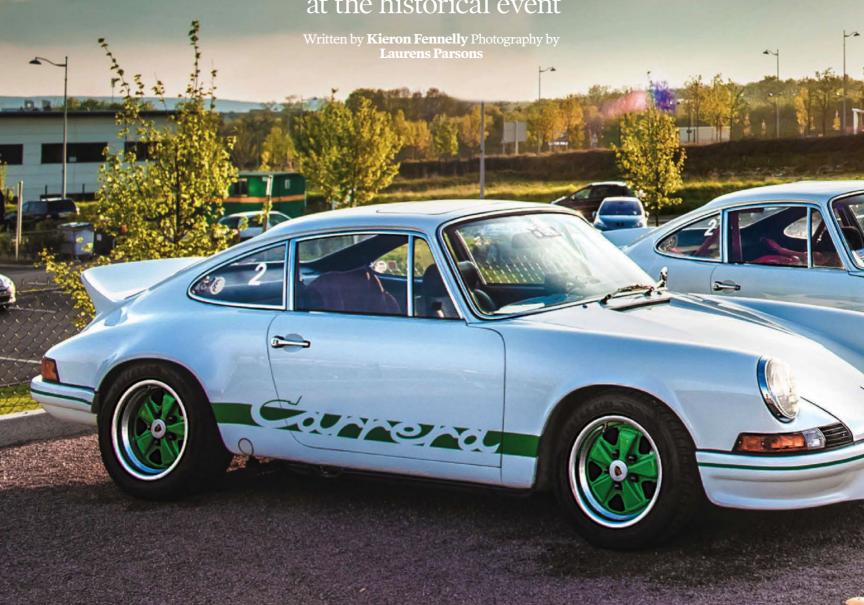


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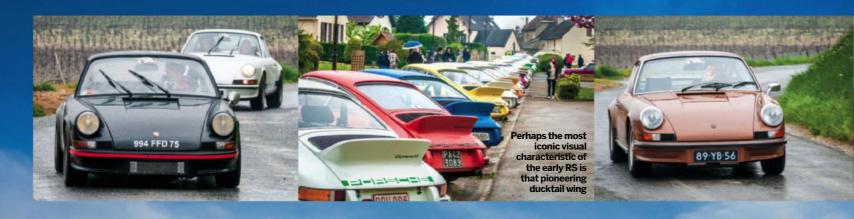
# 40 YEAR CELEBRATION

The RS Club de France celebrated the four-decade milestone of Rennsport by bringing together an unprecedented number of 2.7 RS and rare 2.8 RSRs, with Total 911 in attendance at the historical event



Nord Mars net





robably the most evocative pair of letters in the sportscar lexicon, RS is synonymous with Porsche. To begin from the start, the first Porsches were built for well-heeled customers to race, and the profits helped to pay for the move back to Zuffenhausen in 1950. Porsche was then at Le Mans in 1951 and soon began its long domination of the 1.5-litre class. Race cars started to diverge from road cars as the latter became better equipped and competition cars lighter. The first RS, the name chosen by Ferry Porsche, was actually therefore a 1.5-litre Spyder. The 1.5 RS mutated into the RSK before giving way to the 2.0-litre RS 60/61. After the 904 Carrera 6 of 1963, Porsche abandoned the term until it was introduced to the 911 in the form of the Carrera 2.7 RS in 1972. To understand how this came about, however, you have to return to that 904.

With its heavy chassis, Butzi's elegant Coupe was never quick enough to win consistently, and his

cousin, Ferdinand Piëch, now Porsche's competition as well as technical director, supervised a new design: the 906, a more functional race car with a lighter, tubular chassis. Fitted with a 210bhp version of the 911's 2.0-litre flat six, the 906 marked the beginning of Weissach's assault on the sports racing car scene, which within four years it was dominating completely with the legendary 917.

Meanwhile the 911 was making its presence felt: a tuned 911S enabled Vic Elford and David Stone to win the European rally championship in 1967 and take the Monte Carlo rally in 1968, the first of four 911 Monte victories. But it was the 1967 'R' that really showed the 911's potential. Based on the T shell, the 'R' was whittled down to 830kg via the use of glass fibre bodywork and drilling of hinges and pillars. Fitted with the Carrera 6's engine and gearbox, the R's power to weight ratio made it an obvious contender in the GT class, but Porsche did not promote it. Only 20 were built – not enough to

qualify as a production model, so the R remained a prototype. Piëch and Huschke von Hanstein, Porsche's PR chief, futilely argued for series production. With so many other developments taking place, the moment passed, though a feeling persisted that an opportunity had been missed; luckily, it would resurface four years later.

In 1972, the FIA in reacting to Porsche's dominance of sportscar racing effectively banned the 917 by imposing a 3.0-litre limit. Weissach turned its attention to the still virtually unregulated Can-Am series, leaving the company without a presence on European circuits. The 911, at just over 2.0 litres, was not powerful enough to compete against Ferraris and US-derived V8s, and attempts to increase the engine capacity to 2.5 litres hit a snag: enhancing the stroke produced a 275bhp engine, but vibration resulting from longer connecting rods either broke the crankshaft or loosened the flywheel. Then, Weissach discovered





that the 2.4 S engine could be bored out if the cylinders were made from Nikasil (a nickel-silicon alloy), enabling the cylinder walls to be thinner and tolerate a larger bore. In autumn 1972, Porsche developed the 308bhp 2.8 RSR, a racing 911 so successful it won outright at Daytona in February 1973 before the model had completed homologation, after which it would be known as the 2.7 RS.

Experience with the R meant Porsche knew how to reduce weight, and the results of early wind-tunnel work endowed the model with greater stability thanks to its front lip and ducktail. Again, the sales department might have stifled this initiative, but new CEO Ernst Fuhrmann, a die-hard Porsche enthusiast, was having none of it. Production went ahead with 500 cars, a mixture of lightweight (M471) and Touring (M472) specifications, enabling the 911 RSR to qualify for Group 4 GT racing. The marketing department thought up the name 'Carrera 2.7 RS',

#### THE EVOLUTION OF THE AIR-COOLED RS

After the 2.7, other RS variants followed, but none would have the impact of the original. The 1974 RS 3.0 was homologated with a production run of only 109 cars, half of which were the full race RSR. A decade later. Porsche produced 22 models of the SC RS, which had a fine competition career in rallying but is otherwise buried deep in Porsche history. The next 911 to bear the initials stood out almost as much as the 2.7: the 1991 964 RS was a reduced-equipment and strengthened but essentially production 911, conceived by competition development engineer Roland Kussmaul. Like the 2.7 RS, the 964 RS had a stripped out interior with manually operated seats and windows. Even with a virtually standard engine, the 1,230kg road-going 964 RS - of which around 2,200 were made - had an immediacy and rawness lacking in the stock 964, but its low, hard suspension gave an uncompromising ride. At a time when luxury was expected, the 964 RS was largely misunderstood by the motoring

press; ten years later, trackdays allowed the 964 RS to be enjoyed to the full, and values shot up.

Meanwhile, the 1995 993 RS, designed to homologate the Porsche Cup car, was constructed from lightened bodyshells, the chassis strengthened and a modified version of the 3.8-litre 300bhp 964 RSR engine installed. Porsche built 1,170, making it rarer than either the Carrera 2.7 RS or the 964 RS. Sitting lower than the stock 993 but with essentially the same suspension, the 1,290kg 993 RS can't emulate the agility of that original RS. At £9,000 more than the stock 993 C2, it was considered expensive at launch but today fetches three to four times more.







and the subsequent rush to buy these 91ls was so unexpected that Porsche restarted production – and if the Touring version weighed as much as 100kg more than the homologation 975kg, nobody cared. Demand was still unsatisfied when production ended in spring 1973 with a total of 1,590 units.

The appeal of the 2.7 RS was a mark of its time: the first emissions legislation that had already hobbled the American muscle cars, strangling them from 450 to 150bhp, was also making itself felt in Europe via induction systems. Porsches would not be immune from this, but the new Carrera 2.7 RS was light and agile – an eminently usable sports car. Sneaking in before emissions regulations took effect, it ran on premium fuel generously dosed out by mechanical fuel injection – far too rich a

diet for a catalytic converter, this reason alone meaning it could never pass US type approval. This 911 looked the part, too, with flared rear wings to accommodate wider rear tyres, aerodynamic appendages and Carrera graphics. Here was an off-the-shelf racer, which could hit 150mph and covered the 0-60 sprint in 5.8 seconds. There was nothing else like it, and standard cars were pressed into Group 3 competition. Road testers went into raptures, and the original RS created a sensation, the ripples of which are still felt 40 years on.

After a decade of competition, the 2.7 RS had fallen from favour and become relatively cheap. In subsequent years, values increased: by 1993, a restored car could sell for £40-£50,000. Within ten years that sum had doubled, and has since

doubled again. An unknown number of RSs have been 'laid up' as investments, but fortunately as last year's Stuttgart gathering proved, there are owners prepared to use their RS 2.7s and they turned out again for the RS Club de France's tour south of Reims. An imaginative 90-mile itinerary took a 60-Porsche platoon through the vineyards of champagne country, the twisting and streaming wet départementales providing plenty of challenge. A change of scene (and weather) on the second day saw a visit to the old Reims GP circuit, where 50 RSs lined up in the pit lane offered photographers a rare opportunity. The spectacle also attracted 2,000 paying visitors, which helped raise funds for the restoration of the site by volunteers.

The RS club's itinerary continued with a brisk cross-country drive to the 3.5km Circuit des Ecuyers for a two-hour track session, where owners could extend their charges without worrying about hedges or oncoming tractors. Deemed a success by all present, Philippe Rostain of the RS Club de France is already planning for next year.

We can do no better than leave it to François, who has owned his superb viper green RS, chassis 0129, for 30 years, to sum up the RS experience: "I fell in love with the RS when I saw it featured in L'Automobile magazine in May 1973 when I was 20. By the end of the Seventies, they'd gone out of fashion and were all looking a bit tatty - that's when I got my RS, the Touring version with thin steel panels, the interior of the 2.4 S and no underseal. Why do I love this car? Its line is absolutely timeless, and the engine is fantastic: balanced, harmonious, symphonic as the revs go up, not to mention the aircraft brakes. This car is a living, joyous thing. I can't think of a modern car which procures such pleasure. There's no comparison with anything, even if there are quicker cars. The sensation of the RS is the way it sounds, accelerates and brakes – you can smell the petrol. It's magic!"

#### **RS: THE WATER-COOLED YEARS**



#### 996 GT3 RS

Introduced in 1999, the GT3 was no longer lightweight, making up for this with its brilliant flat six and responsive chassis. A more extreme RS appeared in 2003: 50kg was saved thanks to the polycarbonate bonnet, rear wing and window. A stiffer, lower suspension was fitted and the engine modified, increasing power to 400bhp.



#### 997 GT3 RS

The 997 GT3 variant boosted power to 415bhp thanks to an increased compression ratio of 12:1. The RS variant featured extensive use of carbon fibre, and was priced about 20 per cent higher than the 997 GT3. A lack of door handles, wheel bracing and sound deadening helps retain its more traditional RS routes.



#### 997 GT3 RS 4.0

The 4.0-litre RS crossed the scales at 1,395kg with an output of 493bhp. Effectively a chassis and body closely related to the GT2 RS on top of the performance and lightweight modifications featured on the GT3 RS 3.8, now with more torque peaking lower down the rev range. Just 600 units of these were made.



#### 997 GT2 RS

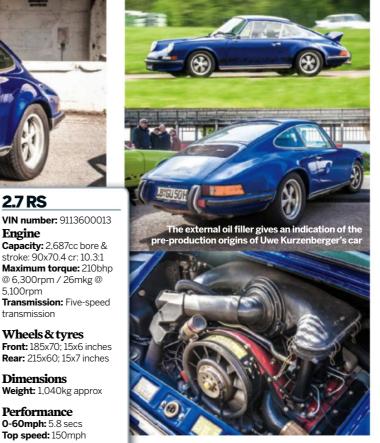
Porsche also dealt its lightweight, racing-honed wizardry on the turbocharged GT2. As well as a power increase to 620bhp from the standard GT2, the RS's plethora of lightweight parts begin with the noticeable carbon fibre on the front bonnet, air intakes and mirrors.

#### Our pick of the classic Rennsport models at the gathering



#### THE PRE-SERIES 2.7 RS

Uwe Kurzenberger of the Deutsche RS Club owns this 'acrylic blue diamond effect' RS, the second of four pre-production 2.7s assembled in 1972. This RS has several unusual features: the wider wings to accommodate larger rubber than the 2.4's 185/70 tyres are hand-made, and the front and rear bumpers are in steel rather than glass fibre. The engine and front cover are in aluminium, and this 911 served as a Weissach body development car before disappearing in the late Seventies. It was found at a dealer in Stuttgart in 1999, and though fitted with a sunroof, research showed it was chassis 0013 and so an RS. Restoration was completed by 2004, and this original pre-series RS is now well known in Germany.







#### THE LOST & FOUND RSR

A typical client 2.8 RSR, delivered to the Mexican Bolanos team and raced regularly at Sebring and Daytona and other major US endurance races (finishing seventh at the 24 Hours of Daytona in 1980). Some time in the Eighties, Bolano sold the RSR and it was campaigned until 1989, by now with a 935 engine and tubular 935 spaceframe. In 1992, the now retired racer went to California, where it was restored and acquired in 2004 by its present owner, Frank Hendrickx. The assiduous 911 collector that he is, Frank was constantly on the lookout for 3601099's original 2.8 engine, which he finally located in Florida in 2007, where a Porsche specialist who had acquired it as a down payment on another project saw that it was a rare 2.8 unit, and returned it to original condition. Frank says: "It was like God's gift: I was finally able to make my RSR a matching numbers car. Fairy tales do come true!"

#### **2.8 RSR**

VIN number: 360001099 **Engine** 

@ 6,300rpm / 26mkg @

Wheels & tyres

**Dimensions** 

**Performance** 

0-60mph: 5.8 secs

Top speed: 150mph

Rear: 215x60: 15x7 inches

Weight: 1,040kg approx

5,100rpm

transmission

Capacity: 2,808cc bore & stroke: 92x74.4 cr: 10.3:1

Maximum torque: 308bhp @8,000rpm, 26mkg @ 6.300rpm

Transmission: Five-speed transmission ratios varied according to circuit

#### Wheels

Front: 9 inches Rear: 11 inches: 15-inch centre lock magnesium

**Dimensions** Weight: 900kg

**Performance** 0-60mph: 5.8 secs Top speed: Approx 180mph



#### THE RSH

Fitted with the standard 2,687cc flat six, the RSH was one of only 17 base models lightened to the maximum for homologation at 900kg. They had a wide variety of detail differences, some of which would be standardised for the production M471 RS 2.7 Lightweight. After serving as a prototype and then for CSI (Commission Sportive Internationale) approval, it was reinserted in the ranks of production models and given a chassis no 911 360 0909. In private hands, this RSH is the only known RSH in France.



#### **2.7 RSH**

VIN number: 9113600 -909 RSH

#### **Engine**

Capacity: 2,687cc bore & stroke: 90x70.4 cr: 10.3:1

Maximum torque: 210bhp @ 6,300rpm / 26mkg @ 5.100rpm

Transmission: Fivespeed transmission

#### Wheels & tyres

Front: 185x70; 15x6 inches Rear: 185x70; 15x7 inches

**Dimensions** Weight: 900kg

#### Performance

0-60mph: 5.8 secs Top speed: 150mph





# centre lock magnesium **X879**

#### THE LE MANS RSR

A 2.8 RSR prototype, this came fourth overall at Le Mans in 1973 and fifth at Spa and Nürburgring, and has a full width aerofoil in place of the ducktail. It was one of eight RSR 2.8s built by Weissach in 1973, and was driven mostly that year by Gils van Lennep. Repainted in Martini colours in October 1973 and classified as an M471 prototype so as not to be in direct competition with the M491 client RSR, it finished seventh in the Six Hours of the Glen. Stored privately from 1977 to 2012, this RSR is another original, factory-finished car. The RSR shares many parts with the 917, though the seats are specific to this car, and the design was the basis for the turbocharged 934 and 935.

#### **2.8 RSR**

VIN number: 9113600686 **Engine** 

Capacity: 2,808cc bore & stroke: 92x74.4 cr: 10.3:1

Maximum torque: 308bhp @8,000rp, 26mkg @ 6,300rpm

Transmission: Five-speed transmission, ratios varied according to circuit

#### Wheels

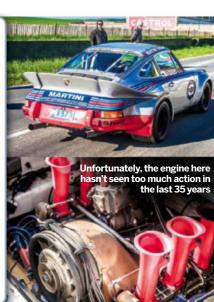
Front: 9 inches Rear: 11 inches; 15-inch

**Dimensions** 

Weight: 900kg

#### **Performance**

0-60mph: 5.0 secs **Top speed:** Approx 180mph



#### LES CHARLOTS' RSR

Delivered to a Swiss client in March 1973, this is another M491 2.8 with a notable competition history, including eighth in the last Targa Florio to be run (1973) and fifth at Le Mans in 1974 and 1975, although it failed to finish in its final outing at la Sarthe in 1976. With a variety of European owners, the RSR resided in a collection for 20 years until 2012, when its present French owner acquired it. He has restored it in the original colours of les Charlots, a pop group described by Rolling Stone magazine at the time as the best studio musicians in France. The Charlots 2.8 entered the 1973 Tour Auto when the group was at its most famous, and pretended to run out of petrol on the final stage of the event on the Promenade des Anglais in Nice so that its crew could push it to the line. Returned to its original Charlot livery, the 2.8 participated in the 2012 Tour Auto, but this time there were no showbiz stunts!



#### THE RS 'EVOLUTION'

Les Charlots

Delivered in March 1973 to a private French client who added electric windows, this M 472 RS 'Evolution' has belonged to Philippe Rostain since 1984. With 105,000km on the odometer, he has since added a further 100,000km. The Evolution was a development of the RS 2.7 Touring by French tuner, 'le Sorcier' (wizard) Louis Meznarie, whose preparations of 911s for drivers like Jürgen Barth, Guy Frequelin and Gérard Larrousse are the stuff of legend. The Evolution, lightened and

upgraded with only Porsche catalogue parts, is basically the RS 2.7 Touring fitted with RSR pistons, camshafts and brakes. Philippe Rostain, whose M 472 has a well-used patina, explains: "The philosophy of the Touring is to have an RS with more road than track vocation. Over the years I have followed Meznarie's advice in terms of improving it, fitting only homologated Porsche parts to improve performance such as RS SC cams without compromising the RS Touring's original comfort level."



#### 2.8 RS

VIN number: 91360519

**Engine** 

**Capacity:** 2,808cc bore & stroke: 92x70.4 cr: 10.3:1

**Maximum torque:** 240bhp @ 6,300rpm / 27mkg @ 5,100rpm

Transmission: Five-speed

#### Wheels & tyres

Front: 185x70; 15x7 inches Rear: 185x70; 15x8 inches

#### Brakes

Front & rear: RSR 2.8 fourpiston calipers

#### **Dimensions**

Weight: 1,050kg

#### **Performance** 0-60mph & Top speed:

Never timed/measured









s soon as I opened the workshop doors and saw the colour, she won me over. I'm a sucker for any kind of blue 911, and this Mexico Blue hue is absolutely gorgeous.

Away from the colour, we are of course looking at the 3.0 RS. Mention desirable Seventies Porsches to people, and the instant reaction is "2.7 RS," perhaps closely followed by "917." After that, the mind moves a few years later into the decade, and the whaletail 930 Turbos come to mind.

But in among the familiar designations of RSR, RS, RS Touring and the like sits the 3.0 RS, one of the rarest Seventies 91ls. Six right-hand-drive cars were built worldwide, five of which were shipped to the UK and one to Australia. They're so rare that they're not known by their chassis or registration numbers, but by colour: white, black, red, yellow and this Mexico Blue example.

Information about them is similarly hard to come by; Porsche reference books mention them only in passing. Moreover, Google is apparently not interested, and unless you have a particularly keen eye and a lot of patience, you won't find them mentioned in too many enthusiast books. It's as if they've fallen through the crack in the pavement between the 2.7 RS and RSR.







The 15-inch Fuchs

today's standards

characteristics of

the rest of the car

but their diminutive stature is in keeping with the

I got in touch with Paul Howells, a 2.8 RSR owner and racer, Porsche Club GB member and curator of the 993 RS register. "Yes, there were six right-hand-drive cars. In terms of where it sits, the 3.0 RS is possibly closer to a 1974 2.7 RS road car than the RSR race car, even though the look is similar. The engine is a bored-out 2.7 with mechanical fuel injection, but the base engine and internals I'm not sure about. Steve Kevlin's your man. He worked at Porsche AFN when they were being imported."

Now director of motorsport at Porsche Club GB, Steve recalls, "Looking back, it wasn't a big deal; just another limited edition 911. They weren't radically different to a 1974 2.7 RS other than the arches, but did have lots of detail changes. The wheel arches were steel, each car had them added by hand at the factory and the finish filled with lead. Lots of people think they're just 930 Turbo arches, but they weren't. It was also the first 911 to have a whaletail rear wing. I was part of the staff responsible for preparing them for delivery. They were brand new, so I didn't get the chance to dig deep into the engines. Because they had 917 brakes, they had an additional rear brake caliper for the handbrake. It's normal today, but was radical back then."

We talk about the cars and how we wish we'd had the foresight to buy one each. "Our demo car sat

there for ages, I think it was sold for about £12,000 in the end. At the time we were in the middle of the Seventies fuel crisis, and a 3.0-litre car was bad news. Lord knows what they're worth today."

Indeed, you'll have to find somewhere north of £300,000 for a 2.7 RS, a model that is in abundance compared to the 3.0 RS. Our Mexico Blue car has been owned by one person for the past 25 years. Not only that, the same mechanic has been caring for her. So in terms of provenance, it really doesn't get any better. Steve finishes our chat by saying, "Josh Sadler at Autofarm and Mick Bilby at Specialist Cars Malton will tell you more."

"Ah yes," says Josh, "It didn't have the ultra-wide arches of the RSR, but you could get most wheel and tyre combinations onto the space. Most of the narrow-bodied 2.7 RSs were going across to Ireland for tarmac rallying, but the wider body of the 3.0 RS didn't appeal to them – it was a hindrance, really." But what about the engine? "It was a lot more than just a bored out 2.7. The core crank case was the sand-cast RSR engine with the same head stud arrangement, but with a more road-friendly state of tune. I suppose it was a sort of 3.0 RSR, but without the bigger cams, valves and exhaust. They only ever made about 49 cars in total. I think Porsche just wanted to get the car homologated." Josh finishes by

#### 3.0 RS IN NUMBERS

Total production of the 3.0-litre RS was only 109 units, with just 59 road-going cars. Only six were right-hand drive, five of which reside in the UK while the other has made its way to Australia. All UK cars are owned by notable enthusiasts.

saying, "All the UK cars are still out there, I think. I've probably driven all of them at some point!"

Mike Bilby at Specialist Cars of Malton was a 17-year-old apprentice when our particular car here appeared in the workshop. "It used to come in for its annual service and checkover." Back then, she was simply a used – but lightweight – Porsche 911: "She was always well cared for and used fairly often, but the biggest issue was that the owner's collection of cars grew, leaving each car standing for longer periods."

Not especially powerful, the 3.0 RS gave around 230-250bhp from that magnesium block engine. The Porsche ethos of the time was – and continues to be – that the RS was lightweight. The gauge metal in the panels is thinner and sound deadening at the bare minimum, and even the glass is thinner.



The 3.0 RS also has a fibreglass rear wing and front bumper. Inside the nose, the front panel is angled to accommodate the additional oil cooler, while above that close to the fuel tank, the two high-capacity fuel pumps are protected by a mesh guard that almost seems like an afterthought. The fibreglass bonnet is so thin I'm scared to close it.

Stand back and view that square jawline of a front bumper with the oil cooler concealed inside, and it gets better. With small circular intakes for the brakes either side of the cooler, for me it's the iconic face of a Seventies competition Porsche, something often replicated in hot rod 91ls and replicas.

That bumper-come-oil cooler can be observed as battle-scarred and stone-chipped on most cars. Its proximity to the road surface, plus the fact that it is made from fibreglass, doesn't lead to a blemishfree life. But this one is unmarked. Look beneath, and you will see glossy paintwork. I look along the gold 'Porsche' lettering. Slight waviness shows that fibreglass bonnet – incredibly light and doubtless very expensive, but beautiful nonetheless.

On the side are those wide-body wheel arches, the slight flatness at the top of the curve a sign of the RSR rears on the front. Gold Carrera lettering runs between the wheel arches, reminding me of when I was a kid. The 15-inch magnesium wheels and BF Goodrich tyres look small by today's standards, but are in keeping with the car, restored cooling fins on the calipers nestling within.

## "They had an additional rear brake caliper for the handbrake. It's normal today, but was radical back then"

We're not able to drive this car today, as it's about to be returned to its owner. Lord Mexborough is a gentleman of note in Porsche 911 circles, and has just spent a considerable sum having this RS refurbished for the first time in her life. It would be churlish to expect to be the first to have a post-restoration drive; that will come another day.

But it does need to be moved for photography. The 3.0 RS weighed in at just 900kg, making it possible to push with one hand. I open the door and climb inside. The door pulls shut with that featherweight motorsport feel that only superlight cars have. Not a sound deadened 'thunk' of BOSE speakers, window motors and airbags, but a purposeful metallic ring. Those bucket seats are very low backed as you slide into them. Tightly supportive on the lower back and hips, but ending at my shoulder blades, giving a curious feeling of vulnerability. An impact from behind would certainly see you on speaking terms with a physiotherapist and osteopath for some time. Across the familiar-shaped instrument panel,

there's no glovebox lid. Instead, there's the emblem on the end of the cigar lighter of an authentic Zippo.

I turn the ignition on, and two of the noisiest fuel pumps in the nose whirr. I expect to hear them slow as the fuel pressure builds, but they don't; they simply continue clattering. I give the throttle a squeeze, turn the slim key, and the engine cranks, snapping into life before dying. I crank once more, curling the toes of my right foot and catch it, gentle blips before releasing the pedal. It cooperates with that urgent, ever so slightly off-beat resonance.

As you'd expect for a 900kg car with most of the mass behind you, the steering is light, and it feels as if I could rest my head against the rear screen, such are the small dimensions. It's all I can do to avoid creeping out the workshop and onto the Yorkshire Moors. But the bitter wind flurries, and the contents of a gritter truck waiting to blast its immaculate undersides just a few hours before being returned leads me to think that today, that's probably what my life is worth. This forgotten RS, just like its 2.7 sister, is a beauty to behold.



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oday, many enthusiasts regard the 964 line as the final flourish of the original 911 design. The styling certainly supports this argument, with the classic swooping rain gutters topping the same window profile found on the very first 901 models. This is *the* Porsche line, and Joey Bautista just loves it.

"I was not a big Porsche guy when I first came to America," remembers Joey. "Growing up in the Philippines, the hot thing was Mercedes. When I arrived in the USA, I bought many classic Mercedes before eventually buying a shortwheelbase 600.

"Jumping from the 600 into sports cars reminded me of how heavy these Coupes and Sedans were, so I found an old Alfa Romeo. After that came British cars, including the Lotus Cortina and MGB. Eventually, it was time for my first 911.

"The lure of lightweight, rear wheel-drive sports cars pulled me into Porsche, where I discovered some 911 hot rods. All the Porsches I'd seen up to then were standard, just as the factory had made them. That wasn't what I was interested in, but then I spotted some Porsche 911s that had been modified by members of a club called the 'R Gruppe'.

"I caught the bug for more information, and started digging into this little-known Californian

collective. When it turned out that one of the founders lived near me, we arranged to meet and really hit it off. We've been close friends ever since."

That guy was the 'Gruppemeister: Cris Huergas. Today, the two friends are like brothers, sharing an encyclopaedic knowledge of California hot rod 911s: who's done what, who's owned what and what cars are coming up for sale any time soon.

"We worked on many projects together when Joey first came to the 911," recalls Cris. "From the first one, Joey had an eye for detail that belied his new-boy status. We teamed up on two or three cars, then I was swamped with work for a while, so he did his own: a simple early car, with red stripes







and details. Everyone else was using black accents on white, but Joey broke the mould and went red. When we saw how great it looked, I knew he was ready to go it alone!"

White with red is a bit of trend with Joey. When this 964 was offered for sale just a few months ago, the exterior colours of red and white caught his eye. Once the car arrived at Casa Bautista, outside red was off the menu.

"I spend hours a week on the internet, looking at cars in detail: how they sit and how they speak. After years of owning earlier 91ls and one or two later ones, 964s caught my eye. They have such a great look, with modern technical features and that compact, curvy shape. Prices were shooting up on early 911s, but 964 values had been pretty static. This couldn't last forever: at some stage prices were going to soar, and I wanted my choice of the right car while they were still relatively affordable.

"15 years ago, no one wanted a 964: especially the earliest models with a bad name for oil leaks. Now, 964s have an emerging reputation for excitement. Well-kept examples of the standard Carrera are selling quickly, with the rarer models growing in stature. California never had the 964 RS as seen in Europe, but we did have the 964 RS America, so that was what I looked for."

Launched at the Detroit Show in January 1992, the RS America was closer to the US-spec 964 Carrera 2 than the 964 RS. While the RS engine was blueprinted, which Porsche said added 10hp, the American engine was standard at a basic 247hp. The car carried less equipment than standard, with sports suspension and wider wheels and tyres.

As per Porsche marketing strategy, the 964 RS America was promoted with a hand on the 1973 2.7 911 Carrera RS. The press release read: "Porsche commemorates the 20th anniversary of the Porsche 911 RS with the creation of the Porsche RS America. Released in late spring of 1992 as a 1993 model, the RS America is available only in North America. The



 $1993~\rm RS$  America captures the spirit of the original RS with its emphasis on performance."

Factory RS Americas had a fixed rear wing, similar in appearance to the Carrera 3.2. Inside were electric windows and a rear seat delete. A sunroof and air conditioning were optional, while the only other choices were a limited-slip differential and a radio upgrade. Paint could also be upgraded, with a metallic option at modest cost and colour-to-sample for a little bit more.

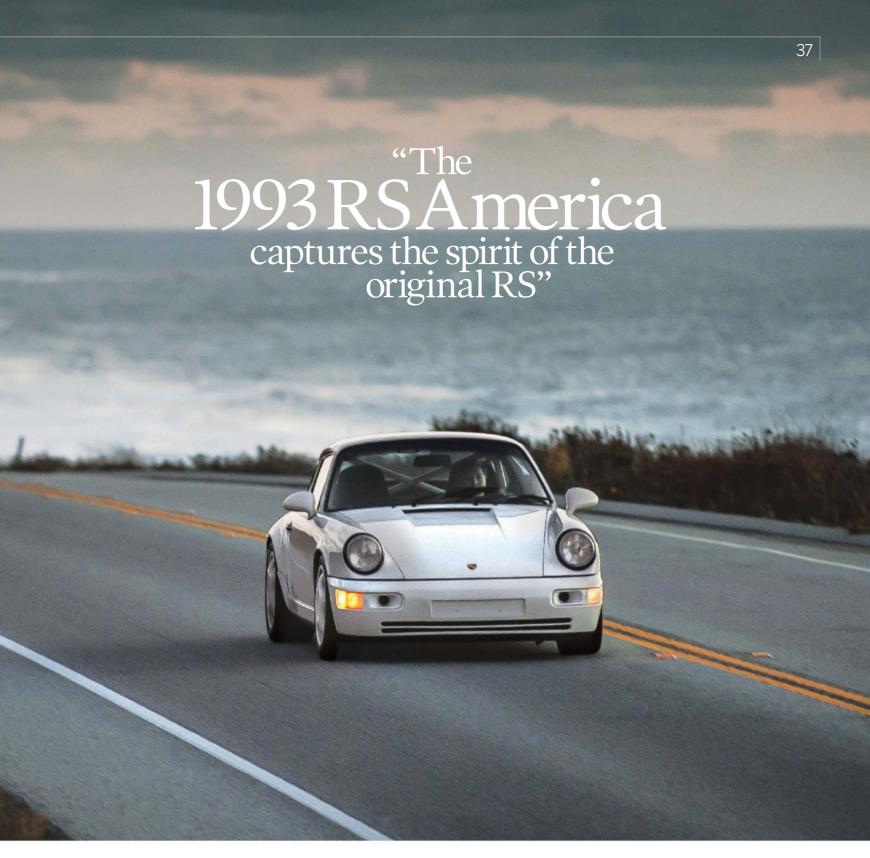
Unlike in Europe, where less equipment in a factory Porsche usually means a higher price, the 964 RS America sold for \$53,900 (approximately £36,000) – \$10,000 less than a Carrera 2. Hardcore

911 fans were about the only people still buying Porsches in America, and the company was keen to keep them on board.

If there was disappointment at the lack of real RS-ness in the America-only version, it didn't register too loudly on the sales charts. Porsche made 701 RS Americas: 617 for the 1993 model year, and 84 more in 1994. Accounting for almost 17 per cent of 3,713 units sold in the US and Canada for 1993, the 964 RS America more than justified its existence.

Joey's car is a 1993 non-sunroof RS America Coupe with no air conditioning. The previous two owners both lived in California: Joey bought the car in 2012, with the last owner buying four years before. As seen on so many 964 RS Americas, the car is much modified from factory specification: the original classified ad from 2008 lists many RS-part additions that are still on the chassis today.

Starting in the corners, the bumpers have lightweight RS mounting struts. Cup-style brake ducts replace deleted fog lights, with an RS clock delete plate in the dashboard and relocated warning lights. The door panels are RS-style with manual windows instead of electric. Manual winders were not possible on the original RS America, as the change required re-certifying the spec with the US authorities, something cash-strapped Porsche was loath to do. A replacement 930 steering wheel



means the air bag system is no more: the removal included fitting non-airbag kneepads in the dash.

At the rear of the car is an obvious change: the switch to a flat engine lid, with the 964's electric tail spoiler. This is much more 964 RS-like, and includes the RS rear bumper styling. The spoiler control module is modified to raise at 70mph and lower at 40mph. Under the engine cover is a carbon fibre heater bypass pipe, with the sensor and resistor in a separate box. The enhancements continue with a Fabspeed catalytic bypass and Kokeln primary exhaust silencer bypass.

The same name is found under the Getty Design fibreglass bonnet, where an immaculate

# 964 RS AMERICA

The 964 RS was rejected by American authorities for failing to comply with US DOT and EPA standards (emissions and a lack of airbags). As such, Porsche built the 964 RS America based on the 1993 Carrera 2 Coupe (below). The RSA came with Carrera Cup wheels

sport suspension and the aforementioned fixed whaletail. RSs are now sold in the States today.



aluminium strut brace by Kokeln looks down on the spartan luggage compartment. The only other modification here is a lightweight Odyssey PC925 battery with Rennline aluminium mounting bracket.

The cabin of a 964 is one of my favourite places, and the 964 RS is my ultimate factory Porsche. Settling into the Recaro Pole Position seats, I'm keen to sample this car on the road and understand the differences. We've come to the ideal place: California Highway 1 at sunset. Driving these roads is always a dream.

Skyline Drive takes us from south San Francisco to the coast. Running on these twisty canyon roads





through the redwoods allows ample opportunity to sample the better breathing provided by that modified intake and exhaust. The yowl from the tailpipe is glorious, and the ride on Bilstein PSSI0s strikes the perfect chord.

Still, something is nagging me: the five-speed transmission feels tightly packed, and the revs rise faster than any 964 Carrera that I've ever driven. Joey laughs, then makes me dip the clutch and pull the lever back from fifth to a very secret place. This car has a G50/21 six-speed 993 gearbox: a supersneaky tweak that I very much approve of. The LSD was rebuilt with Guard Transmission, RS engine mounts, RS short shift rods and an RS lightweight flywheel with a GT3 clutch plate.

Stopping for a photo pause while the sun descends on the distant horizon, the all-white car feels like something straight from the Nineties, while the sunset, soft evening breeze and sound of the surf washing over the rocks beneath us is straight out of an episode of *Miami Vice*. We pause to imagine Don Johnson sitting on the front wing, sleeves rolled up as he stares out at the ocean, contemplating life as a police poseur.

This car has slickness to spare, but substance lies beneath that smooth exterior. "The cost and hard work of suspension and transmission upgrades and making it all work together was done when I bought it," smiles Joey, "so most of my input has been cosmetic." One performance tweak Joey installed was a custom Steve Wong ECU chip to make the most of the much lighter drivetrain.

"Marco at TLG in North Hollywood went through the car for me once I'd collected it. He's quite a way from San Francisco, but I really like how TLG does business. We discussed some more power and Steve's name came up. He's got a great reputation throughout the California Porsche community, so it was a no-brainer to get a chip programmed especially for this car. Marco fitted the new chip, made sure it performed and changed a few other details here and there. I'm really pleased with how it came out."

Joey's tweaks included recolouring the seat backs and engine fan to match the red fire extinguisher. The 8-inch and 9-inch by 17 Cup 1 wheels arrived with red centres, but an all-white 964 RS-style exterior was a must for Bautista, so the wheels were

repainted. The only other changes have been much soap and water.

"I'm the first to admit to my obsession with cleaning," says Joey, "but that doesn't mean my cars never get used. I was slightly reluctant to steam-clean the wheel arches, as the car had some dirt brought back from a brief stay in Ireland with the previous owner, but cleanliness won out, and they came up a treat. Now we can get them dirty again, and the only way to do that is to keep on driving."

White Porsches always have a killer look, and this smooth-styled 964 is a peach. Standing here on Pacific Coast Highway at sunset, only one thing beats what's parked right in front of me, and that's the key I am holding. Kudos RS America: perhaps you aren't a blueprinted engine, but no 964 RS ever had this drive home.

#### Contact

- TLG Porsche: www.tlgauto.com
- Steve Wong Tuning: www.911chips.com



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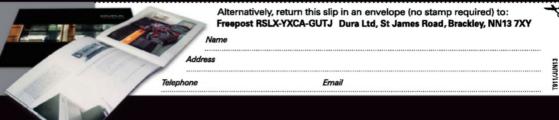








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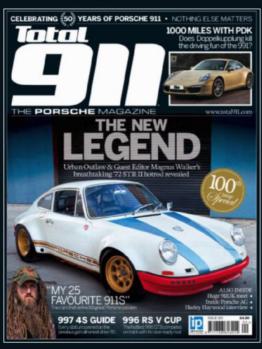
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We all know which cars we'd put in our dream garage, but what would that garage actually look like? Total 911 investigates the most idyllic home for an idyllic Porsche









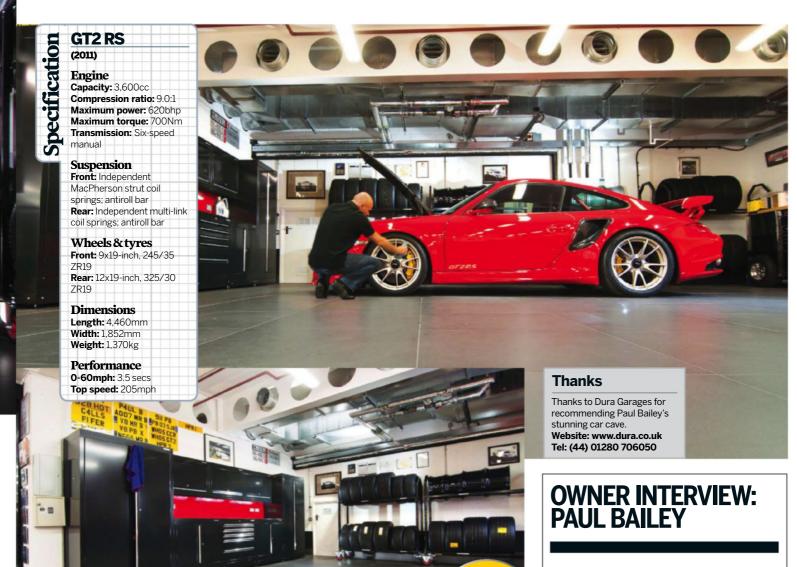


he first 911 I ever owned was a 1:43 Matchbox facsimile of the classic whaletail Turbo, a 1979 model in a typically Seventies shade of light metallic pastel green. Not realising what a beast the real thing was to drive (I was five years old at the time), I adored it head and shoulders above the rest of my then-burgeoning collection of Matchbox and Corgi miniatures. I loved that car just as I love 911s now, which probably explains why it would be the very first car in my dream garage today. I suspect a dream garage is something many have carried into adulthood, but for most of us 911 addicts the ultimate car-cave should involve not just that classic Butzi-designed shape, but a suitably bedecked space in which to keep it.

Today, I'm visiting what will most likely remain the best garage I'll ever see, housing one of the most amazing 91ls there has ever been in the shape of a sublime 1,000-mile 997 GT2 RS. Owner Paul Bailey is a zealous car enthusiast, and shares the belief that a great car deserves a great garage. His immaculate car dormitory contains a selection of other motoring toys, pictures, memorabilia, tools and motoring-related ephemera, from every cleaning product imaginable to the essential fluids to keep a 911 running sweetly. More than an ordinary housing pen for a car, it's an immaculate mecca of motoring, encapsulating everything my five-year-old mind could have imagined and plenty more besides. What's more, it ensures the GT2 RS is kept in tiptop condition when not racing, resting away from prying eyes and the rigours of our climate. Make no mistake, it's the perfect home for a Porsche.

It's convinced me that having the perfect garage is an essential and enjoyable part of Porsche ownership. To invest so much time and effort into procuring Stuttgart's rear-engined marvel, it just seems wrong to have it parked on the street; and if your 911 is pre-Eighties, it might not stay in good shape there anyway! But a garage is so much more than somewhere to keep a car; the perfect garage is an extension of the house, another living space, and somewhere to spend time indulging your passion for all things motoring-related. It needn't just be a dusty box with an old bike in the corner.

So what makes a dream garage? Attention to detail, for one thing. Paul has bedecked his garage with beautifully tiled flooring and colour-coded walls to match the majority of his cars (red), but the real trickery lies in the beautiful storage system, in this case courtesy of Dura Workshops Systems. Dura has long been held in high regard when it comes to fitting luxury garages, with high-quality, classy cabinets more akin to a fitted kitchen. As such, Paul's units feature gas struts on cupboard doors, laser-cut drawer inserts and integrated LED



lighting. Everything is precise both in assembly and execution; nothing slams when used, and all draws and doors are light to touch and smooth to operate. Add to that some characteristic touches, including idolised artwork, a selection of favourite magazines and, in Paul's case, a few winners medals from the race track, and you've got the perfect blend of luxury and practicality – a dream garage.

This luxurious garage makes for the GT2 RS's perfect hideaway

The centrepiece and crowning glory will always be the 911 itself, and indeed, it's hard to ignore the sublime GT2 RS in these pictures. Has there ever been a more aggressive and brutally functional road-going 911? Perhaps the 993 GT2 is in with a shout, but in modern times rarely has a 911's aesthetic so clearly stated its purpose: to get around a track as fast as possible. We'll have to wait until the 991 family tree has fully played out to know for sure, but this might be the last of the truly scary old-school 911s. Paul agrees that the GT2 RS earns

the widowmaker moniker. Even with Stability Control and Traction Control, boost arrives in such volume that it'll try to step sideways; with these off you must be on top of your game to keep the car pointing in the right direction.

editorial@total

In many ways though, this is core to its appeal; for the advanced driver the ultimate 997 will keep delivering thrills long into the ownership experience. Manual gearbox, sizeable turbocharged power and rear-wheel-drive combine to deliver a hardcore analogue experience, the likes of which we probably won't see again.

But even if your pockets don't stretch to a GT2 RS (they are £164,000 new), there should be room in your life for your own dream garage. Applying an element of luxury and bespokery in a similar vein to when you ordered your new 911 can create the perfect environment to spend time and relax in the presence of your perfect Porsche.

#### Why build a tailored garage?

I chose a tailored garage to complement a collection of some of the finest supercars in the world. Only the best would be good enough.

# How long did the garage build take and what is the total storage space?

It took five years to build in total, and can house up to 30 cars at any one time. These pictures show just one corner.

**How many tools are contained in the garage?** Literally hundreds!

#### Any other interesting facts about the garage?

When you run the car engines, underground CO2 sensors open air vents down here to change the air. It also has a dedicated and fully equipped valeting bay and hydraulic car lift to allow access to the garage.

#### What else is in your RS collection?

I have nine Porsches, including six 997s that I use, but I have decided to use the GT2 RS as an investment along with my GT3 RS 4.0.





A key figure in world motorsport, Reinhold Joest raced Porsches for 20 years, winning Le Mans four times for Porsche before dominating with Audi

Written by **Johnny Tipler**Photography by **Johnny Tipler and Joest Motorsport** 



For two decades, Reinhold Joest drove a succession of Porsches in the crucial period when the marque was making its breakthrough into the big time. Retiring in 1982 to focus on running his team, Joest

masterminded four Le Mans wins and was selected in 1999 to run the ultra-successful works Audis that have dominated the World Sportscar Championship for the past 13 years. That makes him a crucial player in the story of the WSC, and this interview is long overdue. When we spoke in the Joest Motorsport motorhome at Silverstone, the man himself was commendably modest about his remarkable achievements.

#### Your competition career began in hillclimbs.

Yes, in 1962 in a Porsche 356 Carrera Speedster. It was light and nice to drive, but a year later I built a new 356 Carrera Coupe, which was the top car at the time.

#### Whereabouts were the hillclimbs located?

This was the European Championship, held at

## **ESSENTIAL FACTS**

- Reinhold Joest masterminded four Le Mans wins for Porsche in 1984, 1985, 1996 and 1997.
- He raced Porsches for 20 years, including a 356 Carrera and 936.
- He shared the one-off 917/20 'Pink Pig' in 1971.
- Joest kept his Porsche 908/3 competitive and a winner – for a whole decade of racing.
   Joest Racing is the most successful private Porsche
- team, winning the Porsche Cup eight times.
- Since 2000, Joest Racing and Audi Sport have pulled off nine Le Mans wins.

Eberbach; in the Odenwald near Heidelberg; Roßfeld Berchtesgaden, and Schauinsland near Freiburg. They were big events, with factory Porsches and Alfa Romeos running.

#### Did you build the cars yourself?

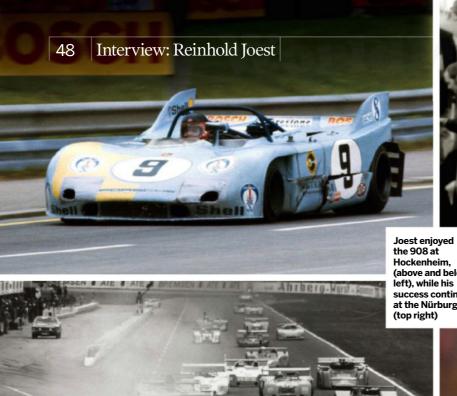
Yes, in a small garage at my home near Heidelberg. I did the hillclimbs until 1965, and I won the championship twice, after which the categories

changed. The new 904 was a much better car, so I changed to road courses. My first race was in a friend's Abarth 1300 OT at Hockenheim in 1966. Then, the following year I drove the 1,000km races with a 911S and the Abarth – which I bought off my friend – and in 1968 I had a very good season, racing mainly in Germany with a 906. I then signed my first contract for the 1969 season with *Auto Zeitung* magazine to do World Sportscar Championship races. This was a big step for me, as all the time I was building up my experience of endurance racing.

# That was in the Ford GT40, which you shared with Helmut Kelleners.

Yes, and I had a really good season; we even came sixth at Le Mans. For 1970 I signed a contract with Martini Racing Team for the World Championship, but two weeks before the first race at Brands Hatch I ended up in hospital after a big road accident with my 911. I was there for seven weeks with a fractured vertebrae, so it wasn't possible to come back to the races until Zeltweg at the end of the year, where I finished fifth with Gerold Pankl in the Porsche 908.





(above and below left), while his success continued at the Nürburgring

After retiring from racing in 1982,





Joest competed in the Porsche 917 in 1971, at Le Mans (above right) and Spa (below right): "You had to concentrate, brake late, and exit fast"





#### Tell us about the 917 era.

So in 1971 there was another big step. It was my first experience with a Porsche 917, and I bought my own 917 from Steve McQueen's company, Solar Productions, after they'd made the Le Mans film. The first race was a World Championship round at Buenos Aires, and all my friends were entered: Derek Bell, Vic Elford, Jo Siffert, all the stars of the day. And Derek said, "I think you're taking too big a step forward; the 917 is too fast for you." This was a very fast race track, but the funny thing was after the first practice session, when Derek came over and said, "You're doing okay." Then in the race I was ahead of him and he wanted to pass me going into a corner, but I said, "Not this time" and kept my line, and he goes - whoosh - off the track. So this was my first experience racing the 917, and I said, "All right, this isn't too bad." If you took it easy the car was fantastic to drive; you had to concentrate, brake late and exit fast from the corner, but I managed those things perfectly. But then they stopped the race later on because there was a big accident with Ignazio Giunti's Ferrari; the car caught fire, but he was probably killed on impact. The race restarted after two hours, but I said "No, I'm finished here."

#### How were you doing for sponsorship?

I drove for the Auto Usdau factory team. Our highest place was fourth in the Spa 1,000km. I had a lot of fun, and at Le Mans I drove the experimental wide-track 917/20 (the Pink Pig) with Willi Kauhsen. At the end of the season though, the regulations changed and it was sidelined, so then I bought a 908/3 and started my own racing team for the 1972 season. I got really lucky and signed a contract with Lufthansa Airlines in Frankfurt, and the first race with Lufthansa was the Six Hours of Watkins Glen, so I got free transportation for the team and the car, which was a big step.

#### You came third at Le Mans with a 908 in 1972.

This was the 908/2 longtail Coupe from the Siffert museum, just for Le Mans. I took it to the Porsche factory at Zuffenhausen and they changed the bodywork to get more downforce, installed a new engine and gearbox, and with Robby Weber and Mario Casoni I came in third. We thought we could win but Alfa Romeo was too fast and the weather kept changing. But the car was good, and we had no problems in 24 hours, so it was a very good experience for me.

# For most of '72 you drove a 908/3. What was that like to drive?

The 908/3 weighed under 500kg, putting out between 350-360hp, and it was unbelievable – it drove like a go-kart! I clocked a lot of kilometres in this car, maybe over 100,000.

#### Is a 917 like a much bigger 908 to drive?

Yes, and faster and heavier, but fun. Kauhsen and I had a lot of high scores with the 908/3: in '72 we won in Interlagos, and in 1973 Herbie Müller and I won the Kyalami Nine Hours. In 1975 I came fourth at Le Mans



# "The 908/3 weighed under 500kg and was unbelievable. I clocked a lot of kilometres in it, maybe over 100,000"

with Jürgen Barth and Mario Casoni, but we lost an hour after an accident, otherwise we might have won.

#### What about your exploits in a 911?

In '73 I drove the factory Martini Carrera RSR with George Follmer in Spa (finishing tenth) and again with Claude Haldi at Le Mans, but they made a mistake with refuelling and we ran out of petrol! I drove a 3.0 Carrera RSR at a few races in '75 and '76 with Barth and Bartels, coming fourth in the Mugello Marathon.

#### The 934 and 935 came in then too.

Yes, but I was still doing most of the races in the 908/3. In 1976, Bob Wollek, Barth and I were sixth in the Dijon Six Hours, then in the Daytona 24 Hours in 1977 I was third in the 935 with Wollek and Albrecht Krebs, and again third in the Brands Hatch Six Hours with Wollek and Franz Konrad. I bought the first twin-turbo 935 in 1978, then we built two spaceframe-chassis 'Moby Dick' 935s with Liqui-Moly

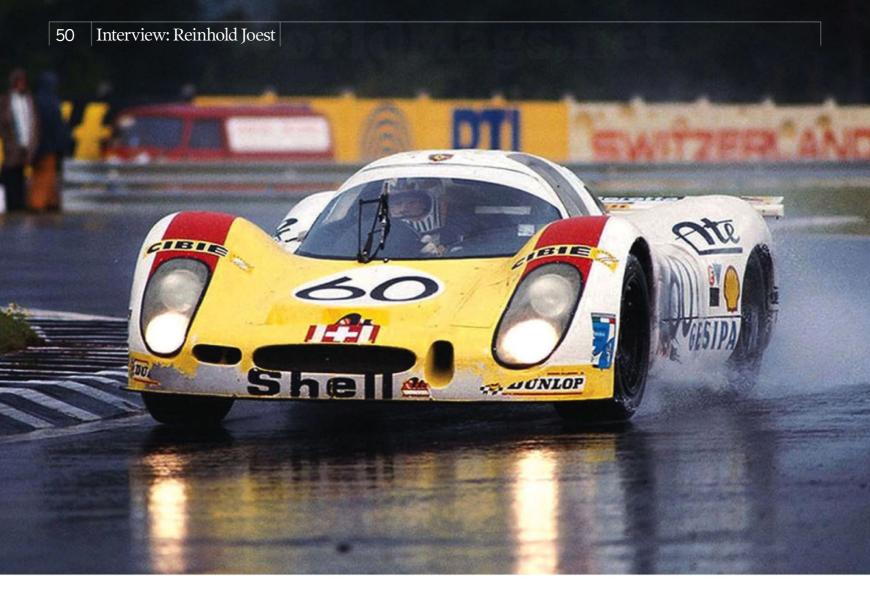
sponsorship, which was another step up. I also had a twin-turbo 936, and at Le Mans I finished third with Hurley Haywood and Peter Gregg. I was still racing the 908/3 in the Interserie Championship, and I won six races in it, including the European Sportscar title.

# The 908/3 first raced in '69, so it served you very well for ten years. That's an incredible track record for any racing car.

Yes, the 908/3 was fantastic the whole decade long.

#### You nearly won at Le Mans in 1980 with the 936.

For 1980 we built a 936 for Le Mans and the other championship races. I ran this car until '82, when the Group C regulations came in. We also built a 936C for the 1982 season, which was a Coupe, built on nearly the same chassis. The wheelbase was longer, but it had the same engine and gearbox. We were against the factory Porsche 956s, but it wasn't available to customers in its first year.



# In 1983 you bought two 956s. Did that coincide with the end of your driving career?

My driving career stopped in '82. Having been racing for 20 years it was a hard decision to make, but the right one.

### How did you get on with Ferry Porsche?

Dr Porsche met us maybe three times at the traditional end of year party, and then the next day he invited us to his private residence, which was very nice; he was very family orientated.

#### During your career you also raced against the works Rothmans 956s and 962s. Presumably Porsche supplied you with the best equipment?

Yes, absolutely; working with Porsche was always very good. In 1983 we were running second when Klaus Ludwig had an accident and needed a new rear tail, and this cost a lot of time, but in '84 I knew exactly what we had to do to win this race. Porsche refused to send works cars to Le Mans because of the fuel restrictions, and we won with Ludwig and Henri Pescarolo driving. We beat the works cars in '85 (Paulo Barilla/John Winter/Ludwig) and in '86 we were leading, but after Joe Gartner's fatal accident in the Kremer 956 the pace car was out for two hours. The engine cooled down too much in the night air and eventually the oil pump failed. We were going for a triple too: '84, '85 and '86!

# "Even though it was my private Joest Racing entry, it was still in a Porsche, so in effect I was winning for them"

# After that, you contested the North American IMSA GTP series.

Yes, in 1990 with Bob Wollek, Henri Pescarolo, Frank Jelinski and Hurley Haywood, Joest won the 1991 Daytona 24-Hours in the 962. Our last year with the IMSA 962 was 1993 with the double-decker rear wing.

# So then your association with Porsche went on hold until the WSC95?

Yes, in the meantime we had a contract with Opel for the DTM. We made a deal with Porsche that they would supply two TWR WSC95 chassis to race at Le Mans, and had it written into the contract that if we won at Le Mans, we got to keep one car. We did all the WSC95 testing with Michele Alboreto; he was the best. In 1996 we won (with Davy Jones/Alex Wurz/Manuel Reuter), but Porsche kept the second chassis in 1997 because they wanted their GT1 to win. I don't think they ever expected Joest to go to Le Mans with only one car, but we still won against the official works GT1s (of Michele Alboreto/Stefan Johansson/Tom Kristensen).

# So your own team's preparation and strategies must be superior?

Well, we did all the tests at Paul Ricard with Michele Alboreto, and found another 2.8 seconds between '96 and '97. Joest Racing did some races for Porsche with the same WSC95 that won in '96, and the last race for Porsche was Road Atlanta at the end of the '98 season. After that, I signed the contract with Audi for the start of 1999.

#### It's been a phenomenal success.

Yes, it's not bad! Even though it was my private Joest Racing entry, it was still a Porsche, so in effect I am winning for Porsche. Joest Racing won Le Mans four times for Porsche – '84,'85,'96 and'97 – so when Porsche says they won Le Mans 18 times, four of those were mine!

# Do you ever consider getting back into the car and having another go?

No, I stopped in '82. My last big race was the Kyalami Nine Hours in November '81 with Jochen Mass, and I won. That's not a bad way to finish!



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# 991 CARRERA





orsche's 9ll started out as a rear-engine, rear-wheel-drive vehicle and, for the most part, that formula has worked over its entire run of 50 years and counting. Yes, there have been variations on the theme, but the formula at its most basic has continued despite the ever-present push to innovate. Even now, with all the technological advances beneath the Type 99l's exterior, the song remains the same. On this model, however, it has been boosted by way of the 'S' badge.

The Carrera name, plucked from the Carrera Panamerica race, has followed the marque through several models, including the 356 and 904. From there, it landed on the rear decklid of the 911, and has stayed put ever since, providing a cornerstone of 911 branding as it has become synonymous with the marque at large.

The 'Carrera S' designation didn't show up until 1997 with the release of the 993, the last of the water-cooled 911s. Its four-wheeled variant arrived a year prior, and both models shared their body with the

993 Turbo. However, unlike the C4S, which utilised the Turbo's brakes, the rear-drive S only borrowed its body. The wheels actually required spacers to fit between the rim and the hub, filling up the 31mm gap that was a result of mixing wide fenders and standard wheels. The only other difference was a slightly lowered suspension; in actual fact, its width created more aerodynamic drag on the chassis, lowering the Carrera S's top speed to 168mph.

The second water-cooled 91l, the 997, brought back the Carrera S model designation after it disappeared during the days of the 996 (which only enjoyed the C4S model, as seen in **Total 91l** Issue 101). Porsche actually went above and beyond with this generation, introducing a new 3.8-litre flat six that was unique to the Carrera S; the non-S models received (more or less) the same 3.6-litre motor that came with the outgoing 996. The Gen2 997 Carrera S and its 355bhp power plant achieved 60mph in less than five seconds.

The second generation of the 997 was the final precursor to the 991, but the Carrera wasn't about

to rest on its laurels and wait for the new model. Instead, Porsche packed the 997.2 with updates. Most importantly, it introduced the new 3.8-litre direct-injection 9A1 motor, which would continue to power the 911. In the 997.2 C2S, this put out 380bhp, reaching 60mph in four and a half seconds. The exterior styling also received a refresh, and the oft-maligned Tiptronic automatic transmission was replaced with a Porsche Doppelkupplung (PDK) dual-clutch transmission.

The latest incarnation of 911 Carrera S arrived in 2011, where there were yet more changes. One thing, however, remained the same: the 9A1 came over from the Gen2 997 Carrera, although the output figures were bumped slightly. Power increased to 400bhp at 7,400rpm for the S, and torque increased to a meaty 440Nm at 5,600rpm. Coupled with PDK, these new numbers helped the rear-drive Carrera S achieve 60mph in 4.3 seconds.

The 991 Carrera S also grew in size over its older counterpart – the wheelbase increased by 100mm and the length by 70mm. Furthermore,

## CARRERA TIMELINE

#### 1963

Porsche introduces the 911 in its original – and arguably 'purest' – form: rear-engine, rear-wheel-drive.

#### r 1973

After being used on just about every other Porsche in the factory, the Carrera badge finally lands on the 911.

#### 1997

The first Porsche Carrera S goes on sale. It shares the Turbo's body, the width of which required wheel spacers on the rear.

### 1998

Porsche failed to make a rear-wheel-drive Carrera S model, which didn't return until the 997 began production in 2004.

### 2009

A direct-injection Carrera S joins the 21st Century as the new 9A1 motor becomes standard on the Gen2 997.

#### 2012

The Carrera S arrives in the Type 991 model designation of 911, once again treated to a 3.8-litredirect injection engine.





44

TO KEEP FUEL ECONOMISTS
HAPPY, PORSCHE ALSO
INCLUDED THEIR NEW
AUTO START/STOP FEATURE,
WHICH KILLS THE MOTOR
WHEN THE CAR IS IDLE

77

a new transaxle moved the rear wheels back by approximately 76mm for the purposes of increased handling and weight distribution. Even though the size increased, the weight did not; the utilisation of high-strength steels, composites and aluminium dropped the manual S to a svelte 1,395 kg. The PDK-equipped S wasn't a hog either, adding only 25kg.

There are other benefits, as aluminium and magnesium were utilised in the roof, underbody, front, doors and rear wings. As well as the weight savings, this helped increase dynamic torsional stiffness by nearly 25 per cent, further grooming the 91l's track pedigree. This, in conjunction with the new motor, helped reduce fuel consumption by almost 15 per cent compared to the Gen2 997.

The list of features doesn't stop there. Thanks to direct injection, knock control became cylinder-

specific, as individual injectors could have their ignition points altered. Porsche also included their new Auto Start/Stop feature, which kills the motor when the car is at idle, only to bring it back with near imperceptibility just before the gas pedal is tapped. This can be turned off manually, but it also shuts off when the SPORT button is pressed.

To further aid fuel economy, the PDK-equipped models have a 'coasting' feature that decouples the engine from the transmission. This brings us to another great feature of the 991 Carrera S – seven-speed manual transmission. Just like PDK, the first six gears are all about performance, with the extra-tall seventh gear providing low-rev driving at highway speeds to conserve petrol on longer drives.

Another innovation in the 991 C2S is the vehicle's new method of electrical system recuperation. The





# **ELECTRIC REPLACES HYDRAULIC**

You might recall the anguish of a self-proclaimed Porsche purist when Stuttgart announced the latest generation of Porsche would utilise electromechanical power steering. Ignoring the fact that a proper purist would denounce any power steering, the new system does have benefits. First, it only uses energy when the wheel is moved from dead centre. This does a great deal to mitigate parasitic power loss due to accessory use. Second, it features a variable steering ratio, with plenty of response making its way to the driver. It's not a bad system, and we didn't mind it (see Issue 90). We suggest you try it before judging.







WorldMags.net



**BUYING TIPS** 

The 991 is still a relatively new car, and as a result the standard luxury-car depreciation has yet to go into full effect. That said, they're still new enough for factory warranties to still be in effect, which can help offset the cost of ownership as the next couple of years tick by. Otherwise, the car is too new for long-running problems to start cropping up,

- Try it out: Test-drive it and get a feel for the electromechanical steering. It may not suit your tastes.
- Warranty: Check to see if the factory warranty still applies and what it covers. It's always good to have some extra protection.
- **Lights:** Check every single LED on the third brake light before you purchase a 911 Carrera. Some go quickly.
- Make haste: If you see one you like, you may have to act fast. The pre-owned 991 market is known for moving well-specced cars incredibly quickly.
- Leakage: It's a Porsche, so it's a good idea to check for any errant leaks. A pre-purchase inspection (PPI) is highly recommended, even if it looks new.

44

THE STANDARD CARRERA S ALSO HAD UPGRADES, AS THE NEW GENERATION OF PORSCHE BROUGHT WITH IT A NEW GENERATION OF BRAKES

77

alternator will charge the battery predominantly under braking situations, preferring to limit the alternator draw during acceleration in favour of reduced parasitic power loss.

The 9Al received a few other changes as well.

Porsche's new intake system is able to increase intake volume via a two-stage system that produces a flatter torque curve with an emphasis on increased torque at lower speeds. In addition to the intake, the camshafts received a bit of extra technology. Porsche's VarioCam Plus system continually monitors a number of driver

inputs, and when the time is right it
adjusts the intake valves' lift timing for
maximum performance.

Two features that are options on the 3.4-litre Carrera models come standard on the Carrera S. The first is PTV (Porsche Torque Vectoring), a differential lock (mechanical on the manual, electronic on PDK) that can brake specific wheels to keep the car from losing composure. PTV is a function based on multiple sensor inputs, including steering angle, steering speed, gas pedal position, vehicle speed and yaw.

The other is PASM, Porsche's Active Suspension Management system. This monitors the dampers as they operate, and changes damping forces to adapt to driving style and road conditions. It has both Normal and Sport modes, and lowers the car by an extra 20mm.

One of the options available with the Carrera S is Porsche Dynamic Chassis Control (PDCC). It's an active antiroll system that counteracts lateral body roll by using hydraulic actuators to optimise camber and the connection between tyre and road.

Of course, standard items also receive upgrades, as the new generation of Porsche brought with it a new generation of brakes. The Carrera S has six-piston monobloc aluminium calipers up front, with four-piston monoblocs out back. The brake discs are large, measuring 340mm up front and 330mm in the rear. Modified air spoilers help deliver a better cooling effect on the S models, too. The calipers are painted in a bright shade of red; you can get them in yellow, but you will need to upgrade to Porsche's PCCB ceramic brake setup.

If comfort and aesthetics interest you more, the 991 Carrera S doesn't disappoint, as the exterior offers 14 choices of metallic and non-metallic paint. Alternatively, you can opt for the Paint-to-Sample option and get something entirely unique. The C2S has four potential OEM wheel options as well, with five different ways to paint them. Other exterior options include a bevy of aerodynamic additions, as well as typical addons like a sunroof, rear windscreen wiper and badge delete.



Inside, the options continue. The Carrera S is lined with leather and Alcantara, although buyers can choose from three packages with different materials (brushed aluminium, mahogany or carbon fibre). There are four different kinds of seating options, multiple steering wheels and two audio upgrades. If you want the London Symphony Orchestra inside your Carrera, we suggest opting for the Burmester system, complete with 12 loudspeakers and an output of 821 watts.

The Carrera badge continues to mark decades of technological as well as mechanical supremacy of the 911 at large. There may be more glamorous impending additions to range, but the 991 Carrera S is a fast and comfortable daily sports car.



This 991 Carrera S comes straight from the factory and is decorated with a wealth of great options including Sport Chrono package Plus, PDK, PASM,

ort Chrono package Plus, PASM, PASM, Sports exhaust, impressive 20-inch Carrera Classic alloy wheels and sports seats. The extra 50bhp is certainly noticeable over the 3.4-litre 911, with enough grunt to let you have fun while maintaining an incredibly planted feel to the road.

Lee Sibley



# REFURBING YOUR Are your 911 dampers performing below par? Before going about



ince the introduction of the watercooled 911s, it's hard to argue that Porsche hasn't impressively evolved the handling credentials of rear-engined sports cars. Much of this, of course, is simply down to the 911's sublime chassis design, including the very same dampers the car rolled out the factory with. Created by Bilstein, these competition-quality units endow the car with exceptional driving ability - but like all service components, they can eventually wear. The question is, what do you do then?

If money is no object, simply visit your local OPC and return a few days later to collect your 911 complete with shiny new dampers. However, replacing dampers isn't always necessary, and it may be possible to instead refurbish what you already have. Being less expensive, you can send any OEM or aftermarket Porsche damper off to where many of them originated: Bilstein. The company's UK technical centre in Leicestershire refurbishes at least two or three sets a week, and can ensure each unit is fighting fit for action.

To see just how the process ensues, **Total 911** recently visited the technical centre with a set of worn GT3 dampers in need of refurbishment, though it should be noted that Bilstein can refurbish 911 dampers from any year. It's worth double checking on the more basic models though, as you may find that full replacement units are, in fact, better value, meaning you can upgrade to all-new for a small premium. For heavyweight units like the GT3 though, the smart money can be on the refurb!

The process begins by placing the original dampers on the finely calibrated dyno, which allows Bilstein's engineers to assess whether all components are in good shape before they begin. Along with a later visual inspection, this will dictate if any additional spares need to be used in the build. Everything is then thoroughly scrubbed in a gentle cleaning solution to remove all road dirt and detritus gathered from the miles of use, revealing the condition of the overall unit beneath.

# THE REFURB PROCESS



# 911 DAMPERS

Written by **Paul Cowland** Photography by **ProMotiv** 

looking for a suitable replacement, consider a refurbishment...

Before the damper is stripped, the highly pressurised gas and oil within are removed on Bilstein's purpose-built rig. With each damper running at some 15 bar of pressure, this is a job best left to the professionals – an end cap ejecting at that pressure will make a lovely hole in your head! After this, everything is stripped down and disassembled to allow the damper body and rod to be assessed. Hard-driven examples often exhibit 'side load' wear on the polished rods, but even if this is the case with yours, at £24.95 + VAT each for the genuine replacement, it's not going to break the bank. All spares are available, of course, but bodies rarely need replacing unless accident-damaged.

The entire original shim-stack is binned as part of the rebuild, but before that happens it is carefully laid out in order to allow each one to be measured and logged. This is then cross-referenced against the original drawing or build sheet to ensure it has arrived at OEM spec. Units are occasionally changed by teams to suit different needs, and can easily be matched, but the default setting is to rebuild to the Stuttgart standard spec.

New shims are added in the correct order, and even though these damper builds are a common sight to Bilstein technicians we are impressed that everything is still done to the letter, each shim manually checked as it goes back into the stack.

With the unit reassembled, it's back to the assembly rig to refill and re-gas the unit. Bilstein utilises its own factory damper oil here, meaning the end result will provide a ride exactly as per 'day one' of the life of the damper. That's a promise worth remembering, especially if you're contemplating having your units rebuilt elsewhere. Without the perfectly matched pairing of damper oil viscosity and temperature-handling capacity, combined with the shim-stack being perfectly arranged as per original, our beloved GT3 here may not ride quite how it did when new, and this is something where Bilstein excel.

Once full, each unit is appropriately torqued and cleaned again before being returned to the dyno



# "Replacing dampers isn't always necessary, as it may be possible to refurbish what you already have"

for final analysis. Every damper has a pre-set curve and maximum tolerance that it must adhere to. In theory, a damper rebuilt to OEM spec will hit the perfect curve on the first stroke, but occasionally if a damper has seen heavy competition wear it may not follow the line precisely. In these instances, the unit is disassembled and re-shimmed using a combination of complex calculations and many years of experience to compensate for the unusual characteristics. Any damper can be made to perform to spec with a little fettling and honing!

As you can see, the refurbishing process is extremely straightforward, and should be considered when it comes to renewing your 911s damping. Internally at least, these units have now been rewound to an as-new condition at a

fraction of the price that brand new equivalents would accrue. Factor in the knowledge that you know these have been put together by technicians trained at the same factory that made them in the first place, and the argument in favour of refurbishing becomes rather a compelling one. Consider the condition of your dampers and, especially if you frequent the track, the possibilities of a refurb, before throwing the chequebook at a full-on replacement.

### Contact

Website: www.Bilstein.deTelephone: 01455 283407







# Total 911 follows Falken Motorsport's 997 GT3R at an incident-packed 24-hour race around the Nürburgring's Green Hell

he Nürburgring 24 Hours: the ultimate GT endurance race on the ultimate 25km circuit, in perhaps the ultimate Porsche 911 – a Type 997 GT3R. As far as racing challenges go, it doesn't get much bigger or better than this.

The 2013 N24 attracted a typically huge field of 650 drivers among 180 race cars, while 200,000 avid fans were deeply entrenched around the 3.19-mile GP circuit and 12.93-mile Nordschleife. With a suitably electric atmosphere throughout matching the enthralling excitement on track, there really is nowhere else like the Nürburgring 24 Hours – which is why so many top drivers and teams continue to come back every year.

For the first time, the 2013 N24 start was on the Sunday at 5pm, one day later than usual,

with qualifying taking place on Saturday. New regulations included a standardised pit stop time, a double yellow flag with mandatory (GPS tracked) and 60kph speed limit (with heavy time penalties for non-compliance) on top of the customary minimum weight, fuel tank capacity and diameter of the air restrictor (limiting power to 520bhp).

As usual, Porsche, with an unrivalled win record thanks to Manthey Racing, was well represented. 34 91ls in total arrived for the race, including past winners Manthey Racing fielding four GT3R and RSRs; Sabine Schmitz's GT3R (read her interview in Issue 97) and, of course, Falken Motorsport's new GT3R. All would be challenging for top ten places against the Aston Martin GT3s, Audi R8 LMSs, BMW Z4 GT3s and seven Mercedes-Benz SLS AMGs. Competition, then, was fierce.

Crowd favourites in their blue and turquoise livery, Falken have raced here 14 times with this being their third 911 outing. Falken came 49th in 2011 but didn't finish in 2012 and so were aiming for a podium place this year, with a fresh car bursting with significant improvements and an unchanged driver line-up of two Porsche works drivers, Wolf Henzler and Martin Ragginger; the youthful talent of Sebastian Asch (Europe's most successful Porsche Cup racer and Roland Asch's son) and the experienced Scotsman, Peter Dumbreck.

As previously reported in the magazine, the GT3R has a new aerodynamics package with wider wings, a new front splitter with double canards and a rear wing stretching the full width of the car to increase downforce and reduce lift. Larger arch vents aid cooling and the car runs fatter,



Written by Phil Royle Photography by Phil Royle and Falken Motorsports

grippier tyres thanks to 12-inch rims up front and 13-inch rears. These huge one-piece forged alloy wheels enable massive 300/660/18 front tyres and 330/710/18 rears – available in four slick, two intermediate and four wet compounds with softer tyres for night stints. These tyres featured a new compound and construction for 2013, while back on the car, the wheelbase was extended and a softer front antiroll bar fitted.

Finally, Falken's 911 was festooned with four large flashing spotlights to complement the yellow headlamps – critical for the N24 to warn slower traffic of the impending arrival of the ultra-rapid GT3R. Moreover, top teams like Falken get a blue flashing light for further 'get out of my way' clarity.

Other than these modifications and (free from race regulation) brake pads, dampers and tyres, the

Falken GT3R is as Weissach Porsche Motorsport built it: a 4.0-litre, flat-six, normally aspirated Boxer engine providing 520PS at 7,250rpm, rear-driven via a six-speed sequential dog box (with paddle shifts). The GT3R also has a sophisticated traction control system and race-tuned ABS system with double de-clutching functionality – which is essential in the wet at the Nürburgring's narrow and constantly altering surface.

Developing the right tyre and 91l setup for the Nürburgring 24 Hours is a huge ask. Falken themselves say: "The Porsche 91l is a difficult car to tune tyres for. The rear tyre performance is so critical, as you must generate a lot of grip here, but it's hard to find a good balance between grip, consistency and controllability. We have tried to generate a lot more downforce this year to allow greater cornering speed, but this has affected the peak speed. Then there is the Eifel weather. They say it might be dry behind the trackside Dorint hotel, but raining on the track. It's so changeable."

In preparation, Falken takes casts of various surface points along the 25km track to send to engineers in Japan, who have been testing for months, including for VLN Championship racing here. They've also had to build this brand new GT3R in time for the N24 after a write off less than six weeks prior to the race. This meant some drivers had not even driven the car until qualifying.

Peter Dumbreck summarised: "It has been one year since I was here, and I've done two wet laps and one in the dry for qualifying on the world's most dangerous, bumpy and blind circuit."



So what attracts such a driver to the N24 in the first place? "It's the biggest club race in the world. It takes the pomp out of endurance racing, and it's becoming more professional," Dumbreck continues. "It's hectic and unique – you're on track with Renault Clios and GT3 cars. The closing speeds are unreal, on a track that's unbelievably narrow: one tiny mistake and you're off and into the wall, right in front of thousands of fans who can get so close to the action. Racing here (especially at night) is like nowhere else. You can smell the fires and BBQs, smoke drifts across the track, fireworks go off, you can see people having a beer – it's like the forest comes alive around you."

Falken's GT3R qualified in P22 for the race, with Manthey GT3R P4, Sabine Schmitz P11, Timbuli Racing's GT3R P16, Manthey's Type 991 RSR on P19 and Haribo Racing's GT3 P20. Highlighting the competitiveness, the P1 Phoenix Audi R8 V10 LMS Ultra ran 8:17.212, P2 Aston Martin GT3 ran 8:18.362 and Falken 8:25.247 – eight seconds off P1 yet 22nd on the grid. It's brutally competitive.

At 5pm on Sunday (after Michael Schumacher had lapped in an Fl car) the 24-hour sprint began with its three-grid rolling start. At first, you'd never know this was a 24-hour race judging by the eightminute and 20-second laps, the frenetic, relentless pace spiced with real bumper-to-bumper fights.

Falken's GT3 avoided the multiple crashes during the opening hours and pushed up to the cusp of the top ten. Then, at 9pm, the forecasted rain arrived – heavily. All the cars piled in for intermediates and then wets as the track became a waterway under constant deluge.

However, the Falken GT3R was in its element. The new wets were superb – as was Dumbreck. He took the car in P8 as night fell on the Green Hell, and I've never witnessed a stint like it – in foul conditions, with spray reducing visibility to near zero and with standing water forcing many instances of high-speed aquaplaning.

Peter admitted to being fazed initially, saying after the race: "To be honest, it was scary at first. This was my first proper drive and the spray was

terrible – it was just a wall of white! Then there was oil on the track from Bergwerk all the way home. The car would just push on at the front as you tried to turn in, then the back would step out and the TCS kicked in at every turn. It was insane. I let competitors pass me when being extra careful, but still went on the grass and almost into the barrier."

Then something magical happened inside car no 44: "I bided my time, and the car suddenly just came to me and I felt really happy with it. The tyres felt amazing. I was having a lot less hairy moments, so I started to push and everybody else suddenly seemed to be driving in slow motion."

Compared to Peter and the Falken GT3R, they were. In a jaw-dropping display of bravery and skilful wet weather racing, Dumbreck went from Pll to Pl in under nine laps. Spectators were dumbfounded by such an utterly amazing drive.

The team were equally thrilled, and the Falken dream of an N24 podium – or even a win – was alive. However, for the first time I can remember, the N24 was duly red flagged. Conditions were





unsafe, as Henzler said: "The visibility was near zero, and there was standing water on the Dottinger-Hohe straight, where the top cars do over 180mph. You do not want to crash there. They made the right call to stop the race."

So just before midnight, the race was stopped until 8am. A wet morning came – first heavy, then light, then off and on again – making conditions treacherous and awkward. Teams were in turmoil picking tyres, and the accidents, spins and general on-track drama multiplied as the race lead changed hands countless times.

The Falken GT3R was still in the top ten and within shouting distance of the lead, going brilliantly on wets and then intermediates and slicks. Then, with just four hours to go while going strong in fifth place, the GT3R span off the slippery GP circuit deep into the infield, getting stuck on wet grass. The subsequent tow cost four minutes and many places. Falken's bad luck continued as they then got hit by a spinning back marker, causing damage and an unscheduled pit.

# **THE OTHER N24 911S**

Of the 34 911s entered, four came from sixtimes winners Manthey Racing. Their iconic yellow and green RSR finished top of the Porsche pile again this year, in seventh place



behind three Mercedes SLSs, two BMW Z4s and an R8. With a formidable and familiar line-up of Marc Lieb, Romain Dumas, Lucas Luhr and Timo Bernhard, the Manthey GT3 RSR was just one lap off P1 after 24 hours with 87 laps. Manthey Racing's GT3R with Marco Holzer, Nick Tandy, Jörg Bergmeister and Richard Lietz came P11, just one lap off the pace.

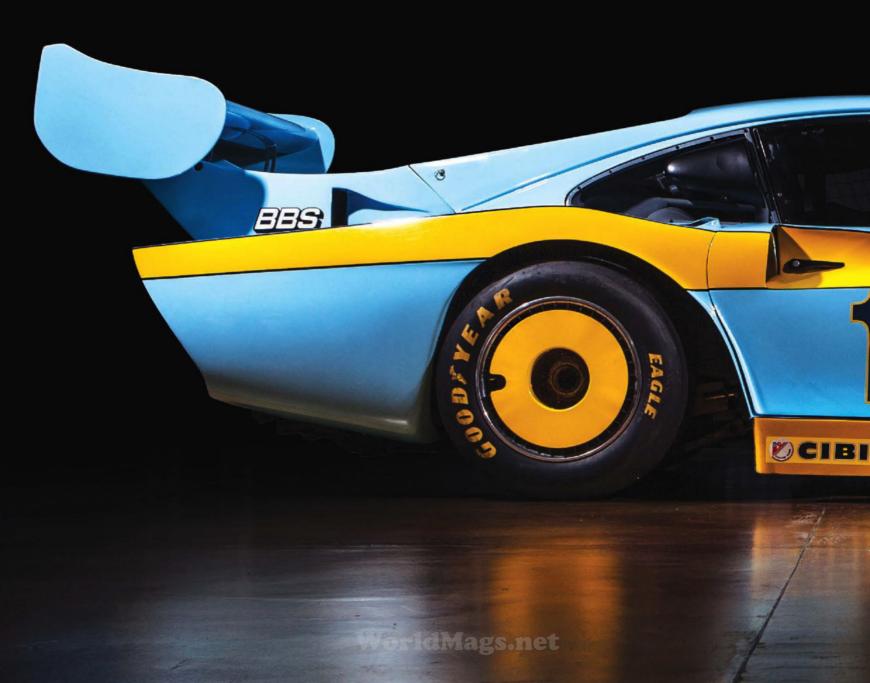
Then came the Wochenspiegel Team Manthey RSR in P13, Raceunion Teichmann Racing GT3 Cup in P14, Black Falcon Team TMD Friction GT3 Cup in P15 and Sabine Schmitz's GT3R in P16. That's eight 911s in the top 20 – more than winners Mercedes-Benz, BMW and Audi. Porsche may not have won the 2013 N24, but they still dominate in numbers!

Ultimately, the top ten dream evaporated. But Falken raced hard in the final hours and managed their best 911 N24 placement – P20 – after 82 laps and 2,050km of mentally tough endurance racing, just six laps off Pl pace (a Mercedes-Benz SLS) with a best lap of eight minutes and 39 seconds.

Without the spin and subsequent shunt, the podium could realistically have beckoned, as the Falken GT3R led the Nürburgring 24 Hours for a good while. However, that's the nature of endurance racing. Falken Motorsport said: "The race had many highlights, but a few low points too. We are, of course, disappointed we couldn't keep our top ten position, but we're already looking forward to our next VLN outing."

Despite the overall disappointment, the race should be remembered for the brilliant driving of Peter Dumbreck in such adverse conditions, and it was the Scot himself who neatly summarised the 2013 race: "The luck wasn't with us, but it was great to fight up at the front. I think it was the toughest N24 I have ever been in."





One of the most successful 935s in existence continues to live and compete in the 21st Century and it's not slowing down any time soon, as Total 911 investigates

Written by **Andrew Krok** Photography by **Jeremy Cliff** 



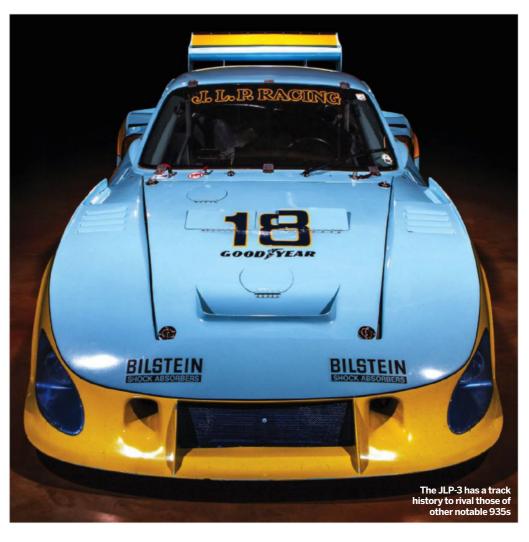
umour has it that the blue and yellow colour scheme you see in this feature started off as a joke. According to this tall tale, owner John Lee Paul Sr was colour-blind, and the colour scheme was developed as a practical joke because he would be unable to see just how 'interesting' the two-tone paint appeared to everyone else. Whether or not it's true, one thing is for certain: long-standing rumours don't ever belong to the quickly forgotten; they belong to those who will be remembered. That's what John Paul is, and that's what his JLP-3 935 became the moment it hit the track.

Before we delve into specifics, let's present a bit of a history lesson on Porsche's incredible 935. It was the spiritual successor to the Carrera RSR 2.l, a Turbo prototype that took second place overall in the 1974 24 Hours of Le Mans. Porsche began offering the car to customers for the 1977 racing season, but it wasn't until 1979 that the car began to cement its position in the history books.

Kremer Racing's 935 K3 racer took first place overall in the 24 Hours of Le Mans that year, beating every single car on the track, including all the prototype cars, amid heavy rain. Canepa Collection's marketing director, John Ficarra, expounds on the ramifications of Kremer's success with the K3: "These cars weren't really all that popular until after the '79 running of Le Mans. Before that, you might have seen two or three 935s on the track at once. After that, however, the number would rise to double digits."

That's where John Paul came into the equation. He had been racing in some form since the Sixties, and when the 935 started getting big he was utilising a modified Chevrolet Corvette. "No matter what he threw at [the Corvette], it never beat the 935s on the track," Ficarra explains. "Realising that he couldn't beat them, he joined them instead."

John Paul and his son, John L Paul Jr, decided that the 935 was the pièce de résistance as far as the IMSA Camel GT Championship was concerned. Thus, father and son set about getting a serious 935 endurance racer built, but they weren't the ones to build it. Instead, the Pauls went straight to Graham 'Rabbit' Bartrills, part of Chuck Gaa's revered



motorsport company GAACO, located in Norcross, Georgia. It was then that the aptly named JLP-3 began to take shape.

The construction of the JLP-3 chassis took the bare minimum of OEM Porsche parts as stipulated in the FIA's building-sized rulebook. A 1972 911T chassis served as the basis for JLP-3, donating its cowl, A-pillars, roof and door frames. From there, GAACO began building a small yet significant part of motorsport history.

The remainder of the body was a custom-fabricated tube frame, with fibreglass bodywork covering all the intricate handiwork. Out back, they'd bolted in a twin-turbocharged, 3.2-litre IMSA-spec flat-six motor with Bosch mechanical fuel injection to keep everything running smoothly. They also chose to stick with the traditional air-to-water intercooler rather than Kremer's air-to-air solution.

While the history of the JLP-3 is awfully extensive, it is claimed that not every modification on this car can be accounted for: "There are little touches all over this car that weren't documented, but could have provided a slight edge on the track," Ficarra himself claims.

Power numbers for this vehicle are also unknown, as it hasn't seen a dyno recently. However, Ficarra estimates that the total power output of the 3.2-litre twin-turbo six-pot is somewhere in the region of 750bhp – perhaps more with additional boost dialled in. "The numbers can probably be estimated to be around Kremer levels – that is to say, approximately one to two per cent higher than the factory 935s," Ficarra says.

Dedication is one word that describes just how much GAACO wanted to build the ultimate 935.

The car was built to maximise performance in

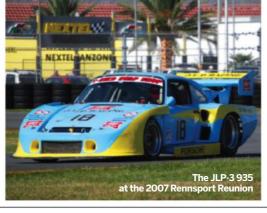
# THE MIDAS TOUCH

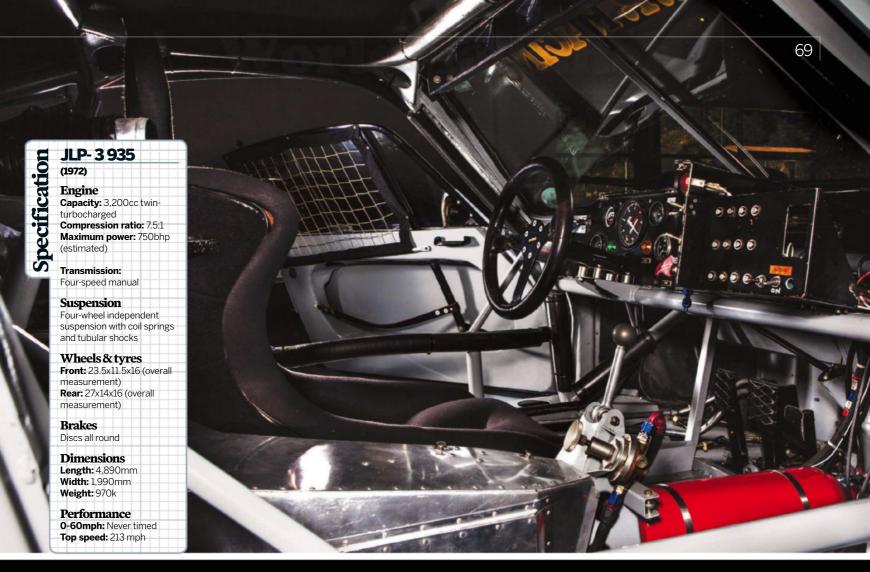
#### 1981

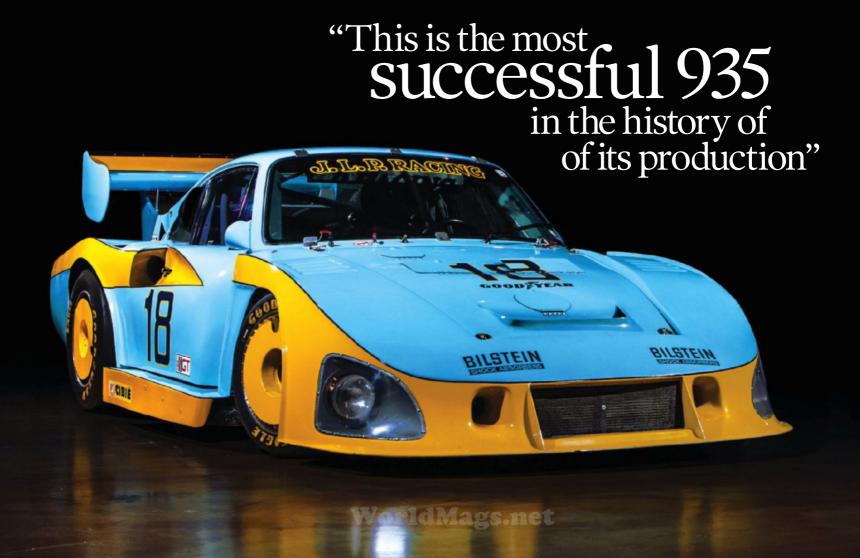
- Riverside Six Hours
- 2nd place
- Laguna Seca 100 Miles
  2nd place
- Mid Ohio 200 Miles
- 3rd place• Brainerd 200km
- Brainerd 2003rd place
- Daytona 250 Miles
- 3rd place
- Pocono 500 Miles – 1st place
- Daytona Finale 250
   Miles 1st place

#### 1982

- 24 Hours of Daytona – 1st place
- 12 Hours of Sebring
- 1st place
- Road Atlanta 150 Miles
   1st place
- Charlotte 500km
- 1st placeMosport Six Hours
- 1st place
- Road Atlanta 500km
  1st place
- Pocono 500 Miles – 2nd place









three areas: responsiveness, handling and balance. So much so, in fact, that the JLP-3 chassis spent a great deal of time in the Lockheed's wind tunnel near GAACO in Marietta, Georgia. There's no question then that this car was certainly built to be a beast, but little did anybody know just how beastly it would actually become.

It's not the length of its racing history that defines the timelessness of the JLP-3 chassis; rather, it's what the Pauls did with the car in the short time it ran in the IMSA Camel GT Championship. The complete racing history of this vehicle spanned two full seasons and a single race in the third, from the 12 Hours of Sebring in 1981 to the Daytona 24 Hours in 1983. If you're interested, head over to Canepa's website to take a look at its qualifying and finishing positions for every single one of its races.

In its inaugural race, the aforementioned Sebring, the JLP-3 qualified in a very commendable sixth place. However, its final position was anything but, as the brand new Porsche finished in 66th. It didn't take very long for that to change, though. The second race was the Road Atlanta Enduro, where after qualifying in pole position, John Paul Jr finished in a not-too-shabby eighth place. From there, the JLP-3's finishing position eked its way

into the spotlight, landing on the podium in the next five out of six races. As the saying goes, when it rains, it pours.

Overall, the 1981 IMSA Camel GT Championship season went extremely well, with six pole positions and seven podiums. The Pauls even ended the season with two back-to-back victories – the Porsche's first two checkered flags – at the Pocono 500 Miles and the Daytona Finale 250 Miles. Clearly, this was the start of something big.

1982's IMSA Camel GT Championship would prove even more fruitful. Riding high into the 24 Hours of Daytona, the team once again secured victory in the blue-and-yellow Slantnose. They also walked away with the checkered flag in the subsequent race, the 12 Hours of Sebring. These back-to-back wins earned JLP-3 the honour of being the only car to complete such a feat.

This menace of a race car would go on to reach the podium six more times that season, winning four of those endurance races. The absolute domination of their bicolour 935 would earn them the 1982 IMSA Camel GT Championship, as well as the Triple Crown of Endurance Championship in the same year. Overall, throughout the short but sweet career of JLP-3, it landed on the podium in 60

per cent of its races, winning 33 per cent of those in which it participated. This is why many argue that it is the single most successful 935 in the history of its production, despite being lesser known than other variants of the car, such as Moby Dick and the Kremers.

The Pauls retired from the championship after the first race of the 1983 season. They weren't the only drivers of this car, though; others include Derek Bell, Mauricio de Narvaez and Rolf Stommelen. Then, as many older, successful cars do, JLP-3 sat. And sat. And sat.

Thankfully, that's not where the story ends. A car with its credentials should live a long and prosperous life, and that's exactly what happened. Several years ago, JLP-3 landed in the hands of Gunnar Racing, the largest Porsche restoration facility outside of Porsche AG itself. Its owner at the time, a man by the name of Wayne Jackson, decided to go ahead with a full restoration to prepare it for the track once again.

Restorations of this magnitude, as you might imagine, can end up reaching a rather lofty price. "A typical 935 restoration usually runs somewhere in the region of \$250,000 (approx £166,000)," Ficarra says. "If there was one



word to describe JLP-3's restoration, it would be 'intense'."

Bringing it back to near-mint condition was impressive given that the car was never really mint aside from the day that GAACO delivered it. "Not much of the car was 'original' for very long. It's well known that JP was hard on his cars," Ficarra explains. "To him, they were tools, a means to an end, so a little bit of damage was just par for the course." Once the restoration was complete, the car once again hit the track, and after some time it meandered its way from the east coast of the United States to the west, where it landed at its current residence: Canepa Design in sunny Scotts Valley, California.

The owner of Canepa and its namesake, Bruce Canepa, has a long history with just about every type of race car imaginable. At the moment, while concurrently assuming the position of CEO at Canepa Design, Bruce races historic cars. Hence, his interest in JLP-3's pedigree was strong. After acquiring the car, it underwent a series of mechanical refreshes. And by 'a series', we mean 'a significant number'.

Starting in 2005, components of the fuel and ignition systems were either rebuilt or replaced,

as was the battery. Two years later, the twin KKK turbos were also rebuilt. The next year, the engine underwent a complete rebuild by Jerry Woods Enterprises, as did the transmission. 2009 gave JLP-3 another turbocharger rebuild, as well as a rocker arm and parts related to fluid delivery.

Clearly, this is a vehicle that requires a significant amount of care, but that's expected of a car with a power-to-weight ratio that makes the Bugatti Veyron appear sluggish. What's also anticipated is the level of skill needed to pilot such a creature at speed. To put it succinctly, JLP-3 is difficult, especially for those without prior experience of the layout of the 935.

"While it can be driven like a typical FR sports car, that's not how to get it around a track quickly. If you want to drive it as fast as possible, you need to modify your style," Ficarra explains. "You need to enter the corner much hotter than you would with a front-engine racecar, then lift off the throttle and allow the car to rotate. Once you've achieved the proper angle, get back on the accelerator and power through the remainder of the corner."

In short, if you're gun-shy when it comes to entry speed, you won't get around too quickly in JLP-3 –

or any 935, for that matter. "It needs to be treated almost like you're driving a dirt track car," Ficarra says. "It's a hell of a monster in a straight line, no matter who's driving it, but if you want to get the most out of it on the track, it needs to be driven constantly at 11/10ths."

JLP-3 is definitely a keeper, but as with most historic cars, each one has its price. In 2012, the car was placed on the auction block at RM Auctions in Monterey, California. However, the bids maxed out at \$1,125,000 (approximately £750,000), which was below the auction's reserve. Since then, it has remained in Canepa's stead, lying in wait to scare the living daylights out of whoever next chooses to turn the key.

You might think that a car this crazy would have some ridiculous parts of its history that has either been lost to the ages or retold over and over again. However, in a twist befitting an M Night Shyamalan movie, there really isn't anything particularly off-the-wall to discuss when it comes to JLP-3. "Funnily enough," Ficarra chuckles, "It has an extremely well-documented history, so there aren't really many anecdotes to share about this car, if any. It's relatively straightforward." As its records show, it's without doubt a master of the track.



# RACE REPORT

# ROUND THREE ROCKINGHAM

Al Harthy and Caine battle back to take a credible sixth place finish for Oman Air Motorbase

Written by Nicki Hickman Photographed by Oman Air Motorbase

uperb performances from drivers Ahmad Al Harthy and Michael Caine saw Oman Air Motorbase triumph over adversity at Rockingham to secure sixth place in the second round of the 2013 Avon Tyres British GT Championship.

Despite having a 75kg penalty on their Porsche 911 GT3R due to the driver grading system, Al Harthy and Caine bounced back from a first lap incident, a drive-through penalty and a late puncture to take a great result after a mighty team effort.

The two-hour race started badly for the Oman Air Motorbase Porsche, which had lined up in 15th place on the 30-car grid. "Ahmad got knocked off on the first lap, then he was adjudged to have rejoined in an unsafe manner," said team boss David Bartrum afterwards. "He didn't do that, but that was one for the clerk of the course. We tried to appeal, but we were told we had to take it. So we then got a drive-through penalty and dropped to dead last."

Undeterred, Al Harthy attacked throughout the first hour and hauled the car back into contention.

"Ahmad drove a stunning first stint," said Bartrum as Caine rejoined after the driver swap in 15th place.

However, Caine had similar incidents to contend with: "I had a slight coming together with Benji Hetherington when I was going past him, and that knocked the dive planes off the front right of the car." Disaster then struck with 15 minutes to run. "Through turn one, the car didn't feel great, and halfway around the lap it started trying to change ends. I knew it was a puncture, so I dived into the pits and the guys changed the wheel," said Caine.









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		

Round 3 Results – Rockingham								
Pos	Car	Class	Drivers	Car	Time	Laps	Gap	Avg speed
1	32	GT3	Trackspeed	Porsche 997 GT3 R	2:01:02.136	78		86.17
2	10	GT3	M-Sport Racing	Audi R8 LMS Ultra	2:01:18.747	78	16.611	86
3	25	GT3	United Autosports	Audi R8 LMS Ultra	2:01:23.576	78	21.44	86.13
4	14	GT3	Fortec Motorsports	Mercedes AMG SLS GT3	2:01:36.497	78	34.361	85.16
5	18	GT3	FF Corse	Ferrari 458 Italia GT3	2:01:47.390	78	45.254	84.36
6	1	GT3	Oman Air Motorbase	Porsche 997 GT3 R	2:02:20.133	78	01:18.0	85.84
7	7	GT3	Beechdean AMR	Aston Martin Vantage GT3	2:02:20.482	78	01:18.3	86.04
8	41	GT3	Mtech	Ferrari 458 Italia GT3	2:02:22.840	78	01:20.7	83.66
9	9	GT3	Von Ryan Racing	McLaren MP4 12C	2:02:29.455	78	01:27.3	84.46
10	12	GT3	Balfe Motorsport	Ferrari 458 Italia GT3	2:01:06.535	77	1 lap	83.99
11	8	GT3	888 Optimum Racing	BMW Z4 GT3	2:01:18.101	77	1 lap	86.19
12	22	GT3	Preci-Spark	McLaren MP4 12C	2:01:41.081	77	1 lap	84.66
13	6	GT3	PGF - Kinfaun AMR	Aston Martin Vantage GT3	2:01:43.811	77	1 lap	84.95
14	13	GT3	AF Corse	Ferrari 458 Italia GT3	2:01:58.902	77	1 lap	84.77
15	40	GT3	CWS 4 x 4 Spares	G55 Ginetta GT3	2:01:02.722	76	2 laps	83.92
16	78	GT3	Barwell Motorsport	BMW Z4 GT3	2:01:17.437	76	2 laps	83.43
17	11	GT3	PE Group Blendini Motor / Dom Evans	Audi R8 LMS	2:01:57.050	76	2 laps	84.07
18	53	GT4	Complete Racing / Steven Chaplin	Aston Martin GT4	2:02:23.684	72	6 laps	77.55
19	43	GT4	Century Motorsport	Ginetta G50	2:01:24.188	71	7 laps	77.59
20	50	GT4	Redgate Lifetime Racing	Ginetta G50	2:01:39.671	71	7 laps	77.29
21	33	GT3	Trackspeed	Porsche 997 GT3 R	1:38:06.850	62	16 laps	85.7
22	80	GT3	Barwell Motorsport	Aston Martin Vantage GT3	1:34:25.579	59	19 laps	85.31
Not Classified								
	27	GT3	Vita4one Team Italy	Ferrari 458 Italia GT3	0:28:23.750	17	61 laps	84.18
	23	GT3	United Autosports	McLauren MP4 12C				
	24	GT3	United Autosports	McLauren MP4 12C				
	79	GT3	Ecurie Ecosse	BMW Z4 GT3				
	16	GT3	Team LNT	G55 Ginetta GT3	0:30:31.091	18	60 laps	83
	44	GT4	Optimum Motorsport	Ginetta G50	052:08:256	31	47 laps	78.84
	888	GT3	888 Optimum Racing	BMW Z4 GT3	0:59:41:365	36	42 laps	84.82
	69	GT4	APO Sport/ Alex Osbourne	Ginetta G50	1:16:19.479	43	35 laps	77.69
	15	GT3	Fortec Motorsports	Mercedes AMG SLS GT3	1:17:37.024	48	30 laps	84.46
	31	GT3	Trackspeed	Porsche 997 GT3 R	1:19:01.276	48	30 laps	85.1

Instead of challenging for fourth place, Caine was now back in ninth. With another major attack, he pulled back two more spots to finish seventh, which later became sixth when one of the Aston Martins was penalised.

"It was a tough day, but interesting," said Bartrum. "Both drivers gave it their all, and the team was brilliant. Our stop was two minutes and two seconds – the minimum is two minutes. It was a sterling effort from team Oman Air Motorbase, and we're looking forward to Silverstone."



## RACE REPORT ROUND FOUR

## SILVERSTONE

After finishing well at Rockingham, Oman Air faced bad luck in their attempts to keep the form going into round four

Written by Will Belcher Photographed by Will belcher and PSP Images

he last bank holiday in May saw Round 4 of the British GT take place at sunny Silverstone. The Silverstone 500 event was billed as the spectators' favourite, with support races from the Formula 3s and Ginettas along with live TV coverage on Motors TV. The three-hour long race lived up to expectations by providing the usual mix of trials for drivers and teams as they raced around the Northamptonshire circuit, basked in the British sunlight. By the end of qualifying, the Motorbase Performance 997 GT3R managed a sturdy Pl9 out of nearly 50 competitors.

Team manager David Bartrum said of the qualifying stage: "Qualifying was hard work – unfortunately, that's our lot for the season. We will always find qualifying hard as we are carrying that extra balance of performance ballast. Also, the pairing of Michael [Caine] and Ahmed [Al Harthy] is classed as an exotic pairing, so we are given 75 kilos at the start of the season. That makes qualifying extremely difficult, as it's like going round the circuit with another passenger in the car. We just have to qualify where we can."

Al Harthy started the race in the 997 GT3R and made steady progress early on in his stint, before pitting early in lap eight and handing over to

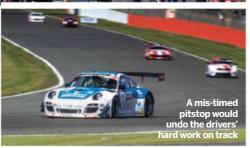
reigning champion Caine after an accident on the loop section of the circuit brought out the safety car. Caine made steady progress during his stint, helped when the entire Trackspeed-ran contingent of 997s retired for different reasons in the space of 15 minutes. On lap 22, Caine handed over to Al Harthy for his final stint. Again, the Omanian made steady progress, minimising the effects of the difficult qualifying and working his way up to fifth overall.

The final stint would rely on the expertise of Caine once again, although the changeover would ultimately hamper the last laps, as Bartrum explains: "Unfortunately, today we got the pit stop wrong. As the car comes in the driver calls the line

**WorldMags.net** 









	Round 4 Results – Silverstone								
Pos	Car	Class	Drivers	Car	Time	Laps	Gap	Avg speed	
1	79	BGT	Ecurie Ecosse	BMW Z4 GT3	3:01:17.154	77		104.17	
2	7	BGT	Beechdean AMR	Aston Martin Vantage GT3	3:01:34.234	77	17.08	104.68	
3	888	BGT	888 Optimum Racing	BMW Z4 GT3	3:01:43.804		26.65	104.04	
4	10	BGT	M-Sport Racing	Audi R8 LMS Ultra		77	56.647	103.45	
5	29	BGT	AF Corse	Ferrari 458 Italia GT3	3:02:34.592		01:17.4	104.27	
6	80	BGT	Barewell Motorsport	Aston Martin Vantage GT3		77	01:25.8	103.84	
7	28	BGT	AF Corse	Ferrari 458 Italia GT3	3:02:43.370	77	01:26.2	104.3	
8	13	BGT	AF Corse	Ferrari 458 Italia GT3	3:03:05.510	77	01:48.4	103.3	
9	1	BGT	Oman Air Motorbase	Porsche 997 GT3 R	3:03:05.713	77	01:48.6	103.83	
10	48	BGT	<b>Prosspeed Competition</b>	Porsche 997 GT3 R	3:03:23.640	77	02:06.5	103.87	
11	3	BGT	Rosso Verde / Hector Lester	Ferrari 458 Italia GT3	3:03:23:822	77	02:06.7	104.92	
12	18	BGT	FF Corse	Ferrari 458 Italia GT3	3:01:28.233	76	1 lap	104.27	
13	14	BGT	Fortec Motorsports	Mercedes AMG SLS GT3	3:01:46.372	76	1 lap	104.97	
14	15	BGT	Fortec Motorsports	Mercedes AMG SLS GT3	3:02:17.267	76	1 lap	103.7	
15	40	BGT	CWS 4 x 4 Spares	G55 Ginetta GT3	3:02:21.185	76	1 lap	104.54	
16	6	BGT	PGT - Kinfaun AMR	Aston Martin Vantage GT3	3:02:37.469	76	1 lap	104.51	
17	25	BGT	United Autosports	Audi R8 LMS Ultra	3:02:44.568	76	1 lap	104.76	
18	4	BGT	Mtech	Ferrari 458 Italia GT3	3:02:41.891	75	2 laps	102.37	
19	23	BGT	United Autosports	McLaren MP4 12C	3:02:47.117	75	2 laps	104.14	
20	11	BGT	Dom Evans	Audi R8 LMS	2:59:37.765	73	4 laps	102.13	
21	19	BGT	FF Corse	Ferrari 458 Challenge	3:01:40.221	73	4 laps	100	
22	20	BGT	FF Corse	Ferrarri 430 GT3	3:01:58.150	73	4 laps	99.52	
Not Classified									
	24	BGT	United Autosports	McLaren MP4 12C	0:08:58:025	4	73 laps	101.64	
	16	BGT	Team LNT	G55 Ginetta GT3	0:11:45.674	5	72 laps	101.2	
	41	BGT	Mtech	Ferrari 458 Italia GT3	0:16:01.926	6	71 laps	101.4	
	33	BGT	Trackspeed	Porsche 997 GT3 R	0:41:10.208	16	61 laps	104.02	
	32	BGT	Trackspeed	Porsche 997 GT3 R	0:40:55.228	16	61 laps	103.15	
	78	BGT	Barwell Motorsport	BMW Z4 GT3		17	60 laps	102.52	
	31	BGT	Trackspeed	Porsche 997 GT3 R	0:47:41.305	19	58 laps	101.95	
	411	BGT	Ekris	BMW M3 GT4	1:16:34.872	28	49 laps	96.07	
	402	BGT	Veloso Motorsport	Aston Martin GT4	1:39:15.076	31	46 laps	94.77	
	17	BGT	Stark Racing / Ian Stinton	G55 Ginetta GT3	1:33:28.487	37	40 laps	102.7	
	8	BGT	888 Optimum Racing	BMW Z4 GT3	0:07:11.548	3	74 laps	100.08	

so we can start the count, but the transmission wasn't very clear so we didn't start the stopwatch in time, meaning we had to guess it. Unfortunately, we guessed it wrong and went six seconds early. So after the two drivers worked extremely hard to get the car up to where it was, we found we had to serve a six-second stop and go."

The ensuing penalty led to them dropping down to 11th overall, meaning that Caine had to peddle hard to get the car back into a points-winning position. Nonetheless, by the time the race had

come to a close, Caine managed to get the car back into the top ten, finishing in ninth position.

After the chequered flag had fallen, team boss David was philosophical about the fortunes of his team at Silverstone: "We got back up to ninth, so we scored some points. Fifth would have been a fitting reward for all the hard work we are having to do in qualifying and putting the car under lots of stress and strain. We could even have finished fourth, because when you can see fourth place up the road you try a bit harder, but when you serve the penalty it can take the jam out of the doughnut a bit. The team did a cracking job, and the pit stops were nearly spot on – although a miscalculation of six seconds cost us a lot more than six seconds in the greater picture of the race."

The result means Oman Air Motorbase continued their points-winning streak with a fourth points finish in as many races, despite having incurred the drive-through penalty. The result leaves them in eighth position overall in the championship with a respectable 29 points.

## Legend

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

#### **Maurice Tillaard**

#### 1972 911T Hot Rod

Date acquired: February 2012 Last report: Issue 95 Total miles: 2,000 Costs: £85 (fuel)

fter a long winter, I was finally able to get the car back in action on European roads in mid April. It took a while before the frost left the country and the salt was only washed off the roads by a couple of heavy showers, which then paved the way for the return of my 911T. Last October, I did a 343-mile rundown with the car and its new modifications, which went perfectly. I drove it from my home to the Spa circuit in Belgium, and from there I headed to the Nürburgring through the German Eifel - beautiful driving roads. After a few laps on The 'Ring, I drove back to the Netherlands through the Eifel again, trying to avoid motorways as much as possible. I arrived back at the house at around 9pm to find out that the car had done great, with little oil usage and a very acceptable fuel mileage. Not bad for a 1974 CIS motor which I know nothing about regarding its history.

The first longer drive of this year was to the Techno Classica show in Germany on 14 April.

"It's unbelievable how poor electrical systems in old cars can get, so having all this work done has been pretty important – especially for longer drives"

Over the winter I did several modifications, swapping the red Konis for yellow ones that made a big, big difference. When I met with R-Gruppe's Chuck Miller in Los Angeles for a photoshoot in January, I quickly found out that he was running the exact same suspension setup as me. I really liked the handling of his 911, and he helped me out with settings, adjustments and tyre pressures after I changed the shocks, so thanks Chuck!

I also took out the original seats and installed a replica touring seat for the





passenger side, in addition to a replica lollipop seat for the driver's side. Both seats come from Auto Retro in the Netherlands, and are a very nice cosmetic upgrade. On the performance side, it's a step up the ladder too, partly because the lollipop is a stiffer and harder seat. Combined with the Momo Jackie Stewart steering wheel, the car has a more controllable feel. An additional plus is that the seats are a lot lighter than the original ones.

On the outside, I changed the stock muffler for a stainless Dansk sports purpose item

with the dual pipes in the middle. Then I had a license plate made, which fits my Bonneville Speedweek plate frame. It had been lying around in the garage for over ten years after I bought it at the famous landspeed racing event, and it finally got put to good use. I combined it with the \$90 rust-free steel decklid I found at the 2012 Anaheim swapmeet. After this, I had Magnus Walker make his signature style louvers, and he put the decklid behind the seats when he shipped the car so I



could install it instead of the ducktail. Jeroen at 9Gear also assisted me with the finishing touches by producing a gold Porsche decal for it, so thanks also to Jeroen!

Olav at Speedservice then gave me a set of RS doorpanels and a space saver spare tyre for my

spare Fuchs rim, as well as helping me out with a flawless 3.2-litre fuel tank, which is another proper upgrade for the Hot Rod.

Further on, I put fresh 15W40 mineral oil in the car, and my father helped me clean out the electrical system, as well as sorting out the car's lighting. It's unbelievable how poor electrical systems in old cars can get, so having all this work done has been pretty important, especially when going on longer international drives.

The next step is probably to fix the rear bumper because it has a crack in the middle, and the old

exhaust cutouts have to be filled in. I also obtained a set of early Turbo brakes that were recently rebuilt, so these will be installed in the near future. In the meantime I'll keep driving the car hard, and I'm planning on doing a trip to the French Alps this summer, which should be a blast. I recently made another 450-mile trip to Germany, which included several laps around the 'Ring again. Oh, and I also found my missing logbook – it was sitting under a pile of magazines in the corner of the room! Back to the car, and I can't wait to write about those Alps miles in it after returning from an epic trip...



#### 1999 996 Carrera 4

Date acquired: December 2011 Last report: Issue 100 **Total miles:** 96,300 Costs: £3051.50

recently took the C4 to Bruntingthorpe Proving Ground to better understand the limits of the car. I was surprised by the level of grip (thanks partly to the new set of Pirelli Rossos and the glorious sunny day), and how hard - if not impossible - it was to lose the rear end unless provoked, but certain issues did come to my attention.

The most problematic of these was understeer. Going quickly and repeatedly round the same curves, it was apparent that the nose of the car would push on at speed, regardless of how cautiously I turned in. While this may be an in-built safety measure, physics are physics, and there was no way around it other than to apply the brake and transfer the weight forward, which messed up my exit speed. Lifting off just before the turn in did unbalance the car and help tuck the nose in, but as I said, that sort of behaviour - with me at the wheel, at least usually ends in smoke and embarrassment.

**Bilstein B8** suspension upgrade

I think it's understandable that a 911 with over 95,000 miles is going to seem a little sloppy, and on track at least it did feel its age, losing the sharp steering, solid handling and composure a Porsche should have. There was only one thing for it: a complete suspension overhaul

My first port of call was the OEM suppliers of Porsche suspension, Bilstein, for advice. In my youth, I have been privileged enough to have adjustable coilover suspension fitted to various cars, but back then I wanted a track car for the road. I soon changed my mind, though, as the ride on each was too harsh and, dare I say it, uncomfortable for daily driving. This time around, I wanted to make sure history did not repeat itself; I wanted sharper handling and reduced roll, and I wanted comfort.

I was pointed in the direction of Bilstein's B8 Shock absorber kit, which with H&R 25mm lowering springs would bring the best of both worlds; a comfortable ride for daily use, yet a firm enough setup to sharpen the feel, reduce body roll and dial out much of the understeer I had experienced.

I was advised by Bilstein to visit RPM Technik in Hertfordshire so they could look over the car. Technical director Ollie Preston was adamant that I needed four new coffin trailing) arms to replace a split CV boot, as well as new front top mounts. It wasn't cheap, but is necessary if your car has travelled the equivalent of nearly four times round Earth!

It was then time for fitting, which required a full day, including the geometry setup. RPM appear regularly in the magazine, so it will come as no surprise that the service I received was exceptional, but I would also like to point out what an impressive site the company now find themselves in - we are talking OPC equipment levels in an immaculate 10,000 square foot combined workshop and sales operation, staffed by

updates from our Living the Legend contributors



#### Ray Chandler

Date acquired: August 2011 Total miles: 40,200

Costs this month: Fuel only

Lowlights: The navigation DVD player has started to click upon starting up – and it's not the disc!

Highlights: The lady who drove straight through a red light in Kingston Upon Thames this week in her Renault missed me - just!



#### **Maxie Islam**

.006 997 Carrera 4S Date acquired: August 2010 Total miles: 38,000

Costs this month: £200

Lowlights: The vastly increased level of fuel consumption that has occurred as a result of the following new purchase

Highlights: I'm loving the look of my new Carrera Sport alloys. They're definitely worth the price!



#### **Ben Przekop**

Date acquired: July 2012 Total miles: 12,950

Costs this month: Fuel only

Lowlights: None to speak of, other than the fact that between work and vacation in Italy, I have not had enough driving time!

Highlights: Setting competitive times in two recent autocross events was great preparation for upcoming DE at Road Atlanta.



#### Gina Purcell

4 Carrera

**Date acquired:** December 2012 **Total miles:** 119,485

Costs this month: £130 (fuel)

Lowlights: Being without a 911 in the garage for a month or more while the restoration work is carried out, but no pain, no gain!

Highlights: Work begins on Wolfi's bodywork restoration in a few weeks' time. The full story will hopefully follow in a future issue.



### **Tony McGuiness**

Costs this month: £99

Lowlights: Returned from a business trip to find a dead battery, which was duly replaced under the warranty.

Highlights: Took the Turbo out and engaged launch control. No tyre spin, and timed 0-60 in approx 3.0 seconds. Phenomenal.



#### **Magnus Walker**

**Date acquired:** February 2012 **Total miles:** 1773

Cost this month: £165

Lowlights: The STR took in a lot of miles on the R Gruppe tour of the West Coast, so I didn't have a lot of time to enjoy my other 911s.

Highlights: I did some filming for a popular British TV car show and had the presenter drive the car for



#### **Ross Kirkman** 6 C4 & 911 3.2

**Date acquired:** March 2012 **Total miles:** 1,200 miles (C4)

Costs this month: £120 + fuel

Lowlights: None, other than the weather changing for the worse. I'd like to take the 3.2 out more often than I do.

Highlights: The 996 has had its belated first oil change since its engine rebuild, with the drained oil looking nice and clean.









genuine Porsche enthusiasts. They went out of their way to help me, with a chap known as 'The Man' staying until well after 9pm.

So how does the car feel now? In a word, sublime; in a few words, better than I ever could have expected. It's no surprise really, going from 95,000-mile suspension to allnew is going to offer a leap in performance, but what I wasn't expecting was just how big a leap, with no real reduction in ride quality.

What is immediately obvious is the reduction in body roll, the sharpness of the turn in, the beautifully weighted steering, its ability to handle sudden weight transfer as you dart left and right, the composure over broken ground and, the best part, the huge reduction in understeer.

I'm new to Porsche ownership, and as my C4 has done over 95,000 miles, when I make an upgrade the benefits are more emphasised than they might be on a lowmileage car. This month, the new additions have not just enhanced my car; it has shifted into a different universe. I have been driving, road testing and reviewing cars for over ten years, and the changes have left me with one of the most competent cars I have driven, not to mention the best 996 C4.

This was an expensive exercise, but the Bilstein B8 kit is actually cheaper than an OEM replacement. If you were going down that road anyway, you now know what to do, and if you weren't then please consider it; you will notice the difference every time you turn the wheel. As Ollie pointed out, power upgrades should always come long after the suspension; nothing will make you go quicker or enjoy your car more. Of all the changes I've made to my car, this has had the most impact on the driving experience.

Having booked myself on another handling course, I'm looking forward to telling you how it behaves - only this time when I'm not facing backwards!











Date acquired:
November 2012
Last report:
Issue 98
Total miles:
23,700
Costs:

his month I've purchased some new rear lights for the 997S, and was lucky enough to be invited along to the Cannonball 2000 Rally launch event in London.

I'll start off with the rear lights. Usually, I am definitely not one for altering the OEM look of my cars or using anything other than original parts, but when I saw these 997 Gen2-style LEDs from Dectane.de, I was very intrigued. I first saw them on a car locally, and at first thought I was just looking at a 997.2, but on closer inspection I realised they weren't quite the right shape and that it was actually a 997.1.

I had previously thought of doing a full rear end 997.2 conversion using genuine parts as I really like the look of the later LED rear lights, but anyone who has looked into that will know you are likely to spend over £1,100 if you take that route (chiefly involving a change of bumpers as well as rear lights). Naturally, these convincing 997.2-style lights seemed a much more appealing option at just £400.

#### This month:

## **Gen2 rear lights and the Cannonball 2000 launch**

As I mentioned, after a quick search of the web I found that they were from a Germanbased aftermarket light manufacturer called Dectane. Before ordering, I did the usual research on forums and all the feedback on the lights seemed positive, so I contacted the very helpful Thomas at Dectane and placed the order. They arrived within three days, and were very easy to fit - it was just a case of removing two screws inside the engine compartment, unclipping the original light assembly and connecting the new ones, and there you had it - a much fresher-looking 997S rear end, in my opinion, which I was very happy with! Thanks to www.dectane.de for supplying a quality product.

The following week on a sunny Friday afternoon, it was destination London for the launch party of the Cannonball 2000 Rally, which is set to take place at the back end of August, starting in London and finishing in Marbella. Being the Rally's official photographer, myself and a friend will be taking part in the event with his 2005 996

Carrera 4S, so we jumped at the chance to catch up with some of the other participants with their sports cars down in London.

On the way, we met up with 14 other entrants in Birmingham at the Mailbox for a press shoot before a rather enjoyable blast down south to Mayfair, where we were greeted by the rest of the Cannonballers! We were amazed by the variety of cars: Ferrari 458s, Aston Martins, Maseratis, the list goes on. We were particularly happy to see a few other 911s, including a rather nice white Carrera 4 GTS that will be on the rally. If last year's event was anything to go by, this year promises to be just as amazing, with a route that takes in places like London, Amsterdam, Geneva, Cannes, Valencia and finally Marbella. Roll on August!

If you like driving your 911 along amazing roads and having a good time with a bunch of like-minded people, check out www. cannonball2000.com for more info. Keep an eye out for my full report on how our trusty 996 4S fares on the rally.

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CAR CARE 107

**INSURANCE & FINANCE** 109

PORSCHE LIFESTYLE 111

f you own a Porsche, tyres are rather more than just an MoT consideration. However, tyre replacement is usually a gloomy prospect for any motorist, since there is more to tyre fitting than simply taking the old ones off the rims and fitting new rubber – and the process can be even more intricate on your cherished 911. Firstly, will the fitters know where your 911's correct jacking points are? More importantly, do they even know how to remove your wheels from the car? It may be obvious to the 911 fanatic, but the young apprentice at your local chain

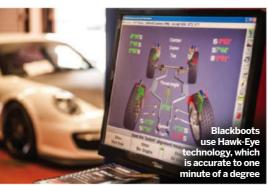
garage wouldn't know where to start with a centre locking wheel. Then there's the potentially brutal business of parting tyre and rim, not to mention the thought of what will happen to your Porsche's finely engineered alloy wheel nuts because the fitter probably hasn't reset the torque of his airgun. Then there's the matter of the geometry settings: dare you trust them with your suspension as well? Why hasn't tyre fitting moved out of the dark ages?

Well, there is hope. We recently visited Blackboots, run by Jason and Gavin Saunders, whose operation gives the feeling that this is the future. Jason manages a team of six and knows what owners expect when it comes to great cars and new tyres. He began at Autofarm over 20 years ago when the company was based in Tring, running a Saab and Suzuki dealership.

"Tve always been in the motor trade," says
Jason, who as an apprentice panel beater has happy
memories of putting Turbo arches on 9lls. Then
Autofarm went bust and he joined his family's firm,
which fitted tyres and exhausts, a business which
grew until it had four branches. But with outlets as
far apart as Milton Keynes and Crawley, Jason found

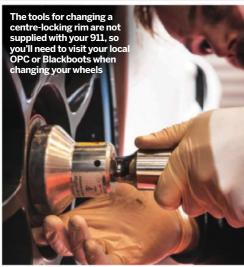
















he was spending an inordinate amount of time travelling between branches managing personnel.

He says: "Eventually, we sold the business. I had the idea of running a tyre replacement service I could control more closely and offer a more personal service, and also one which didn't frighten off lady owners!"

Blackboots opened in 2008 in new premises just off Chesham High Street. Jason recognised

#### **Company profile**

- Owner: Jason Saunders
- · Location: Chesham
- Founded: 2006
- Most commonly fitted 911: 997 GT3
- Rarest/most unusual 911: Fearnsport GT2
- Most expensive tyre: Ferrari Enzo £450 each
- Most unusual fact: Blackboots is the only stockist in the UK for the Lamborghini Countach, which takes 335/35/15 the widest 15-inch tyres outside F1.

#### Contact

- Website: www.blackboots.co.uk
- Website: www.wheels-inmotion.co.uk





that his target demographic would expect not just better service, but a more sophisticated operation. Blackboots thus invested in state-of-the-art fitting equipment, as owners are rightly concerned that tyre levers wielded unsympathetically can damage alloy rims, and with tyre sizes becoming wider, separating tyre and rim manually is increasingly difficult. Jason has also been careful to create a much more 'club class' environment. This approach has paid off and his clientele extends to a number of Ferrari and Porsche owners, for who he readily finds space to garage their trackday rubber.

When Porsche introduced centre-lock wheels in 2010, Blackboots saw an opportunity, as other than OPCs, no one else could undo the big centre nuts – a more complex procedure than five-stud removals. The company invested in the necessary tools and advertised its expertise. This has led to a number of new clients, who correspond well with the personal attention Jason likes to give. Backing this up is considerable investment in geometry equipment, as on performance cars in particular the benefits of new rubber are lost if the suspension settings are out. Jason's greatest asset here is partner Tony Bones, who writes for the *Wheels In Motion* internet forum, and for who the whole question of geometry isn't just a profession; it's a calling.

"There's more nonsense talked about wheel alignment than almost any other subject," he begins. "Firstly, it's not alignment; it's a full geometry check, and you have to get it right because it affects tyre contact with the road. The industry itself is partly to blame, because when training fitters, too much emphasis is put on getting the readings to fall within the manufacturers' tolerances; there's excessive focus on getting 'green' readings on the screen when fitters should be concentrating on getting zero tolerances. Experience shows that the manufacturers' suggested readings are often at variance with what we need in the UK with our heavily cambered roads, and we often have to interpret their figures in the light of how the car is being used - driver only or fully laden, for example. That said, I find Porsche's suggested parameters pretty accurate."

Blackboots is an impressive operation, with the sort of expertise and intimacy that has immediate appeal to enthusiastic owners. Already repairing alloy wheels, Jason is considering adding performance exhausts to his repertoire, having sold them in the past. For now though, we believe he has a winning business formula, and congratulate Blackboots for showing how a tyre and geometry service should be run in the 21st Century.

#### PARAGON

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911 Turbo Cabriolet (997, Tiptronic S) Guards Red • Black Leather Seats • Satellite Navigation • Sport Chrono Pack Plus • 52,000 miles • 2007 (57) £49 995



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911 Carrera 4 S (997, 6-Speed) Arctic Silver • Black Leather Seats • Touchscreen Satellite Navigation • 19" Sport Design Wheels 33,000 miles • 2009 (09) £46, 995



911 Carrera 2 S (997 GEN II, 6-Speed) Meteor Grey • Black Leather Seats • Touchscreen Satellite Navigation • 19" Carrera 'S' II Wheels 35,000 miles • 2009 (59) £44 995



911 GT3 (996 Mark II, 6-Speed) Arctic Silver • Black Leather Sport Seats Air Conditioning • 18" GT3 Wheels • 43,000 miles 2004 (04) £37,995



Cayman S (GEN II, 7-Speed PDK)
Basalt Black • Stone Grey Leather Seats • 19" Sport
Design Wheels • Sport Chrono Pack with Sport Plus
12,000 miles • 2009 (59)
£33,995



Boxster S (987 GEN II, 6-Speed) Meteor Grey • Black Leather Seats 19" Carrera Sport Wheels • Touchscreen Satellite Navigation • 16,000 miles • 2010 (10) £30,995



911 Carrera 2 Targa (993, Tiptronic S) Arena Red • Cashmere Leather Sport Seats 17" Split Rim Targa Wheels • Air Conditioning 59,000 miles • 1997 (P) £28,995

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## PORSCHE

## 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.



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



All 911s are fast, this one particularly so.



Anideal first 911 – affordable and largely trouble-free.

#### Sales debate: will early RS prices peak or keep rising?

It may seem like a question with a rather obvious answer, but as prices of '73 RSs approach £300,000 and beyond, prices will soon hit a zenith, surely?

Josh Sadler, owner of RS restoration specialists Autofarm, believes that its exclusivity will only serve to ensure the continued

longevity of high prices: "Values have always been strong for the RS with its provenance and continuous history. Demand has exceeded supply, and we are experiencing more enquiries from the US, where RHD is surprisingly desirable, as with fewer cars around their history is better known. We have sold a number of RSs in the last year.



While interest rates remain low, cars such as these remain an attractive proposition. The rise of RS prices is also having a positive effect on prices for the 'S', where we are seeing a prominent rise here, too."

Josh's sentiments are echoed by Anthony Pozner of Hendon Way Motors, who says: "Around

1,500 were originally built, and there's less than that around these days. People's understanding of these vehicles is ever increasing, while the supply is ever decreasing. For that reason, prices will always continue to rise." Inother words, £300,000 for a 2.7 RS may seem like a bargain in another tenyears' time!

#### Car of the month

1984 **911 Turbo 3.3** 





Few 3.3 lurbos come available in this special-order hue of Smoke Quartz. This glorious example, for sale at Yorkshire Classic Porsche, has enjoyed a complete engine rebuild courtesy of Leeds OPC, coming with a 12-month main dealer warranty. What's more, it comes with detailed photographic evidence of all resto work, and is in sterling mechanical and aesthetic order. For more information, visit the website.







#### 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.

Capacity: 1,991cc Compression ratio: 9,9:1 Maximum power: 170bhp @ 6,800rpm Maximum torque: 183Nm @ 5,500rpm Brakes: Front: 282mm discs; Rear: 290mm discs Wheels & tyres: Front: 15x6J, 185HR; Rear: 15x6J, 185HR

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



#### **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 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: 7.6 sec Top speed: 128mph

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 911F. 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

Weight: 4,291mm Width: 1,610mm Weight: 1,075kg 0-60mph: 7.0 sec Top speed: 142mph

RATING:



**911S** 

(O and A serie 1966-68



something that would ontinue 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 0-60mph: 7.9 sec Top speed: 152mph



911L



In 1967, the 911 received its first update with the A-series This coincided with an xpansion to the range the standard car became known as the 911L (Lux) and

1967-68

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

Capacity: 1,991cc Compression ratio: 9.0:1 Maximum power: 130bhp @ 6,100rpm Maximum torque: 173Nm @ 4,200rpm Brakes: Front: 282mm discs; Rear: 290mm discs Wheels & tyres: Front: 15x5.5J, 185HR; Rear: 15x5.5J, 185HR Length: 4,163mm Width: 1,610mm Weight: 1,075kg 0-60mph: 8.4 sec

**RATING:** 

**911T** 

#### (A & B seri 1967-68



Capacity: 1,991cc

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

and carburettors instead of fuel injection. The interior specification was similar to that of the 912

Maximum power: 110bhp @ 5,800rpm Maximum torque: 156Nm @ 4.200rpm Brakes: Front: 282mm discs; Rear: 290mm discs Wheels & tyres: Front: 15x5.5J, 165HR; Rear: 15x5.5J, 165HR Length: 4,163mm Width: 1,610mm Weight: 1,020kg 0-60mph: 8.8 sec (est) Top speed: 124mph

Compression ratio: 8.6:1

**RATING:** 

**911E** 

1968-69



Capacity: 1,991cc

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

Compression ratio: 9.1:1 Maximum power: 140bhp @ 6,500rpm Maximum torque: 175Nm @ 4.500rpm Brakes: Front: 282mm discs; Rear: 290mm discs Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, Length: 4,163mm

Width 1,610mm Weight: 1.020kg 0-60mph: 7.6 sec Top speed: 130mph

**RATING:** 

**911E** 

(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



Top speed: 132mph

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 series) 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: 7.0 sec (est) Top speed: 123mph

RATING:

1973

**911E** 

(E serie 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:**  $\star\star\star$ 

**911E** 

1973



Capacity: 2,341cc

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.

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: 7.6 sec (est)

Top speed: 140mph (est)

**RATING:** 

**911S** 



For the Fiseries, the 190bhp 911S followed the sa upgrades as the 911E, the most 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: 6.6 sec Top speed: 144mph

**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: 7.0 sec (est) Top speed: 140 mph (est)

**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: 8.5 sec

**RATING:** 

ULTRA-RARE MODEL



#### 1972-73 Carrera 2.7 RS

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

Capacity: 2,681cc Compression ratio: 8.5:1 Maximum power: 210bhp @ 6,300rpm Maximum torque: 255Nm @ 5,100rpm Brakes: Front: 282mm discs; Rear: 290mm discs Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x7J, 215VR Length: 4,163mm

Width: 1,610mm Weight: 975kg (Sport) 0-60mph: 5.6 sec Top speed: 153mph





911 Carrera

(G & H series) 1974-75



Weight: 1.075kg

0-60mph: 6.1 sec

Top speed: 149mph

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

**RATING:** 

911 Carrera 3.0

Top speed: 130mph

1976-77



Top speed: 145mph

Not sold in the US, the Carrera 3.0 was basically the same model as the previous Carrera, only fitted with a new 2,994cc engine, which was essentially that from the 911 Turbo. This

engine, with the addition of some minor changes. continued to power the 911 until 1989.

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







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#### 9303.0



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: 168mnh

#### **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: 1775mm 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, while intakes in the rear wings fed air to the brakes. The larger turbocharger and four-outlet exhaust gave 30bhp of extra powe

Capacity: 3,299cc

Compression ratio: 7.0:1 Maximum power: 330bhp @ 5,500rpm Maximum power: 330bii p = 0,000 pm Maximum torque: 432Nm@4,000rpm Wheels & tyres: Front: 16x7J, 205/55VR: Rear

16x9J, 245/45VR Length: 4,491mm Width: 1,775mm Weight: 1.335kg 0-62mph: 4.6 sec Top speed: 173mph



#### 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

**RATING:** 

#### 964 3.8 RS

Capacity: 3,746cc

Identified by a lightweight Turbo bodyshell, large rear . Power came from a air sensor and twin exhaust.

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; Rea 18x11J. 285/35ZR

Length: 4,250mm Width: 1,775mm Weight: 1,210kg 0-62mph: 4.9 sec Top speed: 169mph

**RATING:** 

#### 993 Carrera

#### 1993-97

Restyled bodywork had swept-

back headlamps, curvaceous

revised with hydraulic tappets

wings and blended-in

bumpers. The engine was

and hot-film airflow sensor,



. suspension gave improved handling. Capacity: 3,600cc

Compression ratio: 11.3:1 Maximum power: 272bhp @ 6.000rpm

Maximum torque: 330Nm @ 5,000rpm Brakes: Front: 304mm discs; Rear: 299mm discs Wheels & tyres: Front: 16x7J, 205/55ZR16; Rear: 16x9J, 245/45ZR16 (17-inch rims optional) Length: 4,245mm

Width: 1,735mm Weight: 1,370kg (Coupe) 0-62mph: 5.6 sec Top speed: 168mph

**RATING:** 



1989

911 SC 🚾



1978-83



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

Weight: 1,335kg 0-62mph: 4.8 sec **RATING:** Top speed: 173mph

Carrera 3.2 NR

Capacity: 3,164cc

Length: 4,291mm

Width: 1650mm

Weight: 1,210kg

0-62mph: 5.6 sec

Top speed: 148mph

Compression ratio: 10.3:1



to feature an ECU to control the ignition and fuel

Maximum power: 231bhp @ 5,900rpm Maximum torque: 284Nm @ 4,800rpm

15x8J, 215/60VR (16 inches for 1989)

systems. The Getrag G50 gearbox appeared in 1987.

Brakes: Front: 304mm discs; Rear: 309mm discs. Wheels & tyres: Front: 15x7J, 195/65VR; Rear:

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

1984-89



930 LE WAR

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: 15x71 215/60VR Length: 4,291mm Width: 1,650mm Weight: 1.170kg **RATING:** 0-60mph: 5.1 sec Top speed: 151mph

#### Speedster

1989



Essentially a Carrera 3.2 with a chopped, more steeply acked windscreen and hood and stripped-out interior Most had wide Turbo bodies Porscheinsisted 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 **RATING:** 0-60mph: 5.6 sec Top speed: 148mph

#### 964 Carrera 4

1929-93



0-62mph: 5.7 sec Top speed: 162mnh

eavily revised bodywork deformable bumpers over coil-spring suspension and four-wheel-drive marked this radical overhaul of the 911, which Porsche claimed was 87

**RATING:** 

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

**RATING:** 

#### 964 Carrera 2

1990-93



Not everyone wanted four wheel 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 Turbo 3.6** 

#### 964 C2 Speedster 1993-94



Capacity: 3,600cc

Compression ratio: 10.3:1

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

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 0-62mph: 5.5 sec Top speed: 164mph



#### **ULTRA RARE MODEL**



#### 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

RATING:

1995-96



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

1993-94

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

**RATING:** 

#### 993 Carrera 4

1994-97



0-62mph: 5.8 sec

Top speed: 166mph

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

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



#### 993 Carrera RS





Capacity: 3,746cc

0-62mph: 5.0 sec

Top speed: 172mph

Weight: 1,290kg 0-62mph: 4.6 sec

Top speed: 180mph

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.

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



#### 993 Carrera 4S 1995-96



The 4S was effectively a Carrera 4 with a Turbo wide bodyshell (albeit lacking a fixed rear spoiler). It also boasted Turbo brakes and suspension, and the 18-inch

wheels were aesthetically similar to the equivalent

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

**RATING:** 

#### 993 Turbo

0-62mph: 4.8 sec

Top speed: 174mph

1996-98



0-62mph: 4.3 sec

Top speed: 180mph

The Turbo was fitted with two KKK turbochargers in order to reduce lag. Also, the power went to all four wheels using the Carrera 4's

transmission system. Brakes were distinctive 'big reds' under hollow-spoked 18-inch wheels

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



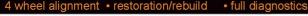
0-62mph: 5.3 sec

Top speed: 168mph





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#### 993 GT2

#### 1995-96



Capacity: 3,600cc

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.

Compression ratio: 8.0:1 Maximum power: 430bhp @5,750rpm Maximum torque: 540Nm@4,500rpm Brakes: Front: 322mm discs; Rear: 322mm discs Wheels & tyres: Front: 18x9J. 235/40ZR18: Rear: 18x11J, 285/35ZR18 Length: 4.245mm Width: 1.855mm

Weight: 1,290kg 0-62mph: 3.9 sec Top speed: 189mph

#### **RATING:**

#### 993 Carrera S

#### 1997-98



he features that come with the Carrera Sare similar to the Carrera 4S's, only in rearwheel-drive. Sought after for its superb handling and looks, the split engine cover lid and

wide body give it a distinctive 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: 5.4 sec



#### 996 Carrera 4

#### 1998-2001



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 0-62mph: 5.2 sec



#### 996 GT3

Top speed: 168mph

#### 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 0-62mph: 4.8 sec Top speed: 188mph



#### Gen2 996 C2

#### 2001-04



Top speed: 174mph

Face-lifted with Turbo-style headlamps and revised front and rear bumpers. Fitted with the more powerful 3.6-litre engine, VarioCam Plus and other refinements, Manual

and Tiptronic transmission was also improved on. Moreover, the cabin received minor 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: 17x71, 205/507R17: Rear: 17x9J, 255/40ZR17 (18-inch rims optional) Length: 4.430mm Weight: 1.345kg



#### 996 GT2

#### 2001-03



bodied 996 with uprated turbocharged engine that produced 460bhp and drove the rear wheels. The

suspension was uprated, while brakes had ceramic discs. Revised ECU later gave extra 21bhn 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



#### **996 GT3 RS**

0-62mph: 5.0 sec

Top speed: 178mph

#### 2004-05



GT3. Moreover, it also came with PCCB included as

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 re Wheels & tyres: Front: 18x8.5J, 235/40ZR18; Rear: 18x11 | 295/307R18 Length: 4,435mm

Width: 1770mm Weight: 1,360kg 0-62mph: 4.4 sec Top speed: 190mph



#### 996 Turbo S

#### 2004-05



weight saving, offering 280bhp per ton – an improvement of four per cent over the Clubsport version of the 996

standard. White with side inscriptions in blue or red.





Top speed: 195mph

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: 18x11J. 295/30ZR18

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



#### INTRO 911 INTRO

#### 1997-2001 **996 Carrera**

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

Capacity: 3,387cc
Compression ratio: 11.3:1
Maximum power: 300bhp @ 6,800rpm
Maximum torque: 350Nm @ 4,600rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/40ZR17 (18-inch rims optional)
Length: 4,430mm

Width: 1,765mm Weight: 1,320kg 0-62mph: 5.2 sec Top speed: 174mph





#### 996 Turbo

#### 2000-05



Distinguished by wide rear arches, air intakes and a deep front spoiler, plus part-fixed, part-retractable rear spoiler. The 3.6-litre engine is different to the naturally aspirated 996

unit and fitted with twin KKK K17 turbochargers and VarioCam Plus. PSM is standard.

Capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 420bhp @ 6,000rpm
Maximum torque: 560Nm @ 2,700 to 4,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x11J, 295/30ZR18
Length: 4,435mm

Length: 4,435mm Width 1,830mm Weight: 1,540kg 0-62mph: 4.2 sec Top speed: 189mph



#### 996 Carrera 4S

#### 2001-05



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

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

Capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x11J, 295/30ZR18
Length: 4,435mm

Length: 4,435mm Width: 1,830mm Weight: 1,495kg 0-62mph: 5.0 sec Top speed: 175mph



#### Gen2 996 C4

#### 2001-04



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

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

Capacity: 3,596cc Compression ratio: 11.3:1

Maximum power: 320bhp @ 6,800rpm Maximum torque: 370Nm @ 4,250rpm Brakes: Front: 318mm discs. Rear: 299mm discs Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/40ZR17 (18-inch rims optional) Length: 4,430mm

Width: 1,765mm Weight: 1,405kg 0-62mph: 5.3 sec Top speed: 175mph



#### Gen2 996 GT3

#### 2003-05



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

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

Length: 4,435mm Width: 1,770mm Weight: 1,380kg 0-62mph: 4.5 sec Top speed: 190mph

RATING:

#### 997 Carrera

#### 2004-08



Fully revised 911 with 993 -influenced bodywork and a new interior. The 3.6-litre engine was like the 996, but refined for more power. Additionally, twin exhaust with rear-wheel drive via six-

tailpipes were coupled with rear-wheel drive via sixspeed Tiptronic transmission.

Capacity: 3.596cc
Compression ratio: 11.8:1
Maximum power: 325bhp @ 6.800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x10J, 265/40ZR18

Length: 4,427mm Width: 1,808mm Weight: 1,395kg 0-62mph: 5.0 sec Top speed: 177mph



#### 997 Carrera S

#### 2004-08



As per the 997 Carrera, but with the more powerful 3.8-litre engine and PASM. 19-inch wheels came as 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 @ 4,600rpm Brakes: Front: 330mm discs; Rear: 330mm discs Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x10J, 265/40ZR18

18x10J, 265/40ZR18 Length: 4,427mm Width: 1,808mm Weight: 1,495kg 0-62mph: 4.7 sec Top speed: 182mph





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#### 997 Carrera 4

#### 2005-08



Capacity: 3,596cc

Compression ratio: 11.8:1

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.

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: 1,495kg 0-62mph: 5.1 sec Top speed: 174mph

#### **RATING:**

#### 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. It also had 44mm wider rear arches to compensate

2005-08

for the 11-inch wider wheels and helped give a more

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: 1.550kg 0-62mph: 4.8 sec Top speed: 179mph



#### Gen2 997 C2

#### 2008-12

#### **Gen2 997 C2 S**

#### 2008-12



Revised with restyled LFD ear lights and front driving ights. 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 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 **RATING:** 0-62mph: 4.7 sec Top speed: 188mph

#### Gen2 997 GT3 RS

#### 2009-



Capacity: 3,800cc

0-62mph: 4.0sec

Top speed: 192mph

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

**RATING:** 

#### **997 Turbo S**





As standard 997 Turbo, but with face-lifted body, more power (530bhp) and higher levels of standard equipment, including PCCB, centrelock wheels and ceramic brakes to go with

unique two-tone interior and Sport Chrono Plus.

Capacity: 3,800cc Compression ratio: 9.8:1 Maximum power: 530bhp Maximum torque: 700Nm Brakes: Front: 380mm discs; Rear: 350mm discs Wheels & tyres: Front: 8.5Jx19. 235/35ZR19: Rear: 11Jx19 on 305/30ZR19 Length: 4.435mm Width: 1,808mm Weight: 1,585kg 0-62mph: 3.3sec Top speed: 195mph **RATING:** 

#### 991 Carrera

#### 2011-



The first 911 of the newest and 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

Capacity: 3,436cc



#### 991 Carrera S

#### 2011-



Same as Carrera, including seven-speed manual box, but utilising 400bhp from a bigger 3.8-litre engine. Slightly larger front brakes than the standard Carrera (10mm bigger discs),

with MacPherson front axle and multi-link suspension at the rear. Distinctive 'S' badging on rear bumper.

Capacity: 3,800cc Compression ratio: 12.5:1 Maximum power: 400bhp Maximum torque: n/a Brakes: Front: 340mm discs; rear: 330mm discs Wheels & tyres: Front: 8.5Jx20, 245/35ZR20. Rear: 8.5Jx20, 245/35ZR20 Length: 4,491mm

Width: 1.808mm Weight: 1,395kg 0-62mph: 4.5sec Top speed: 188.9mph





#### **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 **RATING:** 0-62mph: 3.9 sec \*\*\*\* 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 Weight: 1,395kg **RATING:** 0-62mph: 4.3sec Top speed: 192mph

**997 GT3 RS** 



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

2006-07

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



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

2008-12



Top speed: 185mph

The bodywork was as per the Carrera 4, but with the larger 3.8-litre engine, Utilised the 997 Turbo's four-wheeldrive, 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, 295/307R19 Length: 4,435mm Width: 1.852mm Weight: 1,555kg 0-62mph: 4.7 sec

**RATING:** 

#### Gen2 997 GT3

2009-2012



Top speed: 187mph

This was updated as per the Carrera, but with a unique ront spoiler and rear wing, evised PASM, centre-lock heels and better brakes. An already great car made better.

ems with rear hubs led to a recall for model year 2010 GT3s

Capacity: 3,800cc Compression ratio: 12.2.:1 Maximum power: 435bhp @ 7,900rpm Maximum torque: 430Nm @3250rpm Brakes: Front: 380mm discs; Rear: 350mm discs Wheels & tyres: Front: 8.5x19J 235/35 ZR 19 Rear 12x191305/307R19 Length: 4,460mm Width: 1.808mm Weight: 1.395kg 0-62mph: 4.1sec Top speed: 194mph

**RATING:** 

2010

#### Gen2 997 Turbo

2009-



Basically the same as the original 997 Turbo, but with ew LED taillights and driver ights up front. Features rger 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 **RATING:** 0-62mph: 3.4 sec

ULTRA RARE MODEL

0-62mph: 5.0 sec

Top speed: 176mph



#### 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: 12.5:1 Maximum power: 408bhp Maximum torque: 420Nm Brakes: Front: 350mm discs; Rear: 350mm discs Wheels & tyres: Front: 19x8.5J, 235; Rear: 19x11J,305 Length: 4,435mm Width: 1.852mm Weight: 1,425kg 0-62mph: 4.1sec Top speed: 194mph

**RATING:** 



#### **997 GT2 RS**



Capacity: 3,600cc

The 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

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:** 

2013-

#### 997 GT3 RS 4.0

2010-



Top speed: 194mph

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 minivertical

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 Weight: 1,360kg 0-62mph: 3.5sec Top speed: 193mph

**RATING:** 

#### **991 Carrera 4**

2012-



Capacity: 3,436cc

This model enjoys a wider body, with rear fenders pulled out by 22mm on each side. A major telltale sign that tells it apart from the 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

Compression ratio: 12.5:1 Maximum power: 350bhp Maximum torque: 390Nm Wheels & tyres: 8.5Jx19 235/40 ZR 19 Rear: 11Jx19 Length: 4 491mm Width: 1,852mm

Weight: 1.450kg **RATING:** 0-62mph: 4.9sec Top speed: 177mph

#### 991 Carrera 4S

2012-



Weight: 1,450kg

0-62mph: 4.5sec

Top speed: 185mph

las the same wider body styling as the Carrera 4, with a rear connecting tail light counted to 3.8-litre 400hhn flat six engine. Also features

six-piston brake callipers at front as opposed to four. Seven speed manual or PDK gearbox option available. Bigger wheels than C4 and 15kg heavie

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

**RATING:** 

#### 991 GT3



and wide body shell from 91 Carrera 4 was used or the first time jere. PDK ransmission only, no manual option. Mezger engine from

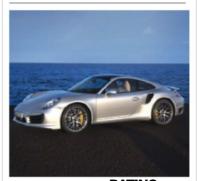
previous GT3s replaced with revamped version of direct injection 991 Carrera S engine. First deliveries

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

**RATING:** 

#### 991 Turbo

2013-



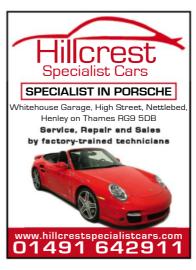
**RATING:** 

0-62mph: 3.5sec

Top speed: 196mph









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997 Turbo 3.6 (2006 - 06) Cobalt Blue with Black Leather, Sat Nav, 451 miles £43.000



Slate Grey with Black Leather, Sat Nav, 42k



997 "48" 3.8 (2007 - 57) Cobalt Blue with Ocean Blue, Sat Nav, 19k



Seal Grey with Black Leather, Sat Nav, 50k ..£35,000



997 "4\$" 3.8 (2007 - 56) White with Black Leather, Sat Nav, 44k miles £35,000



996 Turbo 3.6 "X50" Tip (2004 - 04) Basalt Black with Black Leather, Sat Nav



Cayman "S" 3.4 Gen 2 (2009 - 09) Silver with Black Leather, Sat Nav, 16k mile £32,000



996 Turbo 3.6 Tip (2003 - 53) Silver with Black Leather, Sat Nav, 46k



997 "2S" 3.8 Tip (2005 - 55) Silver with Black Leather, Sat Nav, 37k



Silver with Black Leather, Sat Nav, 50k



Cayman 2.9 Gen 2 (2010 - 60) Basalt Black with Black Leather, 23k miles



Cayman 2.9 Gen 2 (2009 - 09) Meteor Grey with Black Leather, 26k miles



Cayman "S" 3.4 (2007 - 56) Silver with Black Leather, Sat Nav, 28k mile

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2009 - PANAMERA TURBO TIPTRONIC (CARBON GREY) 12,000 Miles Luxor Beige Full Leather Interior, Brass Aluminium Interior Look, PDK 7 Automatic Gearbox, PASM, PSM, Burmester Upgraded Soundsystem, F 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, Full Savannah Beige Leather Interior, Black Leather Dashboard, TPC, PASM, i PCM, Sat Nav, BOSE, White Dials, Xenon Headights, 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.

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

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

2008 - 997 C4S CABRIOLET MANUAL (BASALT BLACK) 10,000 Miles 2006 - 997 C45 CABRIOLET IMMINDER (BASALI BLACK) 10,000 MINE Full Savannah Leather Interior, Sport Chrono, Sports Exhaust, PSM, PCM, BO CD Changer, Sat Nav, White Dials, Xenon Headlights, 19" Porsche Sport Desig 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.

2006 - 997 C4S COUPE MANUAL (ARCTIC SILVER) 27,000 Mile Cocoa Brown Leather Interior, PSM, PCM, Sat Nav, BOSE, CD Changer Exhaust, Xenon Headlights, 19" Alloy Wheels, Full Service History.

2005/54 - 997 C2S COUPE MANUAL (ARCTIC SILVER) 42,000 Miles Metropole Blue Leather Interior, PSM, PCM, Sat Nav, Heated Electric Memory Seats, BOSE, CD Changer, Switchable Sports Exhaust, Sunroof, 19" Carrera S Alloy Wheels, Full Service History.

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

2005 - 997 C2 CABRIOLET TIP (ARCTIC SILVER) 41,000 Miles Full Black Leather Interior, PSM, PCM, Sat Nav, Telephone, Cruise Control, BOSE CD Changer, Multifunction Steering Wheel, Electric Memory Heated Sports Seats, 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 Splitter, Only Two Owners From New, Recently Fitted Tyres, Full Porsche Service History.

2004/54 - 996 TURBO 'S' MANUAL (BASALT BLACK) 19.000 Miles Full Black Leather Interior, Billstein PSS10 Lowered Suspension, Performance Friction 350mm Brakes, Porsche GT3 Nomex Bucket Seats with 5 Point Seat Belts By Willems, Full Engine Rebuild, Standard K24 Turbos, 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, BOSC, CD Changer, Cruise Control, Heated Sports Seats, Alcantara Headlining, Sunroof, Xenon Headlights, Rear Wiper, Rain Sensor, Full Porsche Service History.

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

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

2002 - 996 C4S COUPE (MIDNIGHT BLUE) 48,000 Mile 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 CD Changer, Yellow Dials, Seat Belts and Callipers, Sunroof, Litronic Headlights, 18" Turbo S Alloy Wheels, Full Service History.

1998 - 993 TURBO COUPE MANUAL (FOREST GREEN) 34,000 Miles Cashmere Beige Leather Interior, Only 1 Owner, Porsche Exclusive Carbon and Aluminium Pack, White Dials, Sport Seats, Turbo Crest Son 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 Milles 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.

1994 - 993 CARRERA TIPTRONIC COUPE (BLACK) 92,000 Miles Black Leather Interior, Uprated Becker Radio System, Sunroof, Central Locking with Immobiliser, 17" Alloy Wheels, Extremely Comprehensive Service History (Spare Key, Old MOTs and Tax Discs, Original Manuals).

1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 124,000 Miles 1989 - 911 CARRETTA 3.2 CABRIOLET (300 CERTIFICATION)

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 MANUAL (ARCTIC SILVER) 32,000 Miles
Full Black Leather Interior, PSM, PCM, Sat Nay, Heated Seats, BOSE, CD
Changer, White Dials, Chrono Pack, Sports Exhaust, One Previous Owner, 19"
Turbo Alloy Wheels, 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 Nav, 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) Full Black Leather Interior, Matching Black Hood, BDV 7.0 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 Leather Interior, F1 Semi-Automatic Gearbox, Scuderia Shields, 18" ha Alloys With Ferrari Crests, Challenge Stradale Grill, iPod Connector, i Crested Seats, Original Tool Kit and Manuals, Full Detailed Service History.

1998 - F550 MARANELLO COUPE MANUAL (SILVER) 53,000 Miles Navy Leather Interior, Sat Nav with DVD, ASR Sports Mode, Electric Seats, Upgraded Radio and 6 CD Changer, Climate Control, Ferrari Service History

1996 - FERRARI F355 SPIDER GIALLO MODENA 28,000 Miles Giallo Modena Yellow, Manual, Full Nero Black Interior, Optional Sports Mode, Tonnau Cover, 18" Ferrari 355 Alloys, Original Toolkit, Full Service History, Recently Serviced. This car has been known to us for a period of 5 years.

1973 - DAYTONA 365 GTB 4 RHD (ROSSO RED) 38,000 Miles Black/Red Leather Interior, Red Carpets, Climate Control, "Ferrari Classiche" Full Continuous History, Superb Provenance, 3 Owners From New.

1967 - 275 GTB 4 MANUAL LHD (ARGENTO SILVER) 59.000 Miles 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, LAMBORGHINI

1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles 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 Full Black Leather Interior, Original Blaupunkt Stereo, Original 16" 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, Original Throughout, Exhibited At Louis Vuitton Concours D'Elegance in Paris 2003. Full Mid-Grey Leather Interior, Sunroof.

#### 1935 - BENTLEY DERBY 3.8L SALOON

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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.

2007 - LAMBORGHINI GALLARDO SPYDER (BLACK) 21,000 Miles Nero Leather Interior with Yellow Stitching, Heated Seats with Lamborghini Crests and Yellow Piping, Tracker Fitted, Bi-Xenon Headlights, 19" Lamborghini Crested Alloys with Yellow Callipers, New Lamborghini Continental Tyres Fitted, Full Official Lamborghini Service History, Recently Serviced, An Immaculate Example.







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#### 2006 BOXSTER S 3.2 **MANUAL £14.995**

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Hardtop

18" Alloys

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#### 2005 BOXSTER S **MANUAL £14,995**

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1997 BOXSTER 2.5

Arena Red with Black Leather

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Climate Control Litronic Lights 19" S Alloys



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#### 2007 BOXSTER S **MANUAL £17,995**

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2002 996 CARRERA CABRIOLET MANUAL £13.995 Arctic Silver with Black Leather interior 74,000 miles



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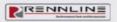














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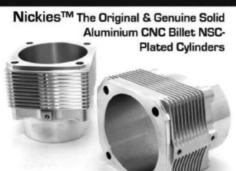
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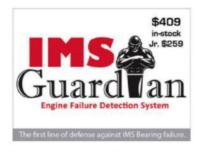
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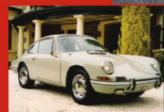




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Issue 103 in shops and online from 17 July 2013

## Great 10adS46

Written and photographed by Kieron Fennelly



#### Essential info

**LOCATION:** Navarre, NE Spain Latitude 42.695440 - 1.676010



#### **LENGTH OF DRIVE:** 32 km **POINTS OF INTEREST:**

• Ancient houses • View from summit (1,040m) • Jaurrieta

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The view from the Parador hotel

## N140, Spain

In such a picture sque country, it's hard to pick a route that stands out. Regardless, this one represents the best of Spain

pain is a fine destination for your Porsche. Away from the costas and big towns, traffic is light on the major roads and sparse on the extensive secondary route network. If having the road to yourself is a pleasant surprise, then an even bigger one is the quality of the Spanish blacktop. Over the last two decades there has been massive investment in the highway system, the result being that even obscure routes are wide, smooth and well designed. It truly is motoring nirvana, a fact not lost on car manufacturers who increasingly use Spain for product launches.

To single out just one of thousands of routes is a difficult task, but we found one 32km stretch that is worth driving, 20 miles south of the French border in the Western Pyrénées. Off the main route between St-Jean-Pied-de-Port and Pamplona, the N140 shows as a yellow road on the indispensable regional Michelin map number 573. If you take the westeast direction, the route begins at Auritz Espinal, and the first 7km are fast as the road advances across the Pyrénéan upland over open pastures, before heading through Garralda, the first of five villages en route.

Clear of the houses, a challenging series of uphill bends through a narrow valley brings you to Arribe, followed by several short straights and a couple more hamlets before a fast rising straight lifts you out of the valley to the route's highest point – 1,040 metres – just after Abaurrea Alta. The descent to the

N140's largest village, Jaurrieta, comprises several half-mile straights and an assortment of testing bends. Immediately after, the road falls away into a series of tight hairpins. Finally, the valley widens and the road straightens out for the final run into Ezcároz. Turn left here for more of the same, or right for a blast through the gorges of the valley floor towards the Pamplona-Zaragoza highway.

Traffic is thin, views are at times spectacular, and there's plenty to keep the driver busy. Spain is a long drive from Britain, but you can shorten it by taking the ferry from Portsmouth to Santander, which is near enough to the Pyrénées to decant you almost directly into the action, and takes no more time than driving across France.



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